



Product Stewardship

Sphera® Managed LCA Content (MLC)

Passenger Vehicles LCI Modeling
2026

Table of contents

General Description of Processes	3
Process Characterization/Naming.....	3
Classification.....	3
Vehicle Category, Fuel.....	3
Emission Category (cf. [5]).....	3
Road Categories.....	4
Emissions Calculation.....	4
General Emissions Calculation.....	4
Calculation of CO ₂	4
Calculation of SO ₂	4
Production and End of Life.....	5
Variable Parameters.....	5
Inputs.....	6
Outputs.....	6
Emissions.....	6
Systems and Emissions not considered.....	7
Application	8
Process Integration.....	8
Input Parameters.....	8
Sulphur Content of Fuel.....	8
Driving Shares for Motorway, Rural, Urban (respective parameters: “share_mw”, “share_ru”, “share_ur”) – Internal combustion engine vehicles.....	8
Driving Shares for Motorway (“share_mw”) City (“share_ci”) and Share of driving in Summer season (“share_summer”) – electric vehicles.....	8
Driving Performance and Charging Losses.....	8
Representativeness.....	9
Technological.....	9
Spatial.....	9
Temporal.....	9
Literature	10
Process List (MLC)	11

General Description of Processes

This documentation describes transportation processes for petrol (gasoline¹), diesel, LPG, CNG and electric driven passenger cars. The processes comprise the use phase with fuel demand and emissions released. Production and end of life can be integrated. The default functional unit is 1 vehicle kilometer.

Process Characterization/Naming

The internal combustion car processes are named according to the following system:

Vehicle category, fuel, emission category

Example: **Car, diesel, Euro 4**

The electric car processes are named according to the following system:

Vehicle category, fuel, size

Example: Car electric, large size

A list of all available processes is appended at the end of this documentation.

Classification

Vehicle Category, Fuel

- Car, diesel
- Car, petrol
- Car, LPG
- Car, CNG
- Car, electric

Emission Category (cf. [5])

- Euro 1 (petrol and diesel only)
- Euro 2
- Euro 3
- Euro 4
- Euro 5
- Euro 6 (CNG and LPG only)
- Euro 6 A-C (petrol and diesel only)
- Euro 6 D (petrol and diesel only)

For electric cars, the Euro standards do not apply. The life cycle emissions for electric cars depend on the size (weight) and the weather conditions. Thus, electric car processes have been divided

¹ Data is contributed from US and UK alike: "Petrol" and "Gasoline" are used as synonyms in documentation and database.

based on the car sizes according to data provided in the EV database [7] and the driving share between summer and winter can be adjusted within the process

Road Categories

- Average Motorway (MW)
- Average Rural (RU)
- Average Urban (UR)

For electric cars, differentiation is done only between urban (city) and motorway, given environmental relevance.

The default distribution between road categories stated in the MLC for internal engine processes is based on the values for the traffic situations in HBEFA 4.2 for the year 2022 [6] and for electric car processes is based on the information from the EV database [7] for the year 2022.

Emissions Calculation

The emission calculations are derived from emission factors from literature (HBEFA 4.2) [6] which are based on measurements. Additional calculation principles are explained below.

General Emissions Calculation

The total emissions (in internal combustion processes) for each pollutant are calculated based on emission factors (EM) by road category (Motorway = MW_{EM} , Rural = RU_{EM} , Urban = UR_{EM}) taken from literature in [g/km] and share of road categories (Motorway = MW_{share} , Rural = RU_{share} , Urban = UR_{share}) [-]:

$$Emission_X = ((MW_{share} \cdot MW_{EM}) + (RU_{share} \cdot RU_{EM}) + UR_{share} \cdot UR_{EM}) \left[\frac{g_{Emission}}{km} \right] \quad (1)$$

There are no exhaust emissions for electric car processes.

Calculation of CO₂

The calculations for carbon dioxide emissions are based on the emission factors according to a constant relation of 3.18 kg CO₂/kg fuel for the fuel consumption that is assumed. Petrol: with a medium density of 0.74 kg/l; this is equal to a ratio of 2.36 kg CO₂/l petrol
Diesel: with a medium density of 0.832 kg/l; this is equal to a ratio of 2.64 kg CO₂/l diesel.

Calculation of SO₂

For sulfur dioxide, a complete stoichiometric conversion of the sulfur contained in the fuel and of oxygen into SO₂ is assumed. The sulfur content in the fuel is a variable parameter, which can be set individually by the user. Note that the values vary considerably among countries worldwide.

$$EF_{SO_2} = x_{ppmS} * \frac{64 \text{ kg}_{SO_2}}{32 \text{ kg}_S} * fuel_{consumption} \left[\frac{m_{SO_2}}{m_{Cargo}} \right] \quad \#(2)$$

EF_{SO_2} Emission factor for SO₂

x_{ppmS} Mass share of sulfur in fuel in $\frac{m_S}{m_{fuel}}$

$$fuel_{consumption} \text{ Fuel consumption in } \frac{m_{fuel}}{m_{cargo}}$$

Production and End of Life

Production and End of Life are not part of the passenger car process itself. However, a model specific integration is pre-configured in the datasets. The scaling to the kilometers driven, results from 1/km driving performance to the unit of 1 vehicle kilometer.

Variable Parameters

Internal Combustion Engine based processes:

Table 1 Variable Parameters

Parameter Name	Comment	Unit
share_MW	Driving Share on Motorway (MW)	-
share_RU	Driving Share Rural (RU)	-
share_UR	Driving Share Urban (UR)	-
share_CO ₂ _bio	Share of Biogenic C in Fuel	-
driving performance	Life-time Mileage of Vehicle	km
ppm_sulfur	Mass Share of Sulphur in Fuel	ppm
switch_part_NE	switch: 0= no non-exhaust PM, 1 = non-exhaust PM included.	[0;1]

Electric car processes:

Table 2 Variable Parameters

Parameter Name	Comment	Unit
share_ci	Percentage in the town	-
share_summer	Percentage of driving in summer conditions	-
Charg_loss	Percentage of charging losses	-
driving performance	Life-time Mileage of Vehicle	km
switch_part_NE	switch: 0= no non-exhaust PM, 1 = non-exhaust PM included.	[0;1]

Inputs

Table 3 Valuable Substances

Flow	Flow Group	Unit
Petrol/Diesel/Electricity	Crude Oil Products/ Electricity	kg
Vehicle	Material Systems	pcs

Outputs

Table 4 Valuable Substances

Flow	Flow Group	Unit
Vehicle Kilometers	Others	1000m
Vehicle	Material Systems	pcs

Emissions

Table 5 Emissions

Flow	Flow Group	Unit
Ammonia	Inorganic Emissions to Air	kg
Benzene	Group NMVOC to Air	kg
Carbon Dioxide	Inorganic Emissions to Air	kg
Carbon Dioxide (biotic)	Inorganic Emissions to Air	kg
Carbon Monoxide	Inorganic Emissions to Air	kg
Dust (PM2.5)	Particles to Air	kg
Methane	Organic Emissions to Air (Group VOC)	kg
Nitrogen Dioxide	Inorganic Emissions to Air	kg
Nitrogen Monoxide	Inorganic Emissions to Air	kg
Nitrous Oxide (Laughing Gas)	Inorganic Emissions to Air	kg
NMVOC (unspecific)	Group NMVOC to Air	kg
Sulphur Dioxide	Inorganic Emissions to Air	kg

Note: Not all of the above emissions are present for LPG, CNG and electric driven vehicles.

Systems and Emissions not considered

The datasets only include the emissions from the combustion of the fuel. The following aspects are not considered:

- Vehicle production, repair, and maintenance (integration optional where required)
- Vehicle recycling (integration optional where required)
- Infrastructure (roads etc.)
- Noise
- Diurnal losses and refueling losses (see [6])
- Hot-Soak-Emissions
- Oil use
- Cold-Start Emissions
- Emissions from air conditioning (relevance < 1 %, see [4])

Production and emissions of glycol and detergent from window washing systems

However, the databases offer plenty of data to model these aspects in a user specific fashion.

Note: The user has choice to set a parameter switch on and off to account for or omit abrasion (dust emissions) from tires and brakes as needed. Abrasion is enabled by default for electric vehicles ('switch_part_NE' parameter is 1) and is disabled by default for combustion vehicles ('switch_part_NE' parameter is 0).

Application

Process Integration

The passenger car process is integrated into the model by the flow “vehicle kilometers”.

Input Parameters

The transport processes can be adapted to specific conditions by changing the variable parameters.

Sulphur Content of Fuel

The sulfur content in diesel fuel varies significantly worldwide; the transport processes can be adapted accordingly.

The default sulfur content is set for the EU standard of 10 ppm [2].

Driving Shares for Motorway, Rural, Urban

(respective parameters: “share_mw”, “share_ru”, “share_ur”) – Internal combustion engine vehicles

The driving shares for Motorway (MW), Rural (RU), Urban (UR) can be adapted to specific boundary conditions. The predefined standard values represent the shares of Germany for each respective vehicle. The shares must add up to 1 in total.

Driving Shares for Motorway (“share_mw”)

City (“share_ci”) and Share of driving in Summer season (“share_summer”) – electric vehicles

The driving shares for Motorway (MW) and City (Ci) along with the share of driving in summer season can be adapted to specific boundary conditions. The predefined standard values represent the shares of Germany for each respective vehicle class.

The shares of motorway and city must add up to 1 in total and the percentage share driving in for summer season can be set between 0 and 1.

Driving Performance and Charging Losses

The parameter “driving performance” is used to scale production and End of Life. In the case that neither production, nor end of life is considered (the respective processes are not connected), the parameter remains constant.

For electric vehicles, the default charging losses can also be adjusted by adjusting the parameter “charg_loss”.

Representativeness

Technological

The standard emission classes are covered by different datasets. The technologies are representative Europe-wide and can be adapted for worldwide locations with some minor restrictions. There is a need to identify the corresponding emission classes.

Spatial

The reference locations are Germany, Austria, and Switzerland. However, due to the similarity of the vehicle structures and the same emissions limit values, the models are representative for the entire EU. The model can be adjusted to conditions in other countries worldwide with limited uncertainty. Note: uncertainty increases with the increase of deviation of the vehicle structure, the road categories and the utilization behavior – these can be adapted by modifying the driving share (MW/RU/UR) or (MW/Ci) as well as the utilization ratio (driving_perform/summer) and sulfur content in the fuel (ppm_sulfur) for individual conditions.

Temporal

The reference year of the data sets is 2022; representativeness may be assumed for the period of 2022 to 2025.

Modification of the age structure of vehicles for each emission class leads to changes in the emission profile. The validity of the data set is given for approximately 3 years (until 2025). Findings in HBEFA [6], based on comprehensive time series (1994-2022), report that there has been changes to the NOx emission values for passenger vehicles according to Euro 4 to 6 categories, especially for diesel driven passenger cars. Besides NOx emissions there has been no relevant change in emission profiles within a certain size class, emissions class or road category according to [6]. Only a different composition of a total vehicle fleet results in changes between 2022 and 2025.

Literature

- [1] Regulation (EC) No 715/2007 of the European Parliament and of the Council of 20 June 2007 on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) Link to this: <https://eur-lex.europa.eu/eli/reg/2007/715/oj>.
- [2] EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION: Directive 2003/17/EC of the European Parliament and of the Council of 3 March 2003 amending Directive 98/70/EC relating to the quality of petrol and diesel fuels. Brussels, Official Journal of the European Union L76/10, 22/03/2003.
- [3] EUROPÄISCHE UNION: EUROPA – Environment – Auto-Oil II Programme.
<http://ec.europa.eu/environment/archives/autooil/index.htm>
- [4] MKC Consulting GmbH: HBEFA Version 4.2 – Background documentation, 2022
- [5] SCHWARZ, Dr. Winfried; LEISEWITZ, Dr. André: Emissionen und Minderungspotential von HFKW, FKW und SF6 in Deutschland, Im Auftrag des Umweltbundesamtes, Forschungsbericht 29841256, Frankfurt, 1999.
- [6] Umweltbundesamt Berlin; BUWAL/OFEFP Bern; Umweltbundesamt Wien: Handbuch Emissionsfaktoren des Straßenverkehrs, Version 4.2, <http://www.hbefa.net> , Berlin, Bern, Vienna/Germany, Switzerland, Austria, 2022.
- [7] Reichweite von Elektroautos. EV Database. Retrieved June 2022, from <https://ev-database.de/cheatsheet/range-electric-car>
- [8] COMMISSION REGULATION (EU) No 459/2012 of 29 May 2012 amending Regulation (EC) No 715/2007 of the European Parliament and of the Council and Commission Regulation (EC) No 692/2008 as regards emissions from light passenger and commercial vehicles (Euro 6) Link to this: <https://eur-lex.europa.eu/eli/reg/2012/459/oj>
- [9] COMMISSION REGULATION (EU) 2016/646 of 20 April 2016 amending Regulation (EC) No 692/2008 as regards emissions from light passenger and commercial vehicles (Euro 6) Link to this: <https://eur-lex.europa.eu/eli/reg/2016/646/oj>

Process List (MLC)

The following processes for passenger cars are available. The region code “GLO” indicates global applicability, in connection with the respective fuel upstream dataset and setting the process parameter values to the correct sulfur content as well as other transport characteristics:

Region	Fuel	Emission Standard	Name	Type
GLO	Electric	-	Car electric, large size	Consumption mix
GLO	Electric	-	Car electric, medium size	Consumption mix
GLO	Electric	-	Car electric, small size	Consumption mix
GLO	CNG	Euro 2	Car, CNG, Euro 2	Consumption mix
GLO	CNG	Euro 3	Car, CNG, Euro 3	Consumption mix
GLO	CNG	Euro 4	Car, CNG, Euro 4	Consumption mix
GLO	CNG	Euro 5	Car, CNG, Euro 5	Consumption mix
GLO	CNG	Euro 6	Car, CNG, Euro 6	Consumption mix
GLO	Diesel	Euro 1	Car, diesel, Euro 1	Consumption mix
GLO	Diesel	Euro 2	Car, diesel, Euro 2	Consumption mix
GLO	Diesel	Euro 3	Car, diesel, Euro 3	Consumption mix
GLO	Diesel	Euro 4	Car, diesel, Euro 4	Consumption mix
GLO	Diesel	Euro 5	Car, diesel, Euro 5	Consumption mix
GLO	Diesel	Euro 6 A-C	Car, diesel, Euro 6 A-C	Consumption mix
GLO	Diesel	Euro 6 D	Car, diesel, Euro 6 D	Consumption mix
GLO	LPG	Euro 2	Car, LPG, Euro 2	Consumption mix
GLO	LPG	Euro 3	Car, LPG, Euro 3	Consumption mix
GLO	LPG	Euro 4	Car, LPG, Euro 4	Consumption mix
GLO	LPG	Euro 5	Car, LPG, Euro 5	Consumption mix
GLO	LPG	Euro 6	Car, LPG, Euro 6	Consumption mix
GLO	Gasoline	Euro 1	Car, petrol, Euro 1	Consumption mix
GLO	Gasoline	Euro 2	Car, petrol, Euro 2	Consumption mix
GLO	Gasoline	Euro 3	Car, petrol, Euro 3	Consumption mix
GLO	Gasoline	Euro 4	Car, petrol, Euro 4	Consumption mix
GLO	Gasoline	Euro 5	Car, petrol, Euro 5	Consumption mix

Region	Fuel	Emission Standard	Name	Type
GLO	Gasoline	Euro 6 A-C	Car, petrol, Euro 6 A-C	Consumption mix
GLO	Gasoline	Euro 6 D	Car, petrol, Euro 6 D	Consumption mix
GLO	Gasoline and Diesel	Euro 3-5	Passenger car, average, Euro 3-5	Consumption and Technology mix

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