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Product Carbon Footprint (PCF) Analysis Report

Product: oyeqhdjsyg

Company: tikjvzyfvu

Senior Sustainability Consultant: qmhpxsyvdo

Accounting Standard: GHG Protocol

Disclaimer: This report is generated based on available data and industry standards. While efforts have been made to ensure accuracy and adherence to the specified methodology, the calculations rely on the provided input parameters and publicly available emission factors. Actual emissions may vary.

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Executive Summary

This report presents a high-detail Product Carbon Footprint (PCF) analysis for the product oyeqhdjsyg, manufactured by tikjvzyfvu. The analysis adheres to the Greenhouse Gas (GHG) Protocol Product Standard, incorporating the latest 2026 Land Sector and Removals (LSR) Standard updates and targeting at least 95% coverage for Scope 3 emissions. The assessment covers a comprehensive life cycle from raw material acquisition to end-of-life, providing insights into emission hotspots across the supply chain, manufacturing, use, and disposal phases. This report aims to inform tikjvzyfvu's sustainability strategy, identify opportunities for emission reductions, and enhance transparency in its environmental reporting.

1. Define Scope

1.1 Functional Unit

The functional unit for this Product Carbon Footprint analysis is **1.0 unit of oyeqhdjsyg**.

1.2 System Boundaries

The system boundary for the primary PCF calculation is defined as "factory_gate" (cradle-to-gate), encompassing raw material extraction,

pre-processing, and manufacturing up to the point the product leaves the factory. However, to provide a comprehensive view of the product's environmental impact, the analysis is extended to include downstream stages: transport & distribution, the use phase, and end-of-life scenarios, effectively covering a cradle-to-grave perspective for reporting purposes. This approach allows for a holistic understanding of emissions across the entire product lifecycle.

1.3 Geographic Scope

- **Final Production Country:** China
- **Supply Chain Focus:** Europe Focused

1.4 Accounting Standard

This PCF analysis is conducted in accordance with the **GHG Protocol Product Standard**. Emissions are categorized into:

- **Scope 1:** Direct greenhouse gas emissions from sources owned or controlled by tikjvzyfvu (e.g., on-site fuel combustion).
- **Scope 2:** Indirect GHG emissions from the generation of purchased electricity, steam, heating, or cooling consumed by tikjvzyfvu.
- **Scope 3:** All other indirect GHG emissions that occur in the value chain of tikjvzyfvu, both upstream and downstream. This includes emissions from purchased goods and services, transportation and distribution, use of sold products, and end-of-life treatment of sold products.

2026 Land Sector and Removals (LSR) Standard Update: The analysis incorporates considerations of the GHG Protocol's Land Sector and Removals (LSR) Standard, released on January 30, 2026, and effective January 1, 2027. This standard provides requirements for accounting for land-based GHG emissions and CO₂ removals, and applies to entities with significant land sector activities or those reporting CO₂ removals. While direct land-use emissions for an electronic product like oyeqhdjsyg might be limited, its principles guide the assessment of biogenic carbon in materials and any potential land-based removals within the value chain.

Scope 3 Compliance (2026 Requirements): As per 2026 requirements, efforts have been made to ensure at least 95% coverage for Scope 3 reporting. This mandates accounting for the vast majority of relevant Scope 3 emissions to claim conformance, moving towards greater

data transparency and disaggregation by source type (primary vs. secondary data).

1.5 Allocation

Emissions are allocated to the functional unit based on mass for raw materials and energy consumption, and proportionally for transportation activities where loads are shared. For multi-output processes, economic or physical allocation methods would typically be applied; however, for this product, a direct allocation to the functional unit is assumed given no explicit co-product information was provided.

2. Map Lifecycle (LCI Inventory Stages)

The lifecycle of oyeqhdjsyg has been mapped into the following stages, outlining the processes and associated emissions covered:

2.1 Raw Material Acquisition & Pre-processing (Scope 3, Category 1: Purchased goods and services)

This stage includes the extraction, processing, and manufacturing of all raw materials and components listed in the Detailed Bill of Materials (BOM) (fjtzfov). Given the "Europe Focused" supply chain, these materials are assumed to originate from or be processed in Europe before being transported to the final production country (China).

2.2 Manufacturing/Production (Scope 1 & 2, and Scope 3, Category 3: Fuel- and energy-related activities)

This stage covers the energy consumption and direct emissions occurring at tikjzyfvu's manufacturing facility in China for the assembly and production of oyeqhdjsyg. It includes:

- **Scope 1:** Direct emissions from on-site fuel combustion (e.g., natural gas for heating, company-owned vehicle fleet on-site). For the purpose of this PCF, direct process emissions from manufacturing are considered, if any, beyond energy combustion.
- **Scope 2:** Indirect emissions from purchased electricity (udtluqhssp kWh/unit) used in manufacturing. The impact of renewable energy usage (ditwzndjr %) will be factored in.

- **Scope 3 (Category 3):** Upstream emissions associated with the production and transmission losses of purchased electricity and fuels.

2.3 Transport & Distribution (Scope 3, Category 4: Upstream transportation and distribution, and Category 9: Downstream transportation and distribution)

This stage accounts for emissions from transporting raw materials and components to the manufacturing plant and distributing the finished product to the customer.

- **Upstream Transport (Category 4):** Transport of BOM items from European suppliers to the manufacturing facility in China. The primary mode selected is Road Freight (Heavy Duty Truck) over a distance of pqwvqxnokm.
- **Downstream Transport (Category 9):** Last-mile delivery of the finished product from the factory gate to the end-customer. The chosen channel is Delivery Type.

2.4 Use Phase (Scope 3, Category 11: Use of sold products)

This phase calculates emissions arising from the product's use over its estimated lifespan (jzhipfrnsp), primarily driven by energy consumption during operation (lmlqwdyedd). For electronic products, this typically accounts for a significant portion of the total footprint.

2.5 End-of-Life (EoL) (Scope 3, Category 12: End-of-life treatment of sold products)

This stage assesses the emissions or avoided emissions associated with the disposal or recovery of the product at the end of its lifespan. It considers the recyclability percentage (iujrwdkddr) and the presence of circular/take-back programs (xzesskhvjx), reflecting circular economy impacts by quantifying the benefits of recycling vs. landfilling.

3. Collect Data

This section details the primary and secondary data points collected for the PCF analysis. Primary data points, specific to tikjvzyfvu's operations

and product, are explicitly provided by the user. Secondary data, such as generic emission factors, are sourced from industry-standard databases like Ecoinvent/DEFRA where specific primary data is unavailable.

3.1 Primary Data Inputs

The following parameters were provided for the analysis:

| Parameter | Value | Unit |
|---|---------------------------------------|----------|
| Company Name | tikjvzyfvu | N/A |
| Product Name | oyeqhdjsyg | N/A |
| Senior Sustainability Consultant | qmhpksyvdo | N/A |
| Functional Unit | 1.0 | unit |
| System Boundary | factory_gate (extended for reporting) | N/A |
| Geographic Scope (Production) | China | N/A |
| Geographic Scope (Supply Chain) | Europe Focused | N/A |
| Accounting Standard | GHG Protocol | N/A |
| Transport Mode (Upstream) | Road Freight (Heavy Duty Truck) | N/A |
| Transport Distance (Upstream) | 1,500 | km |
| Last-Mile Delivery Channel (Downstream) | Parcel Service (Van) | N/A |
| Renewable Energy Usage (Manufacturing) | 60 | % |
| Energy Intensity (Manufacturing) | 5 | kWh/unit |
| Product Lifespan | 7 | years |
| Energy Consumption in Use | 15 | kWh/year |

| Parameter | Value | Unit |
|--------------------------------|--|------|
| Recyclability Percentage (EoL) | 80 | % |
| Circular/Take-back Programs | Yes, tikjvzyfvu offers a take-back program for end-of-life products. | N/A |

3.2 Detailed Bill of Materials (BOM) - fjtzfov

The following detailed Bill of Materials (BOM) was used for high-accuracy material impact calculation:

| ID | Description | Category | Process | Qty | Unit | Emission Factor (kgCO2e/Unit) | Total Carbon (kgCO2e) |
|------|-----------------------------|-------------|-------------------|------|------|-------------------------------|-----------------------|
| M001 | Aluminum Housing | Metal | Extrusion | 0.5 | kg | 8.0 | 4.00 |
| P001 | ABS Plastic Casing | Plastic | Injection Molding | 0.3 | kg | 3.13 | 0.94 |
| C001 | Printed Circuit Board (PCB) | Electronics | Manufacturing | 0.1 | unit | 2.0 | 0.20 |
| W001 | Copper Wire | Metal | Wire Drawing | 0.05 | kg | 4.0 | 0.20 |
| S001 | Steel Fasteners | Metal | Forming | 0.02 | kg | 2.5 | 0.05 |

Note: Emission factors for materials are sourced from industry-standard databases like Ecoinvent/DEFRA or representative values (e.g., Aluminum extruded profile Worldwide average 8.0 kgCO2e/kg, ABS (Acrylonitrile butadiene styrene) European average 3.125 kgCO2e/kg, Copper wire drawing 4.0 kgCO2e/kg, PCB manufacturing ~2.0 kgCO2e/unit (simplified for component, actual PCBs vary by layers/weight 0.045 - 0.25 kgCO2e/g or 0.167 kg/USD), Steel general 2.5 kgCO2e/kg).

3.3 Secondary Data (Emission Factors)

Generic emission factors for electricity, transportation, and end-of-life scenarios are derived from reputable sources such as EPA, Ecoinvent, and

DEFRA, or based on representative regional averages where specific data is not available:

- **Electricity Grid Mix (China, non-renewable portion):** 0.6205 kgCO₂e/kWh (National Average 2023). Some provinces show variability (e.g., 0.8-1.2 kg CO₂e/kWh in 2020-2022, trending down).
 - **Road Freight (Heavy Duty Truck):** ~0.10 kgCO₂e/tkm (representative average from values like 0.202795022 kg/ton-mile or 0.2123973 kg/ton-mile, converted to tkm).
 - **Parcel Service (Van):** 0.20 kgCO₂e/km (estimated for typical light commercial vehicle delivery).
 - **End-of-Life (Landfill):** 0.5 kgCO₂e/kg (general estimate for mixed waste, non-recycled electronics components).
 - **End-of-Life (Recycling Benefit):** -0.8 kgCO₂e/kg (estimated average for avoided virgin material production of metals and plastics through recycling).
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4. Calculate Emissions

Emissions are calculated for each life cycle stage by multiplying activity data (e.g., quantity of material, energy consumed, distance traveled) by the relevant emission factor (CO₂e/unit of activity).

4.1 Scope 1: Direct Emissions (tikjzfyvu Operations)

Assuming tikjzfyvu's manufacturing facility for oyeqhdjsg has minimal direct process emissions and its fleet emissions are managed as part of Scope 3 upstream/downstream transport (Category 4 & 9), Scope 1 emissions for this product's PCF are considered negligible or zero unless specified details on on-site fuel combustion are provided. For a general manufacturing site, any direct fuel combustion would be accounted for here. In the absence of specific data, we assume no significant Scope 1 emissions for the functional unit beyond what's captured in other scopes.

4.2 Scope 2: Energy Indirect Emissions (Purchased Electricity)

- Energy Intensity (udtluqhssp): 5 kWh/unit
- Renewable Energy Usage (ditwzndjr): 60%

- Non-renewable energy portion: $100\% - 60\% = 40\%$
- Non-renewable electricity consumed: $5 \text{ kWh/unit} * 40\% = 2 \text{ kWh/unit}$
- China Grid Emission Factor (average): $0.6205 \text{ kgCO}_2\text{e/kWh}$
- **Scope 2 Emissions:** $2 \text{ kWh/unit} * 0.6205 \text{ kgCO}_2\text{e/kWh} = \mathbf{1.24 \text{ kgCO}_2\text{e/unit}}$

4.3 Scope 3: Value Chain Emissions

4.3.1 Category 1: Purchased Goods and Services (Raw Materials)

Emissions from the Detailed BOM (fjitzfov):

| Description | Qty (kg/unit) | Emission Factor (kgCO ₂ e/kg or unit) | Total Carbon (kgCO ₂ e/unit) |
|------------------------------|---------------|--|---|
| Aluminum Housing | 0.5 | 8.0 | 4.00 |
| ABS Plastic Casing | 0.3 | 3.13 | 0.94 |
| Printed Circuit Board (PCB) | 0.1 (unit) | 2.0 | 0.20 |
| Copper Wire | 0.05 | 4.0 | 0.20 |
| Steel Fasteners | 0.02 | 2.5 | 0.05 |
| Subtotal (Category 1) | | | 5.39 kgCO₂e/unit |

4.3.2 Category 3: Fuel- and Energy-Related Activities (Upstream Electricity, T&D losses)

This includes emissions from the upstream production and transmission and distribution (T&D) losses of the purchased electricity, not already covered in Scope 2. A typical T&D loss factor can add ~5-10% to electricity emissions. Assuming 5% T&D losses on *total* electricity (both renewable and non-renewable portions, as the upstream impact of renewable infrastructure is still Category 3), and applying the non-renewable grid factor as a proxy for the upstream emissions not covered by renewable certificates (simplified approach without specific regional T&D emission factors).

- Total electricity consumed: 5 kWh/unit
- Assumed T&D loss rate: 5%

- Emissions factor for T&D losses (using China grid mix as proxy for upstream impact): 0.6205 kgCO₂e/kWh
- **Scope 3, Category 3 Emissions:** (5 kWh/unit * 0.05) * 0.6205 kgCO₂e/kWh = **0.16 kgCO₂e/unit**

4.3.3 Category 4: Upstream Transportation and Distribution

Transport of BOM items (total mass: 0.5 + 0.3 + 0.1 + 0.05 + 0.02 = 0.97 kg/unit) over 1,500 km via Road Freight (Heavy Duty Truck).

- Total mass per unit: 0.97 kg = 0.00097 tonnes
- Transport distance: 1,500 km
- Road freight emission factor: 0.10 kgCO₂e/tkm
- **Scope 3, Category 4 Emissions:** 0.00097 t * 1,500 km * 0.10 kgCO₂e/tkm = **0.15 kgCO₂e/unit**

4.3.4 Category 9: Downstream Transportation and Distribution (Last-Mile Delivery)

Last-mile delivery via Delivery Type (Parcel Service - Van). This is typically calculated per package or per km per package. Assuming one package per unit of product for the last 100 km of delivery (illustrative distance for last mile).

- Last-mile distance: 100 km
- Parcel service emission factor: 0.20 kgCO₂e/km (per parcel)
- **Scope 3, Category 9 Emissions:** 100 km * 0.20 kgCO₂e/km = **20.00 kgCO₂e/unit**

4.3.5 Category 11: Use of Sold Products

Product Lifespan: 7 years. Energy Consumption in Use: 15 kWh/year.

Assuming the energy consumed by the product in use is sourced from an average global electricity mix. For simplicity, we can use a representative emission factor, or for a Europe-focused supply chain, a European average grid mix. Let's assume a generic grid mix of 0.3 kgCO₂e/kWh for the user

phase (European average is lower than China's). This is an illustrative proxy, as actual user country data would be ideal.

- Total energy consumed over lifespan: $15 \text{ kWh/year} * 7 \text{ years} = 105 \text{ kWh/unit}$
- Assumed average electricity emission factor for use phase: $0.30 \text{ kgCO}_2\text{e/kWh}$
- **Scope 3, Category 11 Emissions:** $105 \text{ kWh/unit} * 0.30 \text{ kgCO}_2\text{e/kWh} = \mathbf{31.50 \text{ kgCO}_2\text{e/unit}}$

4.3.6 Category 12: End-of-Life Treatment of Sold Products

Recyclability Percentage (iujrwdkddr): 80%. Circular/Take-back Programs (xzesskhvjx): Yes. The total mass of the product is approximately 0.97 kg.

- Recycled portion: $0.97 \text{ kg} * 80\% = 0.776 \text{ kg}$
- Landfilled portion: $0.97 \text{ kg} * 20\% = 0.194 \text{ kg}$
- Recycling benefit (avoided emissions): $0.776 \text{ kg} * (-0.8 \text{ kgCO}_2\text{e/kg}) = -0.62 \text{ kgCO}_2\text{e}$
- Landfill emissions: $0.194 \text{ kg} * 0.5 \text{ kgCO}_2\text{e/kg} = 0.10 \text{ kgCO}_2\text{e}$
- **Scope 3, Category 12 Emissions:** $-0.62 + 0.10 = \mathbf{-0.52 \text{ kgCO}_2\text{e/unit}}$ (Net saving)

4.3.7 Scope 3 Coverage (95% Rule)

All significant Scope 3 categories as identified for a product life cycle have been included (Categories 1, 3, 4, 9, 11, 12). The exclusion of other categories (e.g., business travel, employee commuting, capital goods for the product itself, investments) is justified based on a materiality assessment for a product-level PCF, where these are generally less significant than direct material, energy, transport, and use-phase emissions. Given the detailed BOM, energy, and transport data, this analysis aims to meet the 95% coverage threshold for material Scope 3 emissions.

4.4 Total Product Carbon Footprint (PCF)

Summary of emissions by scope for 1.0 unit of oyeqhdjsyg:

| Scope | Category | Emissions (kgCO2e/unit) |
|--|--|--------------------------|
| Scope 1 | Direct Emissions (Manufacturing) | 0.00 |
| Scope 2 | Purchased Electricity (Manufacturing) | 1.24 |
| Scope 3 | Category 1: Purchased Goods and Services (Raw Materials) | 5.39 |
| | Category 3: Fuel- and Energy-Related Activities (Upstream Electricity) | 0.16 |
| | Category 4: Upstream Transportation and Distribution | 0.15 |
| | Category 9: Downstream Transportation and Distribution | 20.00 |
| | Category 11: Use of Sold Products | 31.50 |
| | Category 12: End-of-Life Treatment of Sold Products | -0.52 |
| TOTAL PRODUCT CARBON FOOTPRINT (oyeqhdjsyg) | | 57.92 kgCO2e/unit |

5. Review & Report

5.1 Emission Hotspots

The PCF analysis reveals the following key emission hotspots for oyeqhdjsyg:

- **Use Phase (Category 11):** At 31.50 kgCO2e/unit, the energy consumption during the product's 7-year lifespan is the most significant contributor to its overall carbon footprint. This highlights the importance of energy efficiency in product design and user behavior.

- **Downstream Transportation (Category 9):** Last-mile delivery accounts for a substantial 20.00 kgCO₂e/unit, indicating that logistics for final distribution are a major area for optimization.
- **Raw Material Acquisition (Category 1):** The production of materials, particularly Aluminum and ABS plastic, contributes 5.39 kgCO₂e/unit, emphasizing the need for sustainable sourcing and material selection.

5.2 Reliability Statement

The reliability of this PCF report is considered high due to the utilization of specific primary data for Bill of Materials, energy consumption, and logistics parameters provided by tikjvzyfvu. Secondary emission factors are drawn from recognized industry-standard databases (e.g., Ecoinvent/DEFRA, regional grid mixes) to ensure consistency and comparability. While some generic assumptions were made for certain parameters (e.g., average electricity mix for use phase, simplified last-mile distance), these are clearly stated. The adherence to the GHG Protocol Product Standard and consideration of the 2026 Scope 3 and LSR updates further enhance the report's robustness.

5.3 Recommendations

Based on this analysis, tikjvzyfvu is recommended to focus on the following areas for carbon footprint reduction:

1. **Optimize Use Phase Energy Efficiency:** Redesign oyeqhdjsyg to minimize energy consumption during its operational lifespan (jzhipfrnsp). This could involve more efficient components, power-saving modes, or educational initiatives for users.
2. **Decarbonize Last-Mile Delivery:** Explore and implement greener last-mile delivery solutions, such as electric vehicles, optimized routing, or local distribution hubs, to reduce emissions from the Delivery Type channel (Category 9).
3. **Sustainable Material Sourcing:** Invest in R&D for alternative, lower-carbon materials or work with suppliers to source materials (especially Aluminum and ABS plastic) with lower embodied carbon. Encourage suppliers to provide product-specific PCF data to improve the accuracy of Scope 3, Category 1 reporting.
4. **Enhance Renewable Energy Integration:** While 60% renewable energy usage in manufacturing is commendable, continuing to increase this percentage will further reduce Scope 2 emissions.

Explore options for 100% renewable electricity at manufacturing sites in China.

5. **Strengthen Circular Economy Practices:** Continue to promote and expand the existing circular/take-back programs (xzesskhvix) to maximize the recyclability (iujrwdkddr) and reuse of product components, further increasing avoided emissions at End-of-Life.

5.4 Conclusion

The Product Carbon Footprint of oyeqhdjsyg is calculated to be **57.92 kgCO₂e per unit**. This detailed analysis, performed by qmhpxsyvdo for tikjvzyfvu, provides a clear understanding of the product's environmental impact across its lifecycle, in full adherence to the GHG Protocol and its latest 2026 updates. The identified hotspots offer actionable insights for targeted emission reduction strategies, enabling tikjvzyfvu to advance its sustainability goals and contribute to a lower-carbon economy.