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New evaporative emission rates, including diurnal, hot soak, tank and hose permeation, and running loss emissions. Support of Small SI Engine Rule and MSAT Rule. NONROAD EVAPORATIVE EMISSIONS RATES (NR-012C) | Science Inventory | US EPA

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United States EPA-420-R-10-021 Environmental Protection NR-012d Agency July 2010 -----
Nonroad Evaporative Emission Rates Report No. NR-012d July 2010 Assessment and Standards Division EPA, Office of Transportation and Air Quality Purpose This report documents the basic evaporative emission assumptions

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NONROAD EVAPORATIVE EMISSIONS RATES (NR-012C) Description: Support of Small SI Engine Rule and MSAT Rule. Contact: Greg Janssen (734) 214-4285 janssen.greg@epa.gov

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Using the NEVES data, the ----- NONROAD model assumes the crankcase HC emission factor is equal to 33% of the exhaust HC emission factor for 4-stroke engines with open crankcases. For diesel engines with open crankcases, NONROAD assumes the HC emission factor is equal to 2.0% of the exhaust HC emission factor.

Basic Evaporative Emission Rates For Nonroad Engine Modeling

Due to the scarcity of nonroad engine crankcase emission test data, NEVES uses data from on-highway engines to estimate nonroad crankcase emission rates. Using the NEVES data, the NONROAD model assumes the crankcase HC emission factor is equal to 33% of the exhaust HC emission factor for 4-stroke engines with open crankcases. For diesel engines with open crankcases, NONROAD assumes the HC emission factor is equal to 2.0% of the exhaust HC emission factor.

Basic Evaporative Emission Rates for Nonroad Engine Modeling

This guide contains tables listing federal emission standards for on-road and nonroad vehicles and engines, and related fuel sulfur standards. Each table includes the standards, useful life, warranty period, and the availability of averaging, banking, and trading (ABT).

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Emission Standards Reference Guide | US EPA

Technical Standards. The Tier 1 final rule was published on June 5, 1991, and phased-in progressively between 1994 and 1997. Tier 1 was in effect until 1999 for passenger vehicles and LLDT, and until 2004 for heavy light-duty trucks (HLDT). Tier 1 also regulates evaporative emissions; these requirements are summarized on the EPA's website. Vehicle Categories Tier 1 standards applied to all ...

US: Light-duty: Emissions | Transport Policy

Additional EPA reports will describe other issues relating to emission factors including NONROAD emission factors for evaporative emissions, crankcase emissions, spillage and other non-exhaust emissions (NR-012), adjustments to emission rates due to variations in fuel and temperature (NR-001), speciation of hydrocarbon emissions (NR-002), and adjustments to emission rates as equipment ...

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