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Exhaust Emission Factors for Nonroad Engine Modeling -- Spark-Ignition, NR-010f (PDF) (58 pp, 1.1 MB, EPA-420-R-10-019, July 2010) Nonroad Spark-Ignition Engine Emission Deterioration Factors, NR-011d (PDF) (17 pp, 616 K, EPA-420-R-10-020, July2010) Nonroad Evaporative Emission Rates, NR-012d (PDF) (147 pp, 2.7 MB, EPA-420-R-10-021, July 2010)

Nonroad Technical Reports | US EPA

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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Nonroad Evaporative Emission Rates eBook: EPA, United States Environmental Protection Agency: Amazon.co.uk: Kindle Store

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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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Where To Download Nonroad Evaporative Emission Rates Us Epa Nonroad Evaporative Emission Rates Evaporative Emissions from On-road Vehicles in MOVES2014 (PDF) (107 pp, 2.6MB, EPA-420-R-14-014, September 2014) Exhaust Emission Rates for Heavy-Duty On-road Vehicles in MOVES2014 (PDF) (231 pp, 2.23MB, EPA-420-R-15-015a, November 2015)

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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 Office: OFFICE OF AIR AND RADIATION Full Record ID: 139241 You may choose to be added or removed from the document change notification list: Request Notification Remove Notification

NONROAD EVAPORATIVE EMISSIONS RATES (NR-012C) | Science ...

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).

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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