§ 600.113–12 Fuel economy and carbon-related exhaust emission calculations for FTP, HFET, US06, SC03 and cold temperature FTP tests.

The Administrator will use the calculation procedure set forth in this paragraph for all official EPA testing of vehicles fueled with gasoline, diesel, alcohol-based or natural gas fuel. The calculations of the weighted fuel economy and carbon-related exhaust emission values require input of the weighted grams/mile values for total hydrocarbons (HC), carbon monoxide (CO), and carbon dioxide (CO₂); and, additionally for methanol-fueled automobiles, methanol (CH₃OH) and formaldehyde (HCHO); and, additionally for ethanol-fueled automobiles, methanol (CH₃OH), ethanol (C₂H₅OH), acetaldehyde (C₂H₅O), and formaldehyde (HCHO); and additionally for natural gas-fueled vehicles, non-methane hydrocarbons (NMHC) and methane (CH₄). For manufacturers selecting the fleet averaging option for N₂O and CH₄, as allowed under §86.1318–12(f)(2) of this chapter, the calculations of the carbon-related exhaust emissions require the input of grams/mile values for nitrous oxide (N₂O) and methane (CH₄). Emissions shall be determined for the FTP, HFET, US06, SC03 and cold temperature FTP tests. Additionally, the specific gravity, carbon weight fraction and net heating value of the test fuel must be determined. The FTP, HFET, US06, SC03 and cold temperature FTP fuel economy and carbon-related exhaust emission values shall be calculated as specified in this section. An example fuel economy calculation appears in appendix II of this part.

(a) Calculate the FTP fuel economy. (1) Calculate the weighted grams/mile values for the FTP test for CO₂, HC, and CO and where applicable, CH₃OH, C₂H₅OH, C₂H₅O, HCHO, NMHC, N₂O and CH₄, as specified in §86.144(b) of this chapter. Measure and record the test fuel’s properties as specified in paragraph (f) of this section.

(b) Calculate the HFET fuel economy. (1) Calculate the mass values for the highway fuel economy test for HC, CO and CO₂, and where applicable, CH₃OH, C₂H₅OH, C₂H₅O, HCHO, NMHC, N₂O and CH₄ as specified in §86.144(b) of this chapter. Measure and record the test fuel’s properties as specified in paragraph (f) of this section.

(2) Calculate the grams/mile values for the highway fuel economy test for HC, CO and CO₂, and where applicable CH₃OH, C₂H₅OH, C₂H₅O, HCHO, NMHC, N₂O and CH₄ by dividing the mass values obtained in paragraph (b)(1) of this section, by the actual distance traveled, measured in miles, as specified in §86.133(b) of this chapter.

(c) Calculate the cold temperature FTP fuel economy.

(1) Calculate the weighted grams/mile values for the cold temperature FTP test for HC, CO and CO₂, and where applicable, CH₃OH, C₂H₅OH, C₂H₅O, HCHO, NMHC, N₂O and CH₄ as specified in §86.144(b) of this chapter. For 2008 through 2010 diesel-fueled vehicles, HC measurement is optional.

(2) Calculate separately the grams/mile values for the cold transient phase, stabilized phase and hot transient phase of the cold temperature FTP test in §86.244 of this chapter.

(3) Measure and record the test fuel’s properties as specified in paragraph (f) of this section.

(d) Calculate the US06 fuel economy.

(1) Calculate the total grams/mile values for the US06 test for HC, CO and CO₂, and where applicable, CH₃OH, C₂H₅OH, C₂H₅O, HCHO, NMHC, N₂O and CH₄ as specified in §86.144(b) of this chapter.

(2) Calculate separately the grams/mile values for the cold transient phase, stabilized phase and hot transient phase of the US06 test. For vehicles with more than one source of propulsion energy, one of which is a rechargeable energy storage system, or vehicles with special features that the Administrator determines may have a rechargeable energy source, whose charge can vary during the test, calculate separately the grams/mile values for the cold transient phase, stabilized phase, hot transient phase and hot stabilized phase of the FTP test.

(3) Measure and record the test fuel’s properties as specified in paragraph (f) of this section.

(e) Calculate the US06 cold temperature FTP fuel economy.

(1) Calculate the grams/mile values for the cold temperature FTP test for HC, CO and CO₂, and where applicable, CH₃OH, C₂H₅OH, C₂H₅O, HCHO, NMHC, N₂O and CH₄ as specified in §86.144(b) of this chapter. For 2008 through 2010 diesel-fueled vehicles, HC measurement is optional.

(2) Calculate separately the grams/mile values for the cold transient phase, stabilized phase and hot transient phase of the cold temperature FTP test in §86.244 of this chapter.

(f) Calculate the grams/mile values for the US06 cold temperature FTP test as specified in §86.164 of this chapter.
lieu of directly measuring the emissions of the separate city and highway phases of the US06 test according to the provisions of §86.159 of this chapter, the manufacturer may, with the advance approval of the Administrator and using good engineering judgment, optionally analytically determine the grams/mile values for the city and highway phases of the US06 test. To analytically determine US06 City and US06 Highway phase emission results, the manufacturer shall multiply the US06 total grams/mile values determined in paragraph (d)(1) of this section by the estimated proportion of fuel use for the city and highway phases relative to the total US06 fuel use. The manufacturer may estimate the proportion of fuel use for the US06 City and US06 Highway phases by using modal CO\textsubscript{2}, HC, and CO emissions data, or by using appropriate OBD data (e.g., fuel flow rate in grams of fuel per second), or another method approved by the Administrator.

(3) Measure and record the test fuel’s properties as specified in paragraph (f) of this section.

(e) Calculate the SC03 fuel economy.

(1) Calculate the grams/mile values for the SC03 test for HC, CO and CO\textsubscript{2}, and where applicable, CH\textsubscript{3}OH, C\textsubscript{2}H\textsubscript{5}OH, C\textsubscript{2}H\textsubscript{4}O, HCHO, NMHC, N\textsubscript{2}O and CH\textsubscript{4} as specified in §86.144(b) of this chapter.

(2) Measure and record the test fuel’s properties as specified in paragraph (f) of this section.

(f) Fuel property determination and analysis. (1) Gasoline test fuel properties shall be determined by analysis of a fuel sample taken from the fuel supply. A sample shall be taken after each addition of fresh fuel to the fuel supply. Additionally, the fuel shall be resampled once a month to account for any fuel property changes during storage. Less frequent resampling may be permitted if EPA concludes, on the basis of manufacturer-supplied data, that the properties of test fuel in the manufacturer’s storage facility will remain stable for a period longer than one month. The fuel samples shall be analyzed to determine the following fuel properties:


(2) Methanol test fuel shall be analyzed to determine the following fuel properties:

(A) ASTM D 1298-85 (Reapproved 1990) “Standard Practice for Density, Relative Density (Specific Gravity), or API Gravity of Crude Petroleum and Liquid Petroleum Products by Hydrometer Method” (incorporated by reference at §600.011-93)

(B) ASTM D 1298-85 (Reapproved 1990) “Standard Practice for Density, Relative Density (Specific Gravity), or API Gravity of Crude Petroleum and Liquid Petroleum Products by Hydrometer Method” (incorporated by reference at §600.011-93) for the gasoline fuel component and also for the methanol fuel component and combining as follows:

\[ SG = SG_g \times \text{volume fraction gasoline} + SG_m \times \text{volume fraction methanol} \]

(ii)(A) Carbon weight fraction using the following equation:

\[ CWF = CWF_g \times MF_g + 0.375 \times MF_m \]

Where:

\[ CWF_g = \text{Carbon weight fraction of gasoline portion of blend measured using ASTM D 3343-90 “Standard Test Method for Estimation of Hydrogen Content of Aviation Fuels” (incorporated by reference at §600.011-93).} \]

\[ MF_g = \text{Mass fraction gasoline} = \frac{G \times SG_g}{G \times SG_g + M \times SG_m} \]

\[ MF_m = \text{Mass fraction methanol} = \left( M \times SG_m \right) / \left( G \times SG_g + M \times SG_m \right) \]

Where:

\[ G = \text{Volume fraction gasoline}. \]

\[ M = \text{Volume fraction methanol}. \]

\[ SG_g = \text{Specific gravity of gasoline as measured using ASTM D 1298-85 (Reapproved}. \]


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(B) Upon the approval of the Administrator, other procedures to measure the carbon weight fraction of the fuel blend may be used if the manufacturer can show that the procedures are superior to or equally as accurate as those specified in this paragraph (f)(2)(ii).

(3) Natural gas test fuel shall be analyzed to determine the following fuel properties:


(iii) Carbon weight fraction, based on the carbon contained only in the hydrocarbon constituents of the fuel. This equals the weight of carbon in the hydrocarbon constituents divided by the total weight of fuel.

(iv) Carbon weight fraction of the fuel, which equals the total weight of carbon in the fuel (i.e., includes carbon contained in hydrocarbons and in CO2) divided by the total weight of fuel.

(4) Ethanol test fuel shall be analyzed to determine the following fuel properties:

(i) Specific gravity using either:


(B) ASTM D 1298–85 (Reapproved 1990) “Standard Practice for Density, Relative Density (Specific Gravity), or API Gravity of Crude Petroleum and Liquid Petroleum Products by Hydrometer Method” (incorporated by reference at §600.011–93) for the gasoline portion of the blend.

or:


where:


MFg = Mass fraction gasoline = (G x SGg)/(G x SGg + E x SGm)

MFe = Mass fraction ethanol = (E x SGm)/(G x SGg + E x SGm)

where:

G = Volume fraction gasoline.

E = Volume fraction ethanol.


(B) Upon the approval of the Administrator, other procedures to measure the carbon weight fraction of the fuel blend may be used if the manufacturer can show that the procedures are superior to or equally as accurate as those specified in this paragraph (f)(2)(ii).

(g) Calculate separate FTP, highway, US06, SC03 and Cold temperature FTP fuel economy and carbon-related exhaust emissions from the grams/mile values for total HC, CO, CO2 and, where applicable, CH3OH, C2H5OH, C2H4O, HCHO, NMHC, N2O, and CH4, and the test fuel’s specific gravity, carbon weight fraction, net heating value, and additionally for natural gas, the test fuel’s composition.
(1) Emission values for fuel economy calculations. The emission values obtained per paragraph (a) through (e) of this section, as applicable) used in the calculations of fuel economy in this section shall be rounded in accordance with §86.094–26(a)(6)(iii) or §86.1837–01 of this chapter as applicable. The CO\textsubscript{2} values (obtained per this section, as applicable) used in each calculation of fuel economy in this section shall be rounded to the nearest gram/mile.

(2) Emission values for carbon-related exhaust emission calculations. (i) If the emission values (obtained per paragraph (a) through (e) of this section, as applicable) were obtained from testing with aged exhaust emission control components as allowed under §86.1823–08 of this chapter, then these test values shall be used in the calculations of carbon-related exhaust emissions in this section.

(ii) If the emission values (obtained per paragraph (a) through (e) of this section, as applicable) were not obtained from testing with aged exhaust emission control components as allowed under §86.1823–08 of this chapter, then these test values shall be used in the calculations of carbon-related exhaust emissions in this section.

(iii) The emission values determined in paragraph (g)(2)(A) or (B) of this section shall be rounded in accordance with §86.094–26(a)(6)(iii) or §86.1837–01 of this chapter as applicable. The CO\textsubscript{2} values (obtained per this section, as applicable) used in each calculation of carbon-related exhaust emissions in this section. For vehicles within a test group, the appropriate NMOG deterioration factor may be used in lieu of the deterioration factors for CH\textsubscript{3}OH, C\textsubscript{2}H\textsubscript{5}OH, and/or C\textsubscript{2}H\textsubscript{4}O emissions.

(iv) For manufacturers complying with the fleet averaging option for N\textsubscript{2}O and CH\textsubscript{4} as allowed under §86.1818–12(f)(2) of this chapter, N\textsubscript{2}O and CH\textsubscript{4} emission values for use in the calculation of carbon-related exhaust emissions in this section shall be the values determined according to paragraph (g)(2)(iv)(A), (B), or (C) of this section.

(A) The FTP and HFET test values as determined for the emission data vehicle according to the provisions of §86.1835–01 of this chapter. These values shall apply to all vehicles tested under this section that are included in the test group represented by the emission data vehicle and shall be adjusted by the appropriate deterioration factor determined according to §86.1823–08 of this chapter before being used in the calculations of carbon-related exhaust emissions in this section.

(B) The FTP and HFET test values as determined according to testing conducted under the provisions of this subpart. These values shall be adjusted by the appropriate deterioration factor determined according to §86.1823–08 of this chapter before being used in the calculations of carbon-related exhaust emissions in this section.

(C) For the 2012 through 2014 model years only, manufacturers may use an assigned value of 0.010 g/mi for N\textsubscript{2}O FTP and HFET test values. This value is not required to be adjusted by a deterioration factor.

(3) The specific gravity and the carbon weight fraction (obtained per paragraph (f) of this section) shall be recorded using three places to the right of the decimal point. The net heating value (obtained per paragraph (f) of this section) shall be recorded to the nearest whole Btu/lb.

(4) For the purpose of determining the applicable in-use emission standard under §86.1818–12(d) of this chapter, the combined city/highway carbon-related exhaust emission value for a vehicle subconfiguration is calculated by arithmetically averaging the FTP-based city and HFET-based highway carbon-related exhaust emission values, as determined in §600.113(a) and (b) of this section for the subconfiguration, weighted 0.55 and 0.45 respectively, and rounded to the nearest tenth of a gram per mile.

(h)(1) For gasoline-fueled automobiles tested on test fuel specified in §86.113–04(a) of this chapter, the fuel economy in miles per gallon is to be calculated using the following equation and rounded to the nearest 0.1 miles per gallon:
mpg = \left(5174 \times 10^4 \times \text{CWF} \times \text{SG} \right) \left(\frac{\left(\text{CWF} \times \text{HC}\right)}{\left(0.429 \times \text{CO} \right)} + \left(0.273 \times \text{CO}_2\right) \times \left(0.6 \times \text{SG} \times \text{NHV}\right) + 5471\right)

Where:
\text{HC} = \text{Grams/mile HC as obtained in paragraph (g) of this section.}
\text{CO} = \text{Grams/mile CO as obtained in paragraph (g) of this section.}
\text{CWF} = \text{Carbon weight fraction of test fuel as obtained in paragraph (g) of this section.}
\text{NHV} = \text{Net heating value by mass of test fuel as obtained in paragraph (g) of this section.}
\text{SG} = \text{Specific gravity of test fuel as obtained in paragraph (g) of this section.}

\text{CREE} = \left(\frac{\text{CWF}}{0.273}\right) + \text{CO}_2

Where:
\text{CREE} means the carbon-related exhaust emissions as defined in \S 600.002-08.
\text{HC} = \text{Grams/mile HC as obtained in paragraph (g) of this section.}
\text{CO} = \text{Grams/mile CO as obtained in paragraph (g) of this section.}
\text{CWF} = \text{Carbon weight fraction of test fuel as obtained in paragraph (g) of this section.}

(ii) For manufacturers complying with the fleet averaging option for \text{N}_2\text{O} and \text{CH}_4 as allowed under \S 86.1818-12(f)(2) of this chapter, the carbon-related exhaust emissions in grams per mile for 2012 and later model year gasoline-fueled automobiles tested on test fuel specified in \S 86.113-04(a) of this chapter is to be calculated using the following equation and rounded to the nearest 1 gram per mile:
\text{CREE} = \left[(\text{CWF} \times 0.273) \times \text{NMHC}\right] + \left(1.571 \times \text{CO}\right) + \text{CO}_2 + \left(298 \times \text{N}_2\text{O}\right) + \left(25 \times \text{CH}_4\right)

Where:
\text{CREE} means the carbon-related exhaust emissions as defined in \S 600.002-08.
\text{NMHC} = \text{Grams/mile NMHC as obtained in paragraph (g) of this section.}
\text{CO} = \text{Grams/mile CO as obtained in paragraph (g) of this section.}
\text{CO}_2 = \text{Grams/mile CO}_2 as obtained in paragraph (g) of this section.
\text{N}_2\text{O} = \text{Grams/mile N}_2\text{O as obtained in paragraph (g) of this section.}
\text{CH}_4 = \text{Grams/mile CH}_4 as obtained in paragraph (g) of this section.}

(iii) For diesel-fueled automobiles, calculate the fuel economy in miles per gallon of diesel fuel by dividing 2778 by the sum of three terms and rounding the quotient to the nearest 0.1 mile per gallon:
\text{CREE} = \left(3.172 \times \text{HC}\right) + \left(1.571 \times \text{CO}\right) + \text{CO}_2

Where:
\text{CREE} means the carbon-related exhaust emissions as defined in \S 600.002-08.
\text{HC} = \text{Grams/mile HC as obtained in paragraph (g) of this section.}
\text{CO} = \text{Grams/mile CO as obtained in paragraph (g) of this section.}
\text{CO}_2 = \text{Grams/mile CO}_2 as obtained in paragraph (g) of this section.}

(ii) For manufacturers complying with the fleet averaging option for \text{N}_2\text{O} and \text{CH}_4 as allowed under \S 86.1818-12(f)(2) of this chapter, the carbon-related exhaust emissions in grams per mile for 2012 and later model year diesel-fueled automobiles is to be calculated using the following equation and rounded to the nearest 1 gram per mile:
\text{CREE} = \left(3.172 \times \text{HC}\right) + \left(1.571 \times \text{CO}\right) + \text{CO}_2

Where:
\text{CREE} means the carbon-related exhaust emissions as defined in \S 600.002-08.
\text{HC} = \text{Grams/mile HC as obtained in paragraph (g) of this section.}
\text{CO} = \text{Grams/mile CO as obtained in paragraph (g) of this section.}
\text{CO}_2 = \text{Grams/mile CO}_2 as obtained in paragraph (g) of this section.}

\text{CO} = \text{Grams/mile CO as obtained in paragraph (g) of this section.}
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CO₂ = Grams/mile CO₂ as obtained in paragraph (g) of this section.
N₂O = Grams/mile N₂O as obtained in paragraph (g) of this section.
CH₄ = Grams/mile CH₄ as obtained in paragraph (g) of this section.

(j)(1) For methanol-fueled automobiles and automobiles designed to operate on mixtures of gasoline and methanol, the fuel economy in miles per gallon is to be calculated using the following equation:

\[
\text{mpg} = \frac{CWF \times SG \times 3781.8}{(CWF_{\text{exHC}} \times HC) + (0.429 \times CO) + (0.273 \times CO₂) + (0.375 \times CH₃OH) + (0.400 \times HCHO)}
\]

Where:

CWF = Carbon weight fraction of the fuel as determined in paragraph (f)(2)(i) of this section.
SG = Specific gravity of the fuel as determined in paragraph (f)(2)(i) of this section.
CWF_{\text{exHC}} = Carbon weight fraction of exhaust hydrocarbons = CWF_{\text{p}} as determined in paragraph (f)(2)(i) of this section (for M100 fuel, CWF_{\text{exHC}} = 0.866).
HC = Grams/mile HC as obtained in paragraph (g) of this section.
CO = Grams/mile CO as obtained in paragraph (g) of this section.
CO₂ = Grams/mile CO₂ as obtained in paragraph (g) of this section.
CH₃OH = Grams/mile CH₃OH (methanol) as obtained in paragraph (d) of this section.
HCHO = Grams/mile HCHO (formaldehyde) as obtained in paragraph (g) of this section.

(k)(1) For 2012 and later model year methanol-fueled automobiles and automobiles designed to operate on mixtures of gasoline and methanol is to be calculated using the following equation and rounded to the nearest 1 gram per mile:

\[
\text{CREE = } \left[ \frac{CWF_{\text{exHC}}}{0.273} \times \text{NMHC} \right] + (1.571 \times CO) + (1.374 \times CH₃OH) + (1.466 \times HCHO) + CO₂ + (298 \times N₂O) + (25 \times CH₄)
\]

Where:

CREE means the carbon-related exhaust emission value as defined in §600.002–08.
CWF_{\text{exHC}} = Carbon weight fraction of exhaust hydrocarbons = CWF_{\text{p}} as determined in paragraph (f)(2)(ii) of this section (for M100 fuel, CWF_{\text{exHC}} = 0.866).
NMHC = Grams/mile HC as obtained in paragraph (g) of this section.
CO = Grams/mile CO as obtained in paragraph (g) of this section.
CO₂ = Grams/mile CO₂ as obtained in paragraph (g) of this section.
CH₃OH = Grams/mile CH₃OH (methanol) as obtained in paragraph (d) of this section.
HCHO = Grams/mile HCHO (formaldehyde) as obtained in paragraph (g) of this section.
N₂O = Grams/mile N₂O as obtained in paragraph (g) of this section.
CH₄ = Grams/mile CH₄ as obtained in paragraph (g) of this section.

(k)(2) For automobiles fueled with natural gas, the fuel economy in miles per gallon of natural gas is to be calculated using the following equation:

\[
\text{mpg} = \frac{CWF_{\text{exHC}} \times D_{\text{avg}} \times 121.5}{(0.749 \times CH₄) + (CWF_{\text{NMHC}} \times \text{NMHC}) + (0.429 \times CO) + (0.273 \times (CO₂ - CO₂_{\text{avg}}))}
\]
Where:

\( \text{mpge} \) = miles per equivalent gallon of natural gas.

\( \text{CWF}_{\text{NG}} \) = carbon weight fraction based on the hydrocarbon constituents in the natural gas fuel as obtained in paragraph (g) of this section.

\( D_{\text{NG}} \) = density of the natural gas fuel [grams/ft³ at 68 °F (20 °C) and 760 mm Hg (101.3 kPa)] pressure as obtained in paragraph (g) of this section.

\( \text{CH}_4, \text{NMHC}, \text{CO}, \text{CO}_2 \) = weighted mass emissions [grams/mile] for methane, non-methane HC, carbon monoxide, and carbon dioxide as calculated in §600.113.

\( \text{CWF}_{\text{NMHC}} \) = carbon weight fraction of the non-methane HC constituents in the fuel as determined from the speciated fuel composition per paragraph (f)(3) of this section.

\( \text{CO}_{2\text{NG}} \) = grams of carbon dioxide in the natural gas fuel consumed per mile of travel.

\( \text{CO}_{2\text{NG}} = \text{FC}_{\text{NG}} \times D_{\text{NG}} \times \text{WF}_{\text{CO}_2} \)

Where:

\( \text{FC}_{\text{NG}} = \frac{(0.749 \times \text{CH}_4) + (\text{CWF}_{\text{NMHC}} \times \text{NMHC}) + (0.429 \times \text{CO}) + (0.273 \times \text{CO}_2)}{\text{CWF}_{\text{NG}} \times D_{\text{NG}}} \)

\( \text{= cubic feet of natural gas fuel consumed per mile} \)

Where:

\( \text{CWF}_{\text{NG}} \) = the carbon weight fraction of the natural gas fuel as calculated in paragraph (f) of this section.


(2)(i) For automobiles fueled with natural gas, the carbon-related exhaust emissions in grams per mile is to be calculated using the following equation and rounded to the nearest 1 gram per mile:

\( \text{CREE} = 2.743 \times \text{CH}_4 + 0.273 \times \text{NMHC} + 1.571 \times \text{CO} + \text{CO}_2 \)

Where:

\( \text{CREE} \) means the carbon-related exhaust emission value as defined in §600.002–08.

\( \text{CH}_4 \) = Grams/mile \( \text{CH}_4 \) as obtained in paragraph (g) of this section.

\( \text{NMHC} \) = Grams/mile \( \text{NMHC} \) as obtained in paragraph (g) of this section.

\( \text{CO} \) = Grams/mile \( \text{CO} \) as obtained in paragraph (g) of this section.

\( \text{CO}_2 \) = Grams/mile \( \text{CO}_2 \) as obtained in paragraph (g) of this section.

\( \text{CWF}_{\text{NMHC}} \) = carbon weight fraction of the non-methane HC constituents in the fuel as determined from the speciated fuel composition per paragraph (f)(3) of this section.

(2)(ii) For manufacturers complying with the fleet averaging option for \( \text{N}_2\text{O} \) as allowed under §86.1818–12(f)(2) of this chapter, the carbon-related exhaust emissions in grams per mile for 2012 and later model year automobiles fueled with natural gas is to be calculated using the following equation and rounded to the nearest 1 gram per mile:

\( \text{CREE} = (25 \times \text{CH}_4) + [(\text{CWF}_{\text{NMHC}} \times 0.273) \times \text{NMHC}] + (1.571 \times \text{CO}) + \text{CO}_2 + (298 \times \text{N}_2\text{O}) \)

Where:

\( \text{CREE} \) means the carbon-related exhaust emission value as defined in §600.002–08.

\( \text{CH}_4 \) = Grams/mile \( \text{CH}_4 \) as obtained in paragraph (g) of this section.

\( \text{NMHC} \) = Grams/mile \( \text{NMHC} \) as obtained in paragraph (g) of this section.

\( \text{CO} \) = Grams/mile \( \text{CO} \) as obtained in paragraph (g) of this section.

\( \text{CO}_2 \) = Grams/mile \( \text{CO}_2 \) as obtained in paragraph (g) of this section.

\( \text{CWF}_{\text{NMHC}} \) = carbon weight fraction of the non-methane HC constituents in the fuel as determined from the speciated fuel composition per paragraph (f)(3) of this section.

\( \text{N}_2\text{O} \) = Grams/mile \( \text{N}_2\text{O} \) as obtained in paragraph (g) of this section.

(1)(l) For ethanol-fueled automobiles and automobiles designed to operate on mixtures of gasoline and ethanol, the fuel economy in miles per gallon is to be calculated using the following equation:

\( \text{mpge} = \frac{(\text{CWF} \times \text{SG} \times 3781.8) + ((\text{CWF}_{\text{NMHC}} \times \text{HC}) + (0.429 \times \text{CO}) + (0.273 \times \text{CO}_2) + (0.375 \times \text{CH}_3\text{OH}) + (0.400 \times \text{HCHO}) + (0.521 \times \text{C}_2\text{H}_5\text{OH}) + (0.545 \times \text{C}_3\text{H}_6\text{O})}{\text{mw}_{\text{CH}_2\text{OH}} \times \text{p}_{\text{p}} \times \text{p}_{\text{v}}} \)

Where:
CWF = Carbon weight fraction of the fuel as determined in paragraph (f)(4) of this section.
SG = Specific gravity of the fuel as determined in paragraph (f)(4) of this section.
CWF_{exHC} = Carbon weight fraction of exhaust hydrocarbons = CWF as determined in paragraph (d) of this section.
HC = Grams/mile HC as obtained in paragraph (g) of this section.
CO = Grams/mile CO as obtained in paragraph (g) of this section.
CH\textsubscript{4} = Grams/mile CH\textsubscript{4} as obtained in paragraph (f) of this section.
CO\textsubscript{2} = Grams/mile CO\textsubscript{2} as obtained in paragraph (g) of this section.
CH\textsubscript{3}OH = Grams/mile CH\textsubscript{3}OH (methanol) as obtained in paragraph (d) of this section.
HCHO = Grams/mile HCHO (formaldehyde) as obtained in paragraph (g) of this section.
C\textsubscript{2}H\textsubscript{5}OH = Grams/mile C\textsubscript{2}H\textsubscript{5}OH (ethanol) as obtained in paragraph (d) of this section.
C\textsubscript{2}H\textsubscript{3}O\textsubscript{2} = Grams/mile C\textsubscript{2}H\textsubscript{3}O\textsubscript{2} (acetaldehyde) as obtained in paragraph (d) of this section.

(2)(i) For 2012 and later model year ethanol-fueled automobiles and automobiles designed to operate on mixtures of gasoline and ethanol, the carbon-related exhaust emissions in grams per mile is to be calculated using the following equation and rounded to the nearest 1 gram per mile:

CREE = \left[ CWF_{exHC}/0.273 \right] \times N\textsubscript{MHC} + \left( 1.571 \times CO \right) + \left( 1.374 \times CH\textsubscript{3}OH \right) + \left( 1.466 \times HCHO \right) + \left( 1.911 \times C\textsubscript{2}H\textsubscript{5}OH \right) + \left( 1.998 \times C\textsubscript{2}H\textsubscript{3}O\textsubscript{2} \right) + CO\textsubscript{2} + \left( 298 \times N\textsubscript{2}O \right) + \left( 25 \times CH\textsubscript{4} \right)

Where:
CREE = CWF_{exHC}/0.273 = CWF as determined in paragraph (f)(4) of this section as obtained in paragraph (g) of this section.
N\textsubscript{MHC} = Grams/mile HC as obtained in paragraph (g) of this section.
CO = Grams/mile CO as obtained in paragraph (g) of this section.
CH\textsubscript{3}OH = Grams/mile CH\textsubscript{3}OH (methanol) as obtained in paragraph (d) of this section.
HCHO = Grams/mile HCHO (formaldehyde) as obtained in paragraph (g) of this section.
C\textsubscript{2}H\textsubscript{5}OH = Grams/mile C\textsubscript{2}H\textsubscript{5}OH (ethanol) as obtained in paragraph (d) of this section.
C\textsubscript{2}H\textsubscript{3}O\textsubscript{2} = Grams/mile C\textsubscript{2}H\textsubscript{3}O\textsubscript{2} (acetaldehyde) as obtained in paragraph (d) of this section.
N\textsubscript{2}O = Grams/mile N\textsubscript{2}O as obtained in paragraph (g) of this section.
CH\textsubscript{4} = Grams/mile CH\textsubscript{4} as obtained in paragraph (g) of this section.

(m) Carbon-related exhaust emissions for electric vehicles, fuel cell vehicles and plug-in hybrid electric vehicles. Manufacturers shall determine carbon-related exhaust emissions for electric vehicles, fuel cell vehicles, and plug-in hybrid electric vehicles according to the provisions of this paragraph (m). Subject to the limitations described in §86.1866–12(a) of this chapter, the manufacturer may be allowed to use a value of 0 grams/mile to represent the emissions of fuel cell vehicles and the proportion of electric operation of electric vehicles and plug-in hybrid electric vehicles that is derived from electricity that is generated from sources that are not onboard the vehicle, as described in paragraphs (m)(1) through (3) of this section.

(1) For 2012 and later model year electric vehicles, but not including fuel cell vehicles, the carbon-related exhaust emissions in grams per mile is to be calculated using the following equation and rounded to the nearest one gram per mile:
Environmental Protection Agency § 600.113–78

Where:

CREE = CREE_{UP} - CREE_{GAS}

CREE means the carbon-related exhaust emission value as defined in § 600.002-08, which may be set equal to zero for eligible 2012 through 2016 model year electric vehicles as described in § 86.1866-12(a) of this chapter.

CREE_{UP} = 0.7670 \times EC,

CREE_{GAS} = 0.2485 \times \text{TargetCO}_2,

Where:

EC = The vehicle energy consumption in watt-hours per mile, determined according to procedures established by the Administrator under § 600.111-08(f).

TargetCO2 = The CO2 Target Value determined according to § 86.1818-12(c)(2) of this chapter for passenger automobiles and according to § 86.1818-12(c)(3) of this chapter for light trucks.

(2) For 2012 and later model year plug-in hybrid electric vehicles, the carbon-related exhaust emissions in grams per mile shall be calculated using the method specified in paragraph (m)(1) of this section, except that CREE_{UP} shall be determined according to procedures established by the Administrator under § 600.111-08(f). As described in § 86.1866-12(a) of this chapter the value of CREE may be set equal to zero for eligible 2012 through 2016 model year fuel cell vehicles.

(n) Equations for fuels other than those specified in paragraphs (h) through (l) of this section may be used with advance EPA approval. Alternate calculation methods for fuel economy and carbon-related exhaust emissions may be used in lieu of the methods described in this section if shown to yield equivalent or superior results and if approved in advance by the Administrator.

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