



Údarás Um Shábháilteacht Ar Bhóithre  
Road Safety Authority

## **Requirements for vehicles to comply with Worldwide Harmonised Light-duty Vehicles Test Procedure (WLTP)**

### **Information Note**

Regulation (EU) 2017/1151 entered into force on 27 July 2017. This regulation amends the emissions testing procedure for light passenger and commercial vehicles. Since 1 September 2018, all passenger cars and certain goods vehicles<sup>1</sup> are required to meet the new Worldwide Harmonised Light-duty Test Procedure (WLTP) in order to be registered and enter into service.

Unlike the New European Driving Cycle (NEDC), which operated under standardised laboratory conditions, the new test procedure aims to reduce the gap between real world and laboratory fuel consumption figures. For each vehicle type tested, a range of different emissions results will be obtained depending on body style, engine size and power, and whether optional equipment is fitted.

Vehicle manufacturers that produce vehicles under National Small Series Type Approval are required to comply with the requirements of S.I No. 158 of 2009 as amended. As of 1 September 2019, all light-duty goods vehicles<sup>2</sup> will be required to meet the new Worldwide Harmonised Light-duty Test Procedure standards in order to be registered and entered into service in the Republic of Ireland.

Under the requirements of Point 2.3 to Annex XII to Regulation (EU) 2017/1151 as most recently amended by Regulation (EU) 2018/1832, the base/incomplete vehicle manufacturer is responsible for providing a calculation tool. This tool will then be used by manufacturers of later stages for the purpose of calculating the fuel consumption and the CO<sub>2</sub> emission values of the completed vehicle in accordance with the WLTP.

### **New changes with respect to emission standards from 1 September 2019**

On 1 September 2019, vehicle manufacturers of light-duty goods vehicles will be required to meet stricter emission standards. These emission standards are listed in Table 1. Only light-duty vehicles that are manufactured to comply with the emission standards listed in Table 1 may be registered and enter into service. Vehicle manufacturers that produce incomplete vehicles will be required to make

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<sup>1</sup> The requirements shall apply to vehicles of categories M and N1 Class I as defined in Annex II to Directive 2007/46/EC and as defined in Table 2 to Regulation (EC) 715/2007 with a reference mass not exceeding 2,610 kg.

<sup>2</sup> Applies to vehicles of categories M, N1 Class I, N1 Class II, N1 Class III and N2, as defined in Annex II to Directive 2007/46/EC and as defined in Table 2 to Regulation (EC) 715/2007 with a reference mass not exceeding 2,610 kg.

a calculation tool available for final stage manufacturers, so that the final stage manufacturers can calculate the CO<sub>2</sub> and fuel consumption values based on their final/completed vehicle configuration.

Character <sup>1</sup>	Vehicle Categories	Emission Standard	Replaces Character(s)
DG	M, N1 Class I	Euro 6d-TEMP-EVAP-ISC	AD, AG, BG, CG
AE	N1 Class II	Euro 6c-EVAP	X, BB, ZB, AB, ZE
AF	N1 Class III, N2	Euro 6c-EVAP	Y, BC, ZC, AC, ZF
AM	M, N1 Class I	Euro 6d-ISC	AJ
CH	N1 Class II	Euro 6d-TEMP-EVAP-ISC	ZH, AH, BH
CI	N1 Class III, N2	Euro 6d-TEMP-EVAP-ISC	ZI, AI, BI
AK	N1 Class II	Euro 6d	ZK
AL	N1 Class III, N2	Euro 6d	ZL
AX	All categories	Pure Electric Vehicles (PEV)	ZX
AY	All categories	Fuel Cell	ZY

**Table 1:** New emission standards from 1 September 2019 for new vehicles

### What does this mean for final stage (completed vehicle) manufacturers?

Currently, the base vehicle manufacturers are responsible for determining the fuel consumption and CO<sub>2</sub> values of initial stage vehicles of the multi-stage process. Final stage manufacturers are required to include the information concerning the base vehicle on the certificate of conformity.

From 1 September 2019, under Regulation (EU) 2017/1151 as amended, base vehicle manufacturers will be required to provide a calculation tool that allows final stage manufacturers to calculate the CO<sub>2</sub> values and fuel consumption based on a representative vehicle<sup>2</sup>. In the case of National Small Series Type Approval (NSSTA) and Individual Vehicle Approvals (IVA), subject to any alternatives listed in legislation, the full requirements of the WLTP apply. Where a vehicle has been completed (for example, a body has been mounted to a chassis), the final stage manufacturer will need to calculate the CO<sub>2</sub> and fuel consumption from the base vehicle manufacturer's calculation tool. EU law states that if the base vehicle manufacturer doesn't provide a calculation tool, the CO<sub>2</sub> value of 'Vehicle High'<sup>3</sup> from the base vehicle before the changes were made shall be used.

Please note the following:

- If the Type Approval Authority considers the changes to be of negligible impact on the CO<sub>2</sub> values, the CO<sub>2</sub> and fuel consumption values of the base vehicle may be used.

<sup>1</sup> The character is specified in Point 1 of Appendix 6 to Annex I to Regulation (EU) 2017/1151 as most recently amended by Regulation (EU) 2018/1832.

<sup>2</sup> A representative vehicles considers the drag coefficient, body shape, vehicle mass and the mass of optional equipment. This is to be agreed by the manufacturer and the Type Approval Authority.

<sup>3</sup> Vehicle High is defined in Point 4.2.1.1.2. to Sub-annex 4 to Annex XXI to Regulation (EU) 2017/1151 as most recently amended by Regulation (EU) 2018/1832.

- If the additions impact the CO<sub>2</sub> and fuel consumption values, the final stage manufacturer will need to consult the base vehicle manufacturer to set the CO<sub>2</sub> value. Where this is not possible, Vehicle High of the base vehicle is to be used.

We understand that some converters may wish to change the vehicle category by removing or adding seats. Where the vehicle category changes from a passenger vehicle (M category) to a goods vehicle (N category), the requirements of Regulation (EU) 2018/1832 apply. Accordingly, it is the responsibility on the final stage manufacturer to consult the base vehicle manufacturer to set the new CO<sub>2</sub> value. Where this is not possible, the CO<sub>2</sub> value of Vehicle High from the base vehicle shall be used in accordance with EU law.

In carrying out modifications prior to registration, final stage manufacturers need to comply with all type approval and entry into service requirements.