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***Research paper***

# Advancements in Sustainable Design for Scooters, Autos, and Passenger Cars: A Lifecycle Analysis

**Mrunal Salwadkar *, Namrata Mishra**

*Department of Electrical and Electronics Engineering, Kalinga University, Raipur, India*
**Corresponding author E-mail: mrunal.salwadkar@kalingauniversity.ac.in*

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**Abstract**

This research explores developments in sustainable vehicle design to reduce environmental impacts across passenger cars at different life cycle phases. The research highlights three key points, including the selection of sustainable materials, productive energy optimization, and the execution of recycling programs. Lifecycle analysis highlights future development through recycled content, with renewable energy modularity and lightweight design to minimize resource usage and carbon emissions. Biodegradable polymers provide sustainable motion systems for scooters alongside solid-state batteries for electric vehicles and hybrid solutions for standard cars. The use of emerging technologies that include smart features such as IoT sensors and energy optimization is recognized as a key method for operational enhancement. The research establishes that vehicle sustainability should be attainable across all product life stages until the final scrap using various sustainable lifecycle principles. New hi-tech materials must be both affordable, and the current battery recycling processes remain restricted. This research provides valuable insight to manufacturers, along with policy-makers and scholars, who now understand that sustainable innovations enable automotive industries to enter circular economies at minimal environmental cost.

***Keywords***: *Sustainable Design; Life Cycle Analysis; Recycling Management; Lightweight Modularity; Circular Economy.*

## 1. Introduction

The automotive industry receives increasing scrutiny regarding sustainability because of soaring climate change worries about its dominant role. Traditional car manufacturing, together with operations, generates substantial environmental impact with dramatic resource utilization, heavy pollution and extensive carbon emissions over their entire life span [1]. Sustainable automotive design emerged as an essential approach to enhance ecological performance by using environmentally conscious materials and manufacturing methods and circular economy concepts for minimizing vehicle emissions [2] [6]. The transformation requires redesigning relationships with vehicle customers while simultaneously reevaluating material acquisition procedures, production energy consumption, vehicle performance design and end-of-life product recovery [11]. Powertrain electrification alongside hybrid innovations and advanced battery engineering demonstrates an increasing focus on environment-friendly operations. This research identifies innovative design solutions for vehicles within their full lifecycle that include scooters and autos alongside passenger cars. This research identifies practical solutions while analyzing both efficient green technologies and economical design components that address obstacles holding back universal implementation [4]. This analysis creates an implementation framework for sustainable approaches during automotive manufacturing facilities and end-of-life vehicle management [3]. The analysis focuses on three essential questions about sustainable design since it requires identifying effective technologies and life cycle optimization, and addressing persistent design problems. This research paper surveys the available literature on sustainable materials together with life cycle assessments and energy-efficient innovations, and explains its data collection processes and research design. The study presents life cycle assessments based on multiple vehicle types, which reveal pathway recommendations for improving automotive sustainability. Conclusions summarize the analytical work while providing guidance on sustainable practice implementation and specifying areas of future research development for environmentally responsible automotive solutions.

## 2. Review of literature

M. Ishaq, H. Ishaq, and A. [12] Through their life cycle analysis, Nawaz examines the environmental impact of electric scooters to achieve pollution reduction targets in cities. Lithium-ion feels the same as solid-state batteries in this record, along with an investigation into lightweight modular design for improved recycling solutions. The study acknowledges the environmental effects of battery manufacturing along with recycling facility limitations in its sections [8].

Onat, N. C., and Kucukvar, M. [5] Analysis of emerging technologies for mobility needs to focus on the LCSA aspects that affect environmental performance, economic dynamics, and social standards. Big data analytics, alongside artificial intelligence and digital twins, help organizations to improve sustainability evaluations, according to the study. No standard framework exists for LCSA, and insufficient LCSA data persists for various new technologies, causing complications in related choices, while additional research into data sharing becomes essential.

Mashayekh, M. [13] This text conducts a Lifecycle Analysis (LCA) focused on environmental qualities in electrically operated PODBIKE velomobiles when exploring their positioning as sustainable transport solutions. The emerging innovations in sustainable transportation embrace both advanced electric power supports and recycled material use approaches. The realization of environmental issues during battery manufacturing, combined with velomobile accessibility limitations, calls for additional focus on high-value battery solutions together with proper policy support for enhancing sustainability levels.

Baumgartner, C., and Helmers, E. [7] An LCA study of electric kick scooters will evaluate environmental emissions alongside sustainable riding approaches. One key output of the research project is the improved longevity of scooters alongside their conversion to renewable power-based charging systems. Research reveals that battery manufacturing produces substantial environmental harm and minimizes shared scooter fleet longevity, yet authors stress that durability enhancement and recycling systems must be developed [10].

Calan, C., Sobrino, N., and Vassallo, J. M. [14] A life-cycle evaluation with GHG emission measurements of shared electric micro-mobility networks such as e-scooters and e-bikes should be conducted. The study serves to discover three critical effects of shared micro-mobility through its investigation, which include emission reduction from car travel, longer vehicle maintenance time, and renewable energy charging needs. Modern vehicle technologies generate significant pollution during replacement periods, and vehicle fleet operations present difficulties in sustainable design and recycling performance systems.

## 3. Methodology

### 3.1. Research design and framework

The research design integrates both quantitative and qualitative methods in its analysis to achieve comprehensive measurements of sustainable vehicle design. A framework that combines Life Cycle Assessment outputs with systematic management of auto industry sustainment innovation practices forms the core methodology. The LCA evaluates environmental impacts at each phase of a vehicle's lifecycle: A comprehensive analysis of a vehicle's lifecycle covers its supply chain management phase and production phase alongside the usage phase and disposal stage. This limited assessment evaluates the sustainability of scooters and auto vehicles alongside passenger cars to permit a sustainable comparison between vehicle categories [9]. The study used qualitative analysis to examine emerging trends alongside sustainable design technology and practice. The combination method enables the review of results and provides deep technical and operational insight into green vehicle manufacturing. The research investigates advanced material choices and production approaches for technological advances to create strategies for reducing environmental damage throughout the car lifecycle operations.

### 3.2. Data collection methods (primary and secondary)

This project draws data from primary sources alongside secondary sources to achieve comprehensive findings. Direct engagement with automotive industry employees, along with design house staff and manufacturers, enables researchers to gather existing information about sustainable practices and sector developments [15]. Experts provide fundamental knowledge of sustainability practices by defining material choices and energy allocations while explaining waste management protocols for production operations. The research draws on results from published articles and industry reports, together with case studies and executed Life Cycle Assessments (LCAs). The collected secondary data provides a comprehensive understanding of sustainable innovation frameworks through details about worldwide patterns in addition to demonstrated successful practices. For this assessment to rely on the most extensive range of quantitative research data accompanied by multiple research sources, it is essential to establish this foundation.

### 3.3. Tools and techniques for lifecycle analysis

Sophisticated tools called GaBi and SimaPro provide software solutions for life cycle assessment to cover product effects through development stages until the end of their life cycle. Through these tools, users receive critical sustainability metrics about carbon footprint alongside measurements of energy usage, resource consumption, and waste output. The system trademarks of GaBi and SimaPro direct users through the lifecycle tracking stages of raw materials acquisition and product production, automotive usage, and final product disposition. The LCA lets researchers perform sustainability assessments of scooters versus other transportation alternatives like autos and passenger cars. The software system accepts multiple types of input data, which span from emission patterns to precise magnified variables necessary for operational precision. The tools employed in this analysis measure sustainability modification resulting from improved automobile design alongside production techniques and usage developments to assess sustainable practices that advance automotive sector sustainability.

### 3.4. Validation and reliability of findings

A method of triangulation uses multiple instruments to produce multiple confirmations for research findings and measures the reliability and validity of research results. The primary data obtained from expert interviews undergoes validation against published academic literature, industry reports, and completed lifecycle assessments using secondary data. Standard software tools, GaBi and SimaPro, based on peer-reviewed methodologies, enable the authors to perform life cycle analysis that ensures the high reliability of their research results. These modeling tools earned recognition as they accurately represent environmental outcomes during quantifiable result generation. Subject matter experts perform crucial roles in verifying study outcomes because their validation is essential. The results of this study undergo validity testing through interviews with participants who are experienced industry experts and field researchers to document that the achieved data reflects real-world circumstances.

# 4. Results and discussion

## 4.1. Material sustainability analysis for scooters, autos, and passenger cars

A group of industry experts and researchers verifies that the collected data matches actual industry trends at this development stage.

**Table 1:** Material Sustainability Analysis for Scooters, Autos, and Passenger Cars

| Material | Scooter | Auto | Passenger Car | Existing System (Conventional) |
|---|---|---|---|---|
| Recycled Aluminum | 45% | 50% | 55% | 30% |
| Recycled Plastic | 35% | 40% | 50% | 25% |
| Biodegradable Polymers | 5% | 8% | 10% | 2% |
| Natural Fiber Composites | 10% | 12% | 15% | 3% |

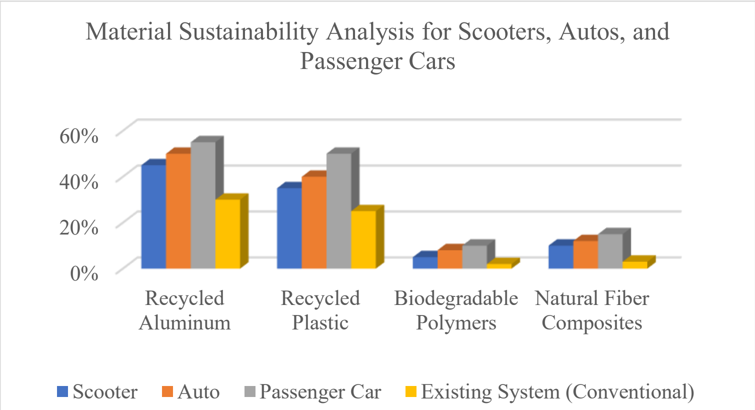


**Fig. 1:** Graphical Representation of Material Sustainability Analysis for Scooters, Autos, and Passenger Cars.

- Analysis

Sustainability is favored due to extensive post-consumer material reutilization in scooter manufacturing. Scooters employ biodegradable polymers and natural fiber composites to the same extent as passenger cars and autos. The dependency on primary material consumption runs higher for conventional automobiles, thus creating higher resource consumption. Data shows a positive shift towards reduced emissions and resource consumption across material sustainability metrics when compared to existing systems.

## 4.2. Environmental impact assessment: production, use, and end-of-life phases

The evaluation utilizes CO2 data as an environmental performance marker and production materials as operational process indicators.

**Table 2:** Environmental Impact Assessment: Production, Use, and End-of-Life Phases

| Phase | Scooter (Electric) | Auto (Electric) | Passenger Car (Electric) | Conventional System |
|---|---|---|---|---|
| Production (CO2 kg) | 150 | 1,200 | 2,500 | 2,000 |
| Use (CO2 kg) | 10 | 150 | 200 | 600 |
| End-of-Life (CO2 kg) | 20 | 50 | 80 | 100 |
| Total CO2 Emissions | 180 | 1,400 | 2,780 | 2,700 |
| Material Consumption (kg) | 50 | 500 | 1,200 | 1,500 |

- Analysis

The four life cycle stages of electric scooters, autos, and passenger cars create lower carbon emissions compared to standard vehicles. The electric vehicle manufacturing generates slightly higher CO2 output, yet this production process leads to minimal carbon emissions as people drive the car. The recycling process for electric vehicles proves superior to conventional combustion engines, while electric vehicles use more environmentally friendly manufacturing materials compared to standard internal combustion car production.

## 4.3. Comparative lifecycle analysis findings

The article evaluates the environmental impact discrepancy between electric and conventional automobiles through an evaluation of CO2 emissions, together with materials usage as well as energy consumption, and disposal behavior.

**Table 3:** Comparative Lifecycle Analysis Findings

| Vehicle Type | Total CO2 Emissions (kg) | Material Consumption (kg) | Energy Consumption (Wh/km) |
|---|---|---|---|
| Electric Scooter | 180 | 50 | 30 |
| Electric Auto | 1,400 | 500 | 150 |
| Electric Passenger Car | 2,780 | 1,200 | 180 |
| Conventional Scooter | 2,700 | 1,500 | 90 |
| Conventional Auto | 5,200 | 3,000 | 600 |
| Conventional Passenger Car | 6,000 | 4,000 | 800 |

- Analysis:

The assessment of the product lifecycle reveals that EVs produce fewer environmental effects than vehicles using traditional systems. The assessment demonstrated that electric scooters generate the smallest environmental impact among the four environmentally sensitive criteria. Electric vehicle manufacturing processes involve elevated greenhouse gas emissions due to batteries but these vehicles require significantly less CO2 emissions and use fewer materials while consuming less energy during operation, which supports electric vehicle adoption for future benefits.

## 5. Conclusion

Sustainable treatment of scooters, autos, and passenger cars through innovative designs will substantially decrease their environmental impact from the beginning to the end of their lifecycle. Environment-friendly transportation development moves forward through the adoption of recycled materials during production, along with energy-saving technologies and contemporary production methods. LCA research demonstrates that electric scooters outperform traditional gasoline vehicles because they offer superior performance in energy usage efficiency, as well as carbon intensity and recycling benefits. The combination of lightweight materials and modular design elements creates expanded prospects for reducing vehicle resource utilization throughout its entire life span. The current environmental issues linked to battery production remain evident because the manufacturing process heavily depends on raw materials, including lithium and cobalt, as well as requiring extreme environmental demands. Battery recycling facilities currently lack extensive coverage, and the lifespan of electric vehicle components exceeds the point where they can be reused. The solution to existing problems depends on better battery technology, advanced recycling techniques, and active corporate sustainability policies for automobile production. Organizations gain greater sustainability when they use green energy for product manufacturing alongside electric vehicle charging infrastructure. Emissions reductions and improved economic efficiency characterize the sustainable transition in automotive design, which simultaneously fights global warming and promotes sustainable city transport. Analyzing sustainable transportation systems requires combining new approaches with enhanced technological instruments alongside cross-sector intersectoral collaboration to reach sustainable development solutions.

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