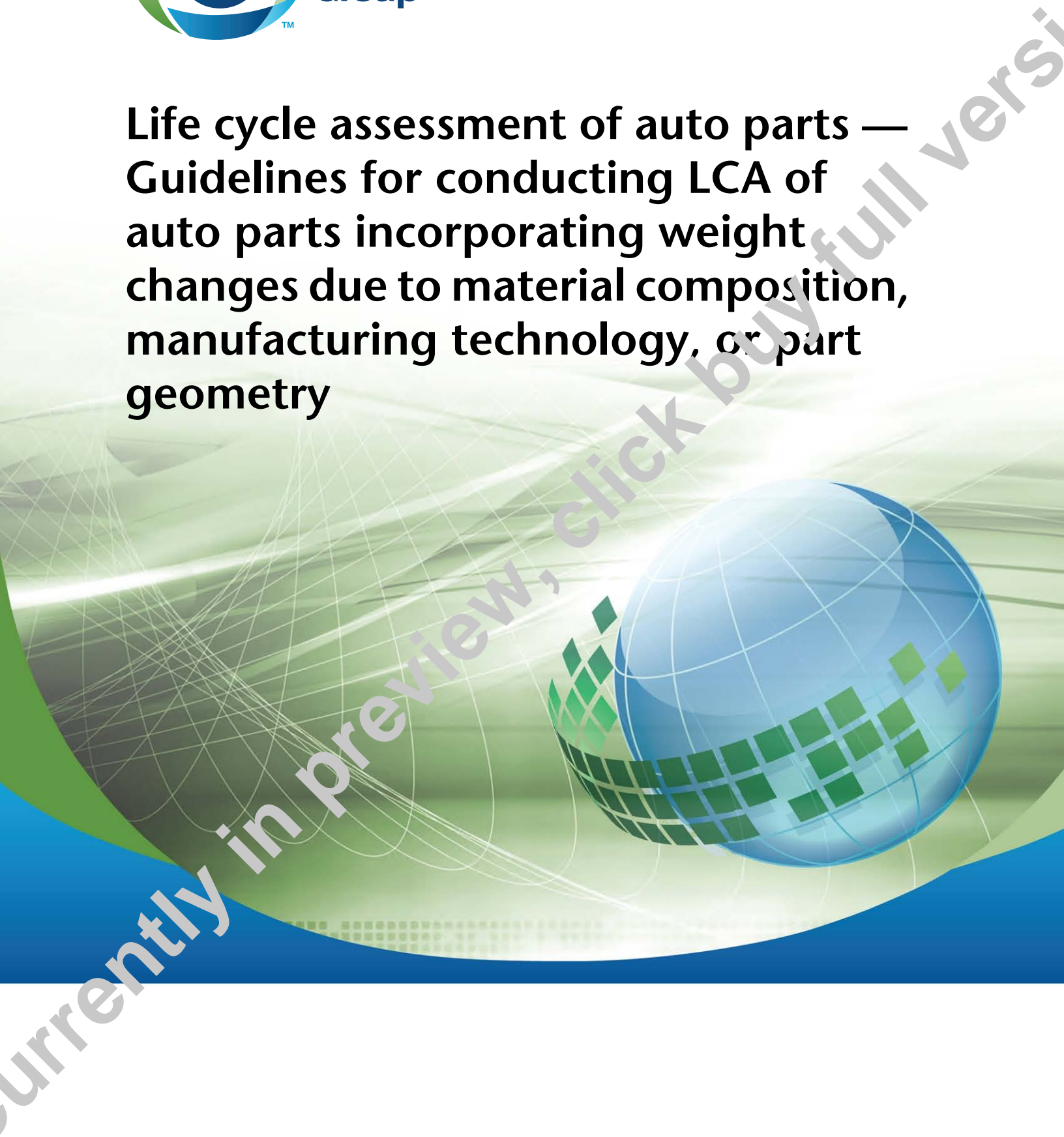




**CSA  
Group**

**SPE-14040-14**

**Life cycle assessment of auto parts —  
Guidelines for conducting LCA of  
auto parts incorporating weight  
changes due to material composition,  
manufacturing technology, or part  
geometry**



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# Contents

Development Technical Group v

Peer Review vi

Preface vii

## **0 Introduction 1**

## **1 Scope 2**

## **2 Reference standards 3**

## **3 Definitions and abbreviations 3**

3.1 Definitions 3

3.2 Abbreviations 6

## **4 Validity of the LCA Guideline 7**

## **5 Definition of the product 7**

5.1 General 7

5.2 Vehicle types 7

5.3 Vehicle classes 7

## **6 Description of the product 8**

6.1 General 8

6.2 Primary auto part description 8

6.3 Primary baseline auto part description 9

6.4 Secondary auto part description 9

6.5 Vehicle description 9

## **7 Requirements for the life cycle assessment study 9**

7.1 General 9

7.2 Functional unit and the reference flow 10

7.3 System boundaries 10

7.3.1 General 10

7.3.2 Excluded processes 11

7.3.3 Transportation 11

7.3.4 Production stage 12

7.3.5 Use stage 12

7.3.6 EOL stage 12

7.3.7 Secondary mass changes 12

7.4 Calculation rules and data quality requirements 13

7.4.1 General principles for calculations 13

7.4.2 Calculation rules 13

7.4.3 Data sources 14

7.4.4 Sensitivity analysis 16

7.4.5 Data gaps 17

7.4.6 Units 17

7.5 Production stage 18

7.6 Use stage 18

7.6.1 General 18

- 7.6.2 Mass-induced fuel consumption and change value of the auto part 20
- 7.6.3 Auto part maintenance, repair, and replacement 23
- 7.7 End-of-life (EOL) stage 24
  - 7.7.1 General 24
  - 7.7.2 Basis for analysis 24
  - 7.7.3 Primary material displacement 27
- 7.8 Impact assessment categories 27
- 7.9 LCI Indicators describing resource use 28

## **8 Calculating the environmental indicator results 29**

- 8.1 Total net change in the cradle-to-grave environmental profile of the auto part 29
- 8.2 Primary mass change 29
- 8.3 Secondary mass changes 31

## **9 Communication of the LCA results 33**

- 9.1 Life cycle stage structuring of the LCA results 33
- 9.2 Life cycle stage structuring of the overall net change of the LCA results 33

## **10 Reporting and Critical review 34**

- 10.1 Reporting 34
- 10.2 Critical review 34

## **Annexes**

- A** (informative) — Mass-induced fuel consumption 35
- B** (informative) — LCA results — Optional reporting formats 39
- C** (informative) — Bibliography 43

---

## **Tables**

- 1** — Approved data sets for industrial materials uses in auto parts 16
- 2** — Conversion factors 17
- 3** — Default values for mass-induced fuel consumption (without adaptation) and change potential (with adaptation), based on EPA CFE and 100 km mass change 20
- 4** — Typical yield values for recycling materials 26
- 5** — Life cycle impact assessment (LCIA) categories 28
- 6** — Life cycle inventory indicators 28

---

## **Figures**

- 1** — Cradle-to-grave system boundary of the auto part — Life cycle stages and main processes 11
- 2** — Cradle-to-grave system boundary expansion 13
- 3** — Total life cycle mass-induced fuel change of the auto part scenarios 21
- 4** — Generic material flow diagram for P kg of auto part 25
- 5** — Total net change in the cradle-to-grave environmental profile of the auto part scenarios 29
- 6** — Example of climate change impact category results for three hypothetical lightweight components 34

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# *Peer Review*

This Guideline has been reviewed for technical accuracy, conformance with ISO 14040/44:2006 principles, and general relevance and applicability by the following independent experts:

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# Preface

This Guideline establishes the requirements for conducting comparative life cycle assessments (LCA) of auto parts incorporating weight changes due to changes in material composition, manufacturing technology, or part geometry, and in conformance with the International Organization for Standardization (ISO) 14040 series of standards.

Although informative in nature, this Guideline has been written in mandatory language to facilitate adoption by organizations.

CSA Group acknowledges that the development of this Guideline was made possible, in part, by the financial support of Natural Resources Canada (NRCan).

This Guideline was prepared by the Technical Development Group on Auto Parts, and reviewed for technical accuracy and practical feasibility by a Peer Review Panel.

## Notes:

- (1) *Use of the singular does not exclude the plural (and vice versa) when the sense allows.*
- (2) *Although the intended primary application of this Guideline is stated in its Scope, it is important to note that it remains the responsibility of the users of the Guideline to judge its suitability for their particular purpose.*
- (3) *To submit a proposal for change, please send the following information to [inquiries@csagroup.org](mailto:inquiries@csagroup.org) and include "Proposal for change" in the subject line:*
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  - (b) *relevant clause, table, and/or figure number;*
  - (c) *wording of the proposed change; and*
  - (d) *rationale for the change.*



## *SPE-14040-14*

# ***Life cycle assessment of auto parts — Guidelines for conducting LCA of auto parts incorporating weight changes due to material composition, manufacturing technology, or part geometry***

## **0 Introduction**

### **0.1**

The purpose of this Guideline is to provide rules for quantifying the potential environmental impacts of weight changes of automotive parts, components, assemblies, and subassemblies (collectively referred to as “auto part”), manufactured by or for North American automotive OEMs (original equipment manufacturer), and either installed in vehicles or sold on the aftermarket for use in North America, due to changes in material composition, manufacturing technology, or part geometry.

### **0.2**

This Guideline establishes rules and requirements for conducting comparative life cycle assessment (LCA) studies with the objective of providing clear and consistent guidance for assessing potential environmental impacts throughout the cradle-to-grave life cycle of an auto part with a focus on weight differences between design options. The life cycle stages include

- (a) raw material acquisition;
- (b) production;
- (c) use; and
- (d) end-of-life treatment (including recycling and final disposal).

### **0.3**

This Guideline is primarily aimed at conducting comparative LCA studies on auto parts that are

- (a) intended to be installed in a vehicle, for the purpose of supporting internal design decisions in the vehicle development cycle and possible external communication; or
- (b) already installed in a vehicle, for the purpose of external communication.

Interested parties include auto part OEMs and suppliers, auto manufacturers, industry associations, governmental organizations, policy makers and other stakeholders who desire reliable information on auto parts.

In conformance with ISO 14044, Clause 6.3, a panel of interested parties conduct critical reviews on LCA studies where the results are intended to be used to support comparative assertion intended to be disclosed to the public.

### **0.4**

This Guideline enables LCA studies to be conducted using agreed upon and uniform rules, and allows for the comparison of LCA study results between auto parts. Potential uses may include, but are not limited to

- (a) design and development decisions for auto parts and automobiles;

- (b) evaluation of materials choices and materials substitution options;
- (c) evaluation of fabrication and manufacturing options;
- (d) assessment of alternative product configurations;
- (e) benchmarking for programs aimed at reducing environmental impacts; and
- (f) educational purposes, so that a greater understanding of life cycle impacts will inform sourcing and purchasing decisions.

## 0.5

This Guideline defines specific rules and requirements for:

- (a) the specification of performance characteristics and description of an auto part;
- (b) definition of the functional unit and the reference flow for LCA of an auto part;
- (c) the system boundaries for the LCA of an auto part;
- (d) predetermined parameters to be used in LCA studies of products belonging to the category;
- (e) inputs and outputs to be included in LCA studies of an auto part;
- (f) sources of data for life cycle inventory analysis of resource inputs and emissions outputs;
- (g) data requirements for carrying out the LCA;
- (h) life cycle impact assessment category indicators to be included in the LCA;
- (i) methodology for calculations in the LCA; and
- (j) additional key environmental information that may be relevant for the intended use.

## 0.6

In line with ISO 14044, Clause 4.4.5, results calculated using this Guideline are not intended to provide a single overall score or number on the overall environmental performance of these products.

## 0.7

This Guideline does not directly address potential social and economic impacts that might be associated with an auto part.

## 0.8

This Guideline supports and provides additional rules and requirements for conducting LCA studies in accordance with the ISO 14040 Series of Standards.

# 1 Scope

## 1.1

This Guideline establishes requirements and principles for undertaking comparative LCA studies of auto parts incorporating weight changes due to material composition, manufacturing technology, or part geometry, whether intended or not intended to be disclosed to the public.

## 1.2

This Guideline provides a framework for LCA of auto parts made of any material(s) and the effect of weight changes on use stage fuel consumption when comparing two or more design options.

**Note:** *Examples of materials include metals, polymers, bio-based materials, or a combination of materials.*

## 1.3

This Guideline applies only to auto parts used in vehicles with internal combustion engines (ICE), in accordance with [Clause 5.2](#).

**Notes:**

- (1) *Internal combustion engine (ICE) is defined in [Clause 3](#).*
- (2) *Future editions of this Guideline might be expanded to any type of automobile.*