

Regulation (EC) No 715/2007 of the European Parliament  
and of the Council of 20 June 2007 on type approval of motor  
vehicles with respect to emissions from light passenger and  
commercial vehicles (Euro 5 and Euro 6) (Text with EEA relevance)

CHAPTER IV **U.K.**

**OBLIGATIONS OF MEMBER STATES**

*Article 10* **U.K.**

**Type approval**

1 With effect from 2 July 2007, if a manufacturer so requests, the national authorities may not, on grounds relating to emissions or fuel consumption of vehicles, refuse to grant EC type approval or national type approval for a new type of vehicle, or prohibit the registration, sale or entry into service of a new vehicle, where the vehicle concerned complies with this Regulation and its implementing measures, and in particular with the Euro 5 limit values set out in Table 1 of Annex I or with the Euro 6 limit values set out in Table 2 of Annex I.

2 With effect from 1 September 2009, and from 1 September 2010 in the case of category N<sub>1</sub> class II and III and category N<sub>2</sub> vehicles, the national authorities shall refuse, on grounds relating to emissions or fuel consumption, to grant EC type approval or national type approval for new types of vehicle which do not comply with this Regulation and its implementing measures, and in particular with the Annexes, with the exception of the Euro 6 limit values set out in Table 2 of Annex I. For the test on tailpipe emissions, the limit values applied to vehicles designed to fulfil specific social needs shall be the same as for category N<sub>1</sub> class III vehicles.

3 With effect from 1 January 2011, and from 1 January 2012 in the case of category N<sub>1</sub> class II and III and category N<sub>2</sub> vehicles and vehicles designed to fulfil specific social needs, national authorities shall, in the case of new vehicles which do not comply with this Regulation and its implementing measures, and in particular with the Annexes with the exception of the Euro 6 limit values set out in Table 2 of Annex I, consider certificates of conformity to be no longer valid for the purposes of Article 7(1) of Directive 70/156/EEC and shall, on grounds relating to emissions or fuel consumption, prohibit the registration, sale or entry into service of such vehicles. For the test on tailpipe emissions, the limit values applied to vehicles designed to fulfil specific social needs shall be the same as for category N<sub>1</sub> class III vehicles.

4 With effect from 1 September 2014, and from 1 September 2015 in the case of category N<sub>1</sub> class II and III and category N<sub>2</sub> vehicles, the national authorities shall refuse, on grounds relating to emissions or fuel consumption, to grant EC type approval or national type approval for new types of vehicle which do not comply with this Regulation and its implementing measures, and in particular with the Euro 6 limit values set out in Table 2 of Annex I.

5 With effect from 1 September 2015, and from 1 September 2016 in the case of category N<sub>1</sub> class II and III and category N<sub>2</sub> vehicles, national authorities shall, in the case of new vehicles which do not comply with this Regulation and its implementing measures, and in particular with the Euro 6 limit values set out in Table 2 of Annex I, consider certificates of conformity to be no longer valid for the purposes of Article 7(1) of Directive 70/156/EEC and shall, on grounds relating to emissions or fuel consumption, prohibit the registration, sale or entry into service of such vehicles.

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**Changes to legislation:** There are outstanding changes not yet made to Regulation (EC) No 715/2007 of the European Parliament and of the Council. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

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[<sup>F16</sup> The 5,0 mg/km emission limit for mass of particulate matter referred to in Tables 1 and 2 of Annex I shall be effective from the applicable dates set out in paragraphs 1, 2 and 3.

The 4,5 mg/km emission limit for mass of particulate matter and the particle number limit referred to in Tables 1 and 2 of Annex I shall be effective from 1 September 2011 for the type-approval on new types of vehicles and from 1 January 2013 for all new vehicles sold, registered or put into service in the Community.]

[<sup>F27</sup> Until three years after the applicable dates set out in paragraphs 4 and 5 for new type approvals and the registration, sale or entry into service of new vehicles and upon the choice of the manufacturer, a particle number emission limit of  $6 \times 10^{12}$  #/km shall apply to vehicles with a direct injection positive ignition engine.]

#### Textual Amendments

- F1** Inserted by [Commission Regulation \(EC\) No 692/2008 of 18 July 2008 implementing and amending Regulation \(EC\) No 715/2007 of the European Parliament and of the Council on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles \(Euro 5 and Euro 6\) and on access to vehicle repair and maintenance information \(Text with EEA relevance\).](#)
- F2** Inserted by [Commission Regulation \(EU\) No 459/2012 of 29 May 2012 amending Regulation \(EC\) No 715/2007 of the European Parliament and of the Council and Commission Regulation \(EC\) No 692/2008 as regards emissions from light passenger and commercial vehicles \(Euro 6\) \(Text with EEA relevance\).](#)

### Article 11 U.K.

#### Type approval of replacement parts

1 For new replacement pollution control devices intended to be fitted on vehicles approved under this Regulation, national authorities shall prohibit their sale or installation on a vehicle if they are not of a type in respect of which a type approval has been granted in compliance with this Regulation and its implementing measures.

2 National authorities may continue to grant extensions to EC type approvals for replacement pollution control devices intended for standards preceding this Regulation under the terms which originally applied. National authorities shall prohibit the sale or installation on a vehicle of such replacement pollution control devices unless they are of a type in respect of which a relevant type approval has been granted.

3 Replacement pollution control devices intended to be fitted on vehicles type approved prior to the adoption of component type approval requirements are exempt from the requirements of paragraphs 1 and 2.

### Article 12 U.K.

#### Financial incentives

1 Member States may make provision for financial incentives that apply to vehicles in series production which comply with this Regulation and its implementing measures.

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Those incentives shall be valid for all new vehicles offered for sale on the market of a Member State which comply at least with the emission limit values in Table 1 of Annex I in advance of the dates set out in Article 10(3); they shall cease on those dates.

Financial incentives that apply exclusively to vehicles which comply with the emission limit values in Table 2 of Annex I may be granted for such new vehicles offered for sale on the market of a Member State from the dates set out in Article 10(3) in advance of the dates set out in Article 10(5); they shall cease on the dates set out in Article 10(5).

2 Member States may grant financial incentives for the retrofitting of in-use vehicles and for scrapping vehicles which do not comply.

3 For each type of vehicle, the financial incentives referred to in paragraphs 1 and 2 shall not exceed the additional cost of the technical devices introduced to ensure compliance with the emission limits specified in Annex I, including the cost of installation on the vehicle.

4 The Commission shall be informed in sufficient time of plans to institute or change the financial incentives referred to in paragraphs 1 and 2.

### Article 13 U.K.

#### Penalties

1 Member States shall lay down the provisions on penalties applicable for infringement by manufacturers of the provisions of this Regulation and shall take all measures necessary to ensure that they are implemented. The penalties provided for must be effective, proportionate and dissuasive. Member States shall notify those provisions to the Commission by 2 January 2009 and shall notify it without delay of any subsequent amendment affecting them.

2 The types of infringements which are subject to a penalty shall include:

- a making false declarations during the approval procedures or procedures leading to a recall;
- b falsifying test results for type approval or in-service conformity;
- c withholding data or technical specifications which could lead to recall or withdrawal of type approval;
- d use of defeat devices<sup>[F3]</sup>

[<sup>F4</sup>and]

[<sup>F4</sup>(e)] <sup>F4</sup> .....

#### Textual Amendments

**F3** Substituted by Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (Text with EEA relevance).

**F4** Deleted by Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (Text with EEA relevance).

**Changes to legislation:**

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**Changes and effects yet to be applied to :**

- Ch. 4 heading words substituted by [S.I. 2022/1273 reg. 49\(6\)](#)

**Changes and effects yet to be applied to the whole legislation item and associated provisions**

- Signature words omitted by [S.I. 2022/1273 reg. 49\(14\)](#)
- Art. 3(2) words substituted by [S.I. 2022/1273 reg. 49\(3\)](#)
- Art. 3(13) words substituted by [S.I. 2022/1273 reg. 49\(3\)](#)