Air Pollutant Emissions under Laboratory-based Exhaust Emission Tests of Existing Local Light Bus Models [2]

Fuel	Emission Standard	Test Cycle (Note 1)	Emissions					
			Nitrogen Oxides	Carbon Monoxide	Hydro-carbons	Non methane Hydrocarbons	Particulate Matter (Note 2)	Particle No.
			(mg/kWh) (Note 3)					(#/kWh)
Diesel	Euro V	ESC	680-1,817	20-310	7-53	Not Applicable	2-20	Not Applicable
		ETC	1 290-1 990	5-1 000	Not Applicable	15-92	3-20	Not Applicable
Diesel	Euro VI (Note 4)	WHSC	64-186	0-24	0-6	Not Applicable	2-3	$1.06x10^{10}$-$1.31x10^{11}$
		WHTC	242-317	32-348	1-53	Not Applicable	2-4	$1.19x10^{10}$-$5.57x10^{11}$
LPG (Note 4)	Japan JE05 2009 (Note 5)	JE05	79-80	10 400-10 430	Not Applicable	37-40	Not Applicable	Not Applicable

Note 1: Euro V / VI diesel light buses and LPG light bus are tested under different test cycle conditions. Under laboratory-based exhaust emission test, the test cycles of Euro V emission standard are European Steady-State Cycle (ESC) and European Transient Cycle (ETC). The test cycles of Euro VI emission standard are World Harmonised Steady-State Cycle (WHSC) and World Harmonised Transient Cycle (WHTC). Japan emission standard adopts JE05 test cycle.
Note 2: The particulate matter measured under the test is not subdivided into fine suspended particulates.
Note 3: Emissions are rounded to integers.
Note 4: The prevailing statutory emission standard for light bus in Hong Kong is Euro V.
Note 5: Equivalent to Euro V emission standard

[2] Based on information provided by vehicle suppliers under the applications of type approval for exhaust emissions to the EPD