

Commission Implementing Regulation (EU) 2017/1153 of 2 June 2017 setting out a methodology for determining the correlation parameters necessary for reflecting the change in the regulatory test procedure and amending Regulation (EU) No 1014/2010 (Text with EEA relevance)

COMMISSION IMPLEMENTING REGULATION (EU) 2017/1153

of 2 June 2017

setting out a methodology for determining the correlation parameters necessary for reflecting the change in the regulatory test procedure and amending Regulation (EU) No 1014/2010

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EC) No 443/2009 of the European Parliament and of the Council of 23 April 2009 setting emission performance standards for new passenger cars as part of the Community's integrated approach to reduce CO₂ emissions from light-duty vehicles⁽¹⁾, and in particular the first subparagraph of Article 8(9) and the first subparagraph of Article 13(7) thereof,

Whereas:

- (1) A new regulatory test procedure for measuring CO₂ emissions and fuel consumption from light-duty vehicles, the World Harmonised Light Vehicles Test Procedure (WLTP), set out in Commission Regulation (EU) 2017/1151⁽²⁾, will replace the New European Test Cycle (NEDC), which is currently used pursuant to Commission Regulation (EC) No 692/2008⁽³⁾, with effect starting from 1 September 2017. The WLTP is expected to provide CO₂ emission and fuel consumption values that are more representative of real driving conditions.
- (2) In order to take into account the difference in the level of CO₂ emissions measured under the existing NEDC and the new WLTP procedures, a methodology for correlating those values should be provided to allow the determination of the manufacturers' compliance with their specific CO₂ emission targets pursuant to Regulation (EC) No 443/2009.
- (3) The WLTP is to be phased in, starting with new vehicle types from 1 September 2017 and all vehicles from 1 September 2018. From 1 September 2019, when also end-of-series vehicles have been phased out, all new vehicles placed on the Union market will be tested in accordance with the WLTP. It is appropriate to continue to verify compliance with the specific emission targets using NEDC-based CO₂ emission values during this period.
- (4) It is however desirable to limit the testing burden for both manufacturers and type-approval authorities and the possibility to determine the reference NEDC CO₂ emission

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values by way of simulations should therefore be provided. A specific vehicle simulation tool (the correlation tool) has been developed for that purpose. The input data for the correlation tool should not require additional tests but be derived from the WLTP type-approval tests.

- (5) The stringency of the CO₂ reduction requirements following the change to WLTP must, in accordance with the second subparagraph of Article 13(7) to Regulation (EC) No 443/2009, remain comparable for manufacturers and vehicles of different utility to that defined in Regulation (EC) No 443/2009 by reference to the CO₂ emission levels determined in accordance with the NEDC procedure. The correlation procedure should therefore take into account those NEDC test conditions which are explicitly required for granting a type-approval.
- (6) There may be advanced vehicle technologies or specific technology configurations for which the correlation tool might not be able to deliver NEDC CO₂ values with sufficient accuracy. In those cases, the manufacturer should have the possibility to perform a physical vehicle test instead. In order to ensure a level playing field, the same NEDC test conditions that have been defined for the correlation tool should apply for those tests.
- (7) Regulation (EC) No 443/2009 provides a number of modalities which may be applied to facilitate achieving the specific emission targets. In order to ensure comparable stringency, it is necessary to make certain adjustments to the calculation of the super-credits specified in Article 5a of Regulation (EC) No 443/2009 and to the eco-innovation savings referred to in Article 12 of that Regulation. However, the framework conditions for those modalities are considered not to be directly dependent on the applicable test procedure, and, should, as a consequence, be maintained without adjustments, including the caps set for both super-credits and eco-innovation savings.
- (8) It is important to ensure that procedural tolerances and correlation tool outputs are applied as intended and not as a means to artificially lower the CO₂ emission values used for target compliance purposes. Therefore, a limited number of random physical tests should be performed with a view to verifying that the input data and the NEDC reference values based on the correlation tool output are correctly determined. If it is found, as a result of a random test, that a manufacturer has declared an NEDC CO₂ value for the purpose of the type-approval that is lower than the tolerance permitted in the measurement result or if incorrect input data has been provided, it should be possible for the Commission to determine and apply a correction factor to increase the average specific emissions of a manufacturer. This should also act as a disincentive for any abuse or overexploitations of measurement tolerances.
- (9) The monitoring of CO₂ emission values is set out in Commission Regulation (EU) No 1014/2010⁽⁴⁾ and these provisions also needs to be adjusted to the new test procedure. With the WLTP, a specific CO₂ emission value will be calculated and recorded in the certificate of conformity of each individual vehicle. In order to effectively monitor and verify those values, it is necessary to use vehicle identification numbers as a basis for the monitoring.
- (10) In view of the required extensive adaptations of vehicle registration and CO₂ monitoring systems, it is appropriate to provide Member States with the possibility to gradually

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introduce the new monitoring parameters in 2017 and require the complete new dataset from 2018 only. The 2017 data to be reported should include as a minimum the data required for target compliance purposes and for preventing abuse of the correlation procedure.

- (11) The measures provided for in this Regulation are in accordance with the opinion of the Climate Change Committee,

HAS ADOPTED THIS REGULATION:

Article 1

Subject matter

This Regulation provides for:

- (a) a methodology for the correlation of the CO₂ emissions measured in accordance with Annex XXI to Regulation (EU) 2017/1151 with those determined in accordance with Annex XII to Regulation (EC) No 692/2008;
- (b) a procedure for applying the methodology referred to in point (a) for the purpose of determining each manufacturer's average specific emissions of CO₂;
- (c) the amendments to Regulation (EU) No 1014/2010 required for the purpose of adapting the monitoring of CO₂ emissions data to reflect the change in emission values.

Article 2

Definitions

For the purposes of this Regulation, the following definitions shall apply:

- (1) 'NEDC CO₂ values' means the CO₂ emissions determined in accordance with Annex I and entered into the certificates of conformity;
- (2) 'Measured NEDC CO₂ values' means the CO₂ emissions (phases and combined) determined in accordance with Annex XII to Regulation (EC) No 692/2008 by way of physical vehicle tests;
- (3) 'WLTP CO₂ values' means the CO₂ emissions (combined) determined in accordance with the test procedure set out in Annex XXI to Regulation (EU) 2017/1151;
- (4) 'WLTP interpolation family' means the interpolation family as determined in accordance with point 5.6 of Annex XXI to Regulation (EU) 2017/1151;
- (5) 'Correlation tool' means the simulation model referred to in point 2 of Annex I.

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Article 3

Determination of average specific emissions of CO₂ for target compliance purpose in the period 2017 to 2020

- 1 For the calendar years 2017 to 2020 inclusive, the average specific emissions of a manufacturer shall be determined using the following CO₂ mass emissions (combined) values:
- with regard to M1 passenger cars type-approved in accordance with Annex XXI to Regulation (EU) 2017/1151, the NEDC CO₂ values;
 - with regard to existing types of M1 passenger cars that have been type-approved in accordance with Annex XII to Regulation (EC) No 692/2008, the measured NEDC CO₂ values for the calendar year 2017 until 31 August 2018 and the NEDC CO₂ values from 1 September 2018 to 31 December 2020;
 - with regard to end-of-series vehicles referred to in Article 27 of Directive 2007/46/EC of the European Parliament and of the Council⁽⁶⁾, the measured NEDC CO₂ values.
- 2 Manufacturers responsible for more than 1 000 but fewer than 10 000 new passenger cars registered in the Union in each of the calendar years 2017 to 2020 inclusive may use either the NEDC CO₂ values or the measured NEDC CO₂ values.

Article 4

Determination of average specific emissions based on WLTP CO₂ values

- 1 The WLTP CO₂ emissions (combined) or, where applicable, (weighted combined) specified in entry 49.4 of the certificate of conformity shall be monitored for all new registered vehicles starting from 1 January 2018.
- 2 For each manufacturer, the average specific emissions based on WLTP CO₂ values shall be determined starting from 1 January 2018.
- With effect from 1 January 2021, those average specific emissions shall be used to determine the manufacturer's compliance with its specific emission target.

Article 5

Application of Article 5a of Regulation (EC) No 443/2009 — super-credits

Where the measured NEDC CO₂ value of a new passenger car is less than 50 g CO₂/km, the manufacturer shall, for the purpose of the application of Article 5a of Regulation (EC) No 443/2009, record that value in the certificate of conformity of the vehicles concerned until 31 December 2022.

With effect from 1 January 2021:

- the specific emissions of those vehicles shall be calculated in accordance with Article 5a of that Regulation, using the WLTP CO₂ values of those vehicles;
- the 7,5 g CO₂/km cap provided for in Article 5a of that Regulation shall be taken into account as follows:

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$$\text{Cap}_{n,r} = \left(\frac{7,5 - \text{SC}_{n,2020}}{7,5} \right)$$

$$\text{Cap}_w = \text{Cap}_{n,r} \cdot \left(\frac{\text{SC}_{w,2020} \times 7,5}{\text{SC}_{n,2020}} \right)$$

Where:

$\text{Cap}_{n,r}$ is the proportion of the remaining cap on NEDC in 2020;
 $\text{SC}_{n,2020}$ is the super-credit savings on NEDC in 2020;
 $\text{SC}_{w,2020}$ is the super-credit savings on WLTP in 2020;
 Cap_w is the remaining super-credit savings cap to be taken into account for the calculation of the average specific emissions in 2021 and 2022.

Article 6

Application of Article 12 of Regulation (EC) No 443/2009 — eco-innovations

1 With effect from 1 January 2021, only CO₂ savings due to eco-innovations, within the meaning of Article 12 of Regulation (EC) No 443/2009, that are not covered by the test procedure set out in Annex XXI to Regulation (EU) 2017/1151, shall be taken into account for the calculation of the average specific emissions of a manufacturer.

2 A manufacturer's total eco-innovation CO₂ savings in the following calendar years shall be adjusted as follows:

- (a) in 2021 : $\text{EI savings}_{\text{adjusted } 2021} = \text{WLTP}_{\text{EI savings } 2021} \cdot 1,9$
(b) in 2022 : $\text{EI savings}_{\text{adjusted } 2022} = \text{WLTP}_{\text{EI savings } 2022} \cdot 1,7$
(c) in 2023 : $\text{EI savings}_{\text{adjusted } 2023} = \text{WLTP}_{\text{EI savings } 2023} \cdot 1,5$

Where:

$\text{EI savings}_{\text{adjusted } 20xx}$ are the eco-innovation savings in the relevant year to be taken into account for the calculation of the average specific emissions;
 $\text{WLTP}_{\text{EI savings } 20xx}$ are the eco-innovation savings in the relevant year determined in relation to the WLTP and recorded in the certificate of conformity.

From calendar year 2024 eco-innovation savings shall be taken into account for the calculation of the specific average emissions without adjustment.

Article 7

Determination and correction of NEDC CO₂ values for the calculation of the specific average emissions

1 Starting from the calendar year 2017 until 2020 inclusive, the average specific CO₂ emissions of a manufacturer shall be calculated using the NEDC CO₂ values determined in accordance with the procedure laid down in Section 4 of Annex I, unless paragraph (1)(b) or (c) or paragraph (2) of Article 3 applies.

2 Where for a WLTP interpolation family the deviation factor D_e , determined in accordance with point 3.2.8 of Annex I, exceeds the value 0,04, or in the presence of a verification factor '1' as determined in that point, the average specific NEDC CO₂ emissions of

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the manufacturer responsible for that interpolation family shall be multiplied by the following correction factor:

$$\text{correction factor} = 1 + \frac{\sum_{i=1}^{N-1} De_i \cdot r_i}{\sum_{i=1}^{N-1} \delta_{3,i} \cdot r_i}$$

Where:

De_i is the value determined in accordance with point 3.2.8 of Annex I;
 r_i is the number of annual registrations of vehicles belonging to the respective WLTP interpolation family i concerned;
 $\delta_{3,i}$ is equal to 0 if De_i is missing and equal to 1 otherwise;
 N is the number of WLTP interpolation families for which a manufacturer is responsible.

[^{F1}Article 7a

Reporting of WLTP measurement results

1 Manufacturers shall calculate the combined CO₂ value for each new passenger car registered in 2020 in accordance with the formula set out in the second subparagraph of paragraph 3.2.3.2.4 of Sub-Annex 7 to Annex XXI to Regulation (EU) 2017/1151, where the terms M_{CO_2-H} and M_{CO_2-L} shall, for the interpolation family concerned, be replaced by the values $M_{CO_2,C,5}$ taken from the entries 2.5.1.1.3 (vehicle H) and 2.5.1.2.3. (vehicle L) of the EC type-approval certificate as indicated in the model set out in appendix 4 to Annex I to Regulation (EU) 2017/1151.

Where the combined CO₂ emissions of the individual vehicle are determined by reference to vehicle H only, the manufacturers shall provide the $M_{CO_2,C,5}$ value taken from the entry 2.5.1.1.3 (vehicle H) of the EC type approval certificate.

The manufacturers shall submit those CO₂ emission values, together with the $M_{CO_2,C,5}$ values used for the calculation, to the Commission at the latest three months following receipt of the notification by the Commission of the provisional data for 2020 by uploading that data on the manufacturer's account in the Business Data Repository of the European Environment Agency.

2 Where the data referred to in paragraph 1 is not submitted within the deadline indicated, the Commission shall take the value recorded in entry 2.5.1.2.3. of the EC type-approval certificate and consider that value as the combined CO₂ emissions for the purposes of paragraph 1 for all new registered vehicles in the interpolation family for which the type approval certificate was issued, and, where applicable, the value indicated in entry 2.5.1.1.3 for those families where only vehicle H measurements are available.

3 The Commission shall monitor the number of interpolation families for which the CO₂ emissions are determined by reference to vehicle H only for each manufacturer, and shall, in the case of an increase in the number of such families as compared to the situation in 2018, assess the impact of that increase on the calculation referred to in paragraph 1, and where appropriate, exclude those families from that calculation.]

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Textual Amendments

- F1** Inserted by [Commission Implementing Regulation \(EU\) 2018/2043 of 18 December 2018 amending Implementing Regulation \(EU\) 2017/1153 to clarify the WLTP test conditions and provide for the monitoring of type approval data \(Text with EEA relevance\)](#).

Article 8

Amendments to Regulation (EU) No 1014/2010

Regulation (EU) No 1014/2010 is amended as follows:

- (1) Article 5 is amended as follows:
 - (a) point (b) is replaced by the following:
 - (b) for each vehicle, the deviation factor (De) and the verification factor determined in accordance with point 3.2.8 of Annex I to Commission Implementing Regulation (EU) 2017/1153⁽⁶⁾
 - (b) the following third paragraph is added:

‘Notwithstanding the detailed data parameters referred to in Annex II to Regulation (EC) No 443/2009, a Member State shall, with regard to the data monitored until 31 December 2017, in addition to the already required parameters, report only the deviation factor “De” and the verification factor. From 1 January 2018 all detailed monitoring data specified in Annex II shall be monitored and reported.’;
- (2) Article 6 is deleted;
- (3) the following Article 9a is inserted:

Article 9a

Preparation of the provisional dataset

- 1 The provisional dataset to be notified to a manufacturer in accordance with the second subparagraph of Article 8(4) of Regulation (EC) No 443/2009 shall include the records which, on the basis of the manufacturer’s name and, from 1 January 2018, the vehicle identification number, can be attributed to that manufacturer.

The central register referred to in the first subparagraph of Article 8(4) of Regulation (EC) No 443/2009 shall not include any data on vehicle identification numbers.
- 2 The processing of the vehicle identification numbers shall not include the processing of any personal data that could be linked to those numbers or any other data that could permit the linking of vehicle identification numbers with personal data.;
- (4) Annex I is replaced by the text in Annex II to this Regulation.

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Article 9

Entry into force

This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

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ANNEX I

1. INTRODUCTION

This Annex sets out the methodology for determining the NEDC CO₂ value of individual M1 vehicles.

2. DETERMINATION OF THE NEDC CO₂ VALUE FOR THE WLTP INTERPOLATION FAMILY

2.1. Correlation tool

The type-approval authority shall ensure that the NEDC CO₂ values to be used as reference for the purpose of Section 3 are determined by way of simulations in accordance with the provisions set out in this Annex.

The Commission shall provide a simulation tool for that purpose (hereinafter the ‘correlation tool’) in the form of downloadable, executable, software. The Commission shall also provide guidance on the capacity of the correlation tool to simulate vehicles with advanced technologies, and, where necessary, recommend the use of physical measurements instead of simulations.

2.1.1. Access to the correlation tool

The correlation tool shall be installed on a computer of the type-approval authority or, where applicable, the technical service, following the instructions provided in the following website:

(http://ec.europa.eu/clima/policies/transport/vehicles/cars/documentation_en.htm)

The type-approval authority shall ensure that the correlation tool is operated in accordance with the requirements of this Regulation and the user instructions set out in the user manual⁽⁷⁾.

Support to the approval authorities and technical services using the correlation tool for the purpose of this Regulation shall be provided by the Commission on request. Requests for support shall be addressed to the following functional mailbox:

co2mpas@jrc.ec.europa.eu⁽⁸⁾

The correlation tool shall be accessible to other users, however, support shall only be provided to those users within the limits of available resources.

[^{F2}2.1.2. Designation of correlation tool users

Member States shall inform the Commission of the respective contact points responsible for executing the correlation tool runs at the approval authority and, where applicable, at the technical services. Only one contact point per authority or service shall be designated. The information provided to the Commission shall include the following (the name of the organisation, the name of the person responsible, the postal address, the email address and the telephone number). This information shall be sent to the following functional mailbox⁽⁹⁾:

EC-CO2-LDV-IMPLEMENTATION@ec.europa.eu

Electronic signing keys for the purpose of the execution of the correlation tool shall be provided only at the request of the contact point⁽¹⁰⁾. The Commission shall publish guidance on the procedure to follow for such requests.]

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Textual Amendments

- F2** Substituted by [Commission Implementing Regulation \(EU\) 2017/1231 of 6 June 2017 amending Implementing Regulation \(EU\) 2017/1153 setting out a methodology for determining the correlation parameters necessary for reflecting the change in the regulatory test procedure for the purpose of clarifying procedural elements and amending Regulation \(EU\) No 1014/2010 \(Text with EEA relevance\).](#)

2.1.3. *Annual update of the correlation tool*

The performance of the correlation tool shall be continuously reviewed, taking into account information provided, in particular, by the contact persons referred to in point 2.1.2. Where appropriate, the Commission shall prepare a new version of the tool to be released annually on 1 September. The new version shall not affect the validity of results provided by previous versions.

The new version may be applied for the purpose of the procedure set out in Section 3 of this Annex from the date of its release. With the agreement of the type-approval authority or the technical service, the previous version of the correlation tool may, however, continue to be used during a maximum period of two months following the release of the new version.

The version used as well as the operating system of the computer on which the correlation tool has been run by the type-approval authority or technical service shall be indicated in the electronically signed correlation tool output report.

Where the applicability of the new version requires the adjustment of any provisions set out in this Regulation, the release of the new version shall not take place until the Regulation has been amended accordingly.

2.1.4. *Ad-hoc adjustments of the correlation tool*

Notwithstanding point 2.1.3, in case of serious malfunctioning of the correlation tool for the purpose of the procedure set out in Section 3, a new version of the tool shall be prepared and released as soon as possible following the detection of the malfunction. The new version shall apply from the date of its release and shall not affect the validity of results provided by previous versions.

Where the applicability of the new version requires the adjustment of any provisions set out in this Regulation, the release of the new version shall not take place until the Regulation has been amended accordingly.

2.2. **Identification of the WLTP test results to be used for the purpose of defining the input data for the simulation model**

The input data for the correlation tool simulations shall be taken from the relevant WLTP test results for vehicle H and, where applicable, vehicle L as defined in accordance with point 4.2.1 of Sub-Annex 4 to Annex XXI to Regulation (EU) 2017/1151. Where more than one WLTP type-approval test of vehicle H or L is performed in accordance with Table A6/2 of Annex XXI to that Regulation, the following test results shall be used for the purpose of determining the input data:

- (a) ^[F2]In the case two type approval tests are performed, the test results with the highest combined CO₂ emissions shall be used;
- (b) In the case three type approval tests are performed, the test results with the median combined CO₂ emissions shall be used.]

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[^F12.2a. WLTP test conditions

In order for the WLTP test to be considered relevant in accordance with point 2.2 and for the purpose of determining the input data set out in point 2.4, the test conditions set out in Annex XXI to Regulation (EC) No 2017/1151 shall apply, with the following precisions:

- (a) The correction of the WLTP test results for CO₂ mass emissions in accordance with Appendix 2 to Sub-Annex 6 to Annex XXI to Regulation (EU) 2017/1151 shall apply to all such test results notwithstanding the provisions in point 3.4.4.(a) of that Appendix;
- (b) Without prejudice to the requirements of Regulation (EU) 2017/1151, if the test vehicle is fitted with technologies that influence its CO₂ performance, including but not limited to those referred to in entries 42 to 50 of the input data matrix set out in point 2.4, and which are intended to function during the test, those technologies shall be operating during the vehicle test, regardless of the test procedure applied, i.e. NEDC or WLTP;
- (c) If the test vehicle is equipped with automated transmissions, the same driver-selectable mode shall be used, regardless of the test procedure applied. Where the best-case and worst-case modes are used for the WLTP tests in accordance with point 1.2(c) of Appendix 6 to Sub-Annex 8 to Annex XXI to Regulation (EU) 2017/1151, the worst-case mode shall be used as input to the correlation tool as well as for any NEDC physical test;
- (d) If the test vehicle is equipped with manual transmissions, the term $n_{\min_drive_set}$ shall be as defined by the formula set out in point (k) (3) of paragraph 2 of Sub-Annex 2 to Annex XXI to Regulation (EU) 2017/1151.

With the approval of the approval authority or, where applicable, the technical service, the manufacturer may calculate the gear shifting points differently, provided that this is justified in view of the drivability of the vehicle, and that the additional power safety margin applied in accordance with point 3.4 of Sub-Annex 2 to Annex XXI to Regulation (EU) 2017/1151 does not exceed 20 %.

The conditions referred to in points (a) to (d) shall apply for the purpose of the correlation performed pursuant to this Regulation, and shall be without prejudice to the provisions laid down in Regulation (EU) 2017/1151 and to type approvals granted pursuant to that Regulation.

2.2b. Applicability of the WLTP test conditions

The precisions referred to in point 2.2a.(a) to (d) shall apply in accordance with the following:

- (a) For new vehicle types, from the entry into force of this Regulation;
- (b) For existing vehicle types, manufacturers shall, with regard to those vehicle types that cover vehicles placed on the market in 2020, provide the approval authority with evidence on the basis of which the approval authority shall confirm whether the test conditions referred to in points (a) to (d) of point 2.2a. have been met in the WLTP approval tests.

The confirmation shall indicate the interpolation family identifier, and the confirmation with regard to each of the test conditions referred to in points (a) to (d). The approval authority shall issue the confirmation to the manufacturer and shall

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ensure that the confirmation is recorded and can be made available without delay at the request of the Commission.

Where the approval authority cannot confirm that one or more of the test conditions referred to have been complied with, the manufacturer shall ensure that a new WLTP test, or, where applicable, test series, in accordance with Sub-Annex 6 to Annex XXI to Regulation (EU) 2017/1151 are performed under the supervision of an approval authority or, where applicable, technical service, applying the test conditions set out in point 2.2a.(a) to (d), for the interpolation family in question, including a new correlation in accordance with this Regulation.

The manufacturer may, in the case where only the test condition referred to in point 2.2a.(a) is not met, correct that value in the input matrix without the need for a new WLTP test.

The approval authority or, where applicable, the designated technical service shall record the results of the re-testing or correction and the correlation in accordance with paragraph 5 of Annex I, and the complete correlation file based on the re-testing input data shall be transmitted to the Commission in accordance with point 3.1.1.2 by 30 April 2021 at the latest.]

2.3. Determination of the input data and conditions for the operation of the correlation tool

The test conditions referred to in Annex XII to Regulation (EC) No 692/2008 shall be taken into account in the correlation tool simulations, including the precisions provided for in points 2.3.1 to 2.3.7 of this Annex.

The physical vehicle measurements referred to in point 3 shall be performed in accordance with the conditions referred to in that Regulation, with the precisions given in this Annex, and, where applicable, the input data defined in point 2.4.

[^{F2}2.3.1. Determination of the NEDC vehicle inertia

The NEDC reference mass of vehicles H and, where applicable, of vehicles L and R shall be determined as follows:

$$RM_{n,L} = (MRO_L - 75 + 100) \text{ [kg]}$$

$$RM_{n,H} = (MRO_H - 75 + 100) \text{ [kg]}$$

$$RM_{n,R} = (MRO_R - 75 + 100) \text{ [kg]}$$

Where,

Vehicle R is the representative vehicle of the Road Load Matrix Family as defined in point 5.1 of Sub-Annex 4 to Annex XXI to Commission Regulation (EU) 2017/1151⁽¹¹⁾;

[^{F3}MRO is the mass in running order as defined in Article 3(1)(d) of Regulation (EC) No 443/2009 for vehicles H, L and R respectively.]

Textual Amendments

- F3** Substituted by [Commission Implementing Regulation \(EU\) 2018/1002 of 16 July 2018 amending Implementing Regulation \(EU\) 2017/1153 to clarify and simplify the correlation procedure and to adapt it to changes to Regulation \(EU\) 2017/1151 \(Text with EEA relevance\).](#)

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The reference mass to be used as input for the simulations and, where applicable, for a physical vehicle test shall be the inertia value set out in Table 3 of Annex 4a to UN/ECE Regulation No 83 which is equivalent to the reference mass, RM, determined in accordance with this point and referred to as $TM_{n,L}$, $TM_{n,H}$ and $TM_{n,R}$.]

2.3.2. Determination of the pre-conditioning effect

In preparing the chassis-dynamometer for the execution of a type-approval test, the vehicle is pre-conditioned in order to reach similar conditions to those used in the coast-down test. The pre-conditioning procedure used in the WLTP test differs from that used for the purpose of NEDC so that, with equal road loads, the vehicle is considered subject to higher forces under the WLTP. That difference shall be set at 6 Newton and that value shall be used for the calculation of the NEDC road loads in accordance with point 2.3.8.

2.3.3. Ambient conditions referred to in point 3.1.1 of UN/ECE Regulation No 83

For the purpose of the correlation tool, the test cell temperature shall be set at 25 °C.

Also in the case of a physical vehicle measurement pursuant to point 3, the test cell temperature shall be set at 25 °C. However, on request by the manufacturer, the test cell temperature may be set at a value between 20 to 25 °C for the physical measurement.

2.3.4. Determination of the initial battery state of charge

The initial battery state of charge shall be set to at least 99 per cent for the purpose of the correlation tool test. The same shall apply in the case of a physical vehicle test.

[F²2.3.5. Determination of the difference in tyre pressure prescriptions

According to point 6.6.3 of Appendix 3 to Annex I to Regulation (EU) 2017/1151, the lowest recommended tyre pressure for the vehicle test mass shall be used during the coast down for the road load determination, while this is not specified in the NEDC. The tyre pressure to be taken into account for the purpose of calculating the NEDC road load in accordance with point 2.3.8 shall be the average between the two axles of the average between the minimum and maximum tyre pressure permitted for the selected tyres on each axle for the NEDC reference mass of the vehicle. The calculation shall be carried out for vehicle H and, where applicable, for vehicles L and R with the following formulae:

For vehicle H:

$$P_{avg,H} = \left(\frac{P_{max,H} + P_{min,H}}{2} \right)$$

For vehicle L:

$$P_{avg,L} = \left(\frac{P_{max,L} + P_{min,L}}{2} \right)$$

For vehicle R:

$$P_{avg,R} = \left(\frac{P_{max,R} + P_{min,R}}{2} \right)'$$

Where,

P_{max} , is the average of the maximum tyre pressures of the selected tyres for the two axles;

P_{min} , is the average of the minimum tyre pressures of the selected tyres for the two axles.

The corresponding effect in terms of resistance applied to the vehicle shall be calculated using the following formulae for vehicles H, L and R:

For vehicle H:

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$$TP_H = \left(\frac{P_{avg,H}}{P_{min,H}} \right)^{-0,4}$$

For vehicle L:

$$TP_L = \left(\frac{P_{avg,L}}{P_{min,L}} \right)^{-0,4}$$

For vehicle R:

$$TP_R = \left(\frac{P_{avg,R}}{P_{min,R}} \right)^{-0,4}$$

2.3.6. Determination of the tyre tread depth (TTD)

According to point 4.2.2.2 of Sub-Annex 4 to Annex XXI to Regulation (EU) 2017/1151 the minimum tyre tread depth is 80 % for the WLTP test, while pursuant to point 4.2 of Appendix 7 to Annex 4a to UN/ECE Regulation No 83, the minimum allowed tyre tread depth for the purpose of the NEDC test is 50 % of the nominal value. That results in an average difference of 2 mm in tread depth between the two procedures. The corresponding effect in terms of the resistance applied to the vehicle shall be determined for the purpose of the NEDC road load calculation in point 2.3.8 in accordance with the following formulae for vehicles H, L and R:

For vehicle H:

$$TTD_H = \left(2 \times \frac{0,1 \times RM_{n,H} \times 9,81}{1000} \right)$$

For vehicle L:

$$TTD_L = \left(2 \times \frac{0,1 \times RM_{n,L} \times 9,81}{1000} \right)$$

For vehicle R:

$$TTD_R = \left(2 \times \frac{0,1 \times RM_{n,R} \times 9,81}{1000} \right)$$

Where,

$RM_{n,H}$, $RM_{n,L}$, and $RM_{n,R}$ are the reference masses of vehicles H, L and R determined in accordance with point 2.3.1.]

2.3.7. Determination of the inertia of rotating parts

For the purpose of the correlation tool:

During the simulation of the WLTP test four rotating wheels are to be considered, while for the purpose of the NEDC tests only two rotating wheels are to be considered. The effect this has on the forces applied to the vehicle shall be taken into account in accordance with the formulae set out in point 2.3.8.1.1(a)(3).

The acceleration and deceleration forces in the correlation tool shall be calculated for the NEDC simulation by considering the inertia of only two rotating wheels.

For the purpose of a physical test:

During the WLTP coastdown setting, coastdown times are to be transferred to forces and vice versa by taking into account the applicable test mass plus the effect of rotational mass (3 % of the sum of the MRO and 25 kg). For the NEDC coastdown setting, coastdown times are to be transferred to forces and vice versa by neglecting the effect of rotational mass (only NEDC vehicle inertia calculated in point 2.3.1 is used).

2.3.8. Determination of the NEDC road loads

[^F2.3.8.1] In the case of WLTP road loads being determined in accordance with paragraphs 1-4 and 6 of Sub-Annex 4 to Annex XXI to Regulation (EU) 2017/1151

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The NEDC road load coefficients shall be calculated in accordance with the formulae specified in point 2.3.8.1.1. (for vehicle H) and in point 2.3.8.1.2. (for vehicle L) and with the following points (a) and (b).

Unless otherwise specified the formulae shall apply both in the case of simulations and in the case of physical vehicle tests.

The type approval authority or, where applicable, the technical service shall verify if the wind-tunnel facility referred to in paragraph 3.2.3.2.2.3. in Sub-Annex 7 to Annex XXI to Regulation (EU) 2017/1151 is qualified to accurately determine the $\Delta(Cd \times Af)$ values. If the wind-tunnel facility is not qualified, the highest aerodynamic drag value shall apply for all vehicles in the family.

- (a) The WLTP road load coefficients and test mass values referred to in the formulae set out in points 2.3.8.1.1. and 2.3.8.1.2. shall be those resulting from vehicle H and L as determined for the interpolation family in accordance with paragraph 5 of Sub-Annex 7 to Annex XXI to Regulation (EU) 2017/1151.
- (b) Notwithstanding point (a), where the cycle energy demand of the WLTP vehicle H and/or L does not result in the highest, or respectively, the lowest cycle energy demand for the NEDC vehicle H and/or L, the NEDC road load coefficients shall be determined in accordance with either of the following:
 - (i) on the basis of the individual vehicle in the interpolation family with the highest, or respectively, the lowest NEDC cycle energy demand;
 - (ii) on the basis of the combination of the highest, or respectively, the lowest of each of the road load relevant characteristics, i.e. aerodynamic drag, rolling resistance and mass, taken from any individual vehicle in the interpolation family.

The choice of the procedure set out in points (i) or (ii) shall be made by the manufacturer.

Point (b) shall apply for new emissions type approvals granted from 1 January 2019, or from an earlier date at the manufacturer's request.]

2.3.8.1.1. Determination of the NEDC road load coefficients for vehicle H

[^{F4}Where this calculation procedure is used for an individual vehicle in accordance with point 4.2.1.4.2., the WLTP road loads and test mass corresponding to the NEDC individual vehicle shall be used with the influence of the optional equipment removed.]

Textual Amendments

- F4** Inserted by [Commission Implementing Regulation \(EU\) 2018/1002 of 16 July 2018 amending Implementing Regulation \(EU\) 2017/1153 to clarify and simplify the correlation procedure and to adapt it to changes to Regulation \(EU\) 2017/1151 \(Text with EEA relevance\).](#)

- (a) The road load coefficient $F_{0,n}$ expressed in Newton (N) for vehicle H shall be determined as follows:

- (1) Effect of different inertia:

$$F_1^{0n,H} = F_{0w,H} \cdot \left(\frac{RM_{n,H}}{TM_{w,H}} \right)$$

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Where the factors in the formula are as defined in point 2.3.1, with the exception of the following:

$F_{0w,H}$ is the road load coefficient F_0 determined for the WLTP test of vehicle H; $TM_{w,H}$ is the test mass used for the WLTP test of vehicle H.

- (2) Effect of different tyre pressure:

$$F_2^{0n,H} = F_1^{0n,H} \cdot TP_H$$

Where the factors in the formula are as defined in point 2.3.5.

- (3) Effect of the inertia of rotating parts:

$$F_3^{0n,H} = F_2^{0n,H} \cdot \left(\frac{1,015}{1,03} \right)$$

In the case of a physical vehicle test, the following formula applies:

$$F_3^{0n,H} = F_2^{0n,H} \cdot \left(\frac{1}{1,03} \right)$$

- (4) Effect of different tyre tread depth:

$$F_4^{0n,H} = F_3^{0n,H} - TTD_H$$

Where the factors in the formula are as defined in point 2.3.6.

- (5) Effect of preconditioning:

$$F_{0n,H} = F_4^{0n,H} - 6$$

In the case of a physical vehicle test, the correction for the effect of preconditioning shall not be applied

- (b) The road load coefficient F_{1n} for vehicle H shall be determined as follows:

Effect of the inertia of rotating parts

$$F_{1n,H} = F_{1w,H} \cdot \left(\frac{1,015}{1,03} \right)$$

In the case of a physical vehicle test, the following formula applies:

$$F_{1n,H} = F_{1w,H} \cdot \left(\frac{1}{1,03} \right)$$

- (c) The road load coefficient F_{2n} for vehicle H shall be determined as follows:

Effect of the inertia of rotating parts

$$F_{2n,H} = F_{2w,H} \cdot \left(\frac{1,015}{1,03} \right)$$

In the case of a physical vehicle test, the following formula applies:

$$F_{2n,H} = F_{2w,H} \cdot \left(\frac{1}{1,03} \right)$$

[^{F3}Where the factor

$$F_{2w,H}$$

is the road load coefficient F_2 determined for the WLTP test of vehicle H from which the effect of all optional equipment has been removed.]

2.3.8.1.2. Determination of the NEDC road load coefficients for vehicle L

- (a) The road load coefficient $F_{0,n}$ for vehicle L shall be determined as follows:

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- (1) Effect of different inertia:

$$F_1^{0n,L} = F_{0w,L} \cdot \left(\frac{RM_{w,L}}{TM_{w,L}} \right)$$

Where the factors in the formula are as defined in point 2.3.1, with the exception of $F_{0w,L}$ which is the road load coefficient F_0 determined for the WLTP test of vehicle L, and $TM_{w,L}$ which is the test mass used for the WLTP test of vehicle L.

- (2) Effect of different tyre pressure:

$$F_2^{0n,L} = F_1^{0n,L} \cdot TP_L$$

Where the factors in the formula are as defined in point 2.3.5.

- (3) Effect of the inertia of rotating parts:

$$F_3^{0n,L} = F_2^{0n,L} \cdot \left(\frac{1,015}{1,03} \right)$$

In the case of a physical vehicle test, the following formula applies:

$$F_3^{0n,L} = F_2^{0n,L} \cdot \left(\frac{1}{1,03} \right)$$

- (4) Effect of different tyre tread depth:

$$F_4^{0n,L} = F_3^{0n,L} - TTD_L$$

Where the factors in the formula are as defined in point 2.3.6.

- (5) Effect of preconditioning:

$$F_{0n,L} = F_4^{0n,L} - 6$$

In the case of a physical vehicle test, the correction for the effect of preconditioning shall not be applied.

- (b) The road load coefficient F_{1n} for vehicle L shall be determined as follows:

Effect of the inertia of rotating parts

$$F_{1n,L} = F_{1w,L} \cdot \left(\frac{1,015}{1,03} \right)$$

In the case of a physical vehicle test, the following formula applies:

$$F_{1n,L} = F_{1w,L} \cdot \left(\frac{1}{1,03} \right)$$

Where the factor $F_{1w,L}$ is the road load coefficient F_1 determined for the WLTP test of vehicle L.

- (c) The road load coefficient F_{2n} for vehicle L shall be determined as follows:

Effect of the inertia of rotating parts

$$F_{2n,L} = F_*^{2w,L} \cdot \left(\frac{1,015}{1,03} \right)$$

In the case of a physical vehicle test, the following formula applies:

$$F_{2n,L} = F_*^{2w,L} \cdot \left(\frac{1}{1,03} \right)$$

[^{F3}Where the factor

$$F_*^{2w,L}$$

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is the road load coefficient F_2 determined for the WLTP test of vehicle L from which the effect of all optional equipment has been removed.]

[^{F2}2.3.8.2] Determination of the road loads where, for the purpose of the WLTP test, the road loads have been determined in accordance with point 5 of Sub-Annex 4 of Annex XXI to Regulation (EU) 2017/1151.

2.3.8.2.1. Road load matrix family in accordance with point 5.1 of Sub-Annex 4 to Annex XXI to Regulation (EU) 2017/1151.

Where the road load of a vehicle has been calculated in accordance with point 5.1 of Sub-Annex 4 to Annex XXI to Regulation (EU) 2017/1151, the NEDC road load to be used as input for the correlation tool simulations shall be determined as follows:

(a) NEDC tabulated road load values in accordance with Table 3 of Annex 4a to Regulation UN/ECE No 83

Vehicle H:

$$F_{0n,H} = T_{0n,H} + (F_{0w,H} - A_{w,H})$$

$$F_{1n,H} = F_{1w,H} - B_{w,H}$$

$$F_{2n,H} = T_{2n,H} + (F_{2w,H} - C_{w,H})$$

Vehicle L:

$$F_{0n,L} = T_{0n,L} + (F_{0w,L} - A_{w,L})$$

$$F_{1n,L} = F_{1w,L} - B_{w,L}$$

$$F_{2n,L} = T_{2n,L} + (F_{2w,L} - C_{w,L})$$

Where,

$F_{0n,i}$ are the NEDC road load coefficients for vehicle H or L;

$F_{1n,i}$

$F_{2n,i}$

with $i =$

H,L,

$T_{0n,i}$

$T_{2n,i}$

with $i =$

H,L

$A_{w,H/L}$,

$B_{w,H/L}$,

$C_{w,H/L}$

are the NEDC chassis dynamometer coefficients for vehicles H or L determined in accordance with Table 3 of Annex 4a to UN/ECE Regulation No 83;

are the chassis dynamometer coefficients for the vehicle used for the purpose of the preparation of the chassis dynamometer in accordance with points 7 and 8 of Sub-Annex 4 to Annex XXI to Regulation (EU) 2017/1151;

(b) [^{F3}NEDC road load coefficients where the NEDC tabulated values are not used

In the case of vehicles designed for a technically permissible maximum laden mass equal to or exceeding 3 000 kg, the NEDC road load coefficients may, at the request of the manufacturer, be determined in accordance with point 2.3.8.1.]

2.3.8.2.2. Default road loads in accordance with point 5.2 of Sub-Annex 4 to Annex XXI to Regulation (EU) 2017/1151

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Where default road loads have been calculated in accordance with point 5.2 of Sub-Annex 4 to Annex XXI to Regulation (EU) 2017/1151, the NEDC road loads shall be calculated in accordance with point 2.3.8.2.1.(a) of this Annex.

In the case of physical vehicle testing, the test shall be performed with the NEDC chassis dynamometer coefficients for vehicles H or L determined in accordance with Table 3 of Annex 4a to UN/ECE Regulation No 83.]

[^{F4}2.3.8.3] Extensions of emissions approvals granted pursuant to Regulation (EU) 2017/1151

Where an emission approval pursuant to Regulation (EU) 2017/1151 is extended due to the addition of new vehicles to the CO₂ interpolation family with NEDC CO₂ emissions higher than those of vehicle H or lower than those of vehicle L, the following shall apply for the purpose of the correlation:

- (a) Where the difference between NEDC vehicle H and L of the interpolation family concerned is equal to or higher than 5g CO₂/km, the NEDC interpolation line determined for that family can be extended, provided that the NEDC CO₂ emissions, determined pursuant to point 3 of this Annex on the basis of input data taken from the WLTP test referred to in point 3.1.1. of Annex I to Regulation (EU) 2017/1151, are equal to or below the CO₂ emissions determined on the basis of the NEDC interpolation line;
- (b) Where the difference between NEDC vehicle H and L is lower than 5g CO₂/km, the interpolation line may not be extended.

In the case (a), the reference CO₂ emissions shall be determined without the selection referred to in points 3.1.1.2 and 3.2.6 of this Annex.

In the case (b), or in the case the reference CO₂ emissions referred to in point (a) are higher than the existing interpolation line, the NEDC vehicle H and L shall be determined in accordance with points 2 and 3 of this Annex.

Point (a) shall apply with regard to extensions to new types granted from 1 January 2019, or from an earlier date at the manufacturer's request.]

2.4. Input data matrix

The manufacturer shall determine the input data for each vehicle H and vehicle L in accordance with point 2.2 and submit the completed matrix set out in Table 1 to the type-approval authority or, where applicable, the technical service appointed to perform the test, with the exception of entries 31, 32 and 33 (the NEDC road loads) which shall be calculated by the type-approval authority or the technical service in accordance with the formulae specified in point 2.3.8. [^{F1}The input data matrix shall be filled in for each WLTP test performed.]

The type-approval authority or technical service shall independently verify and confirm the correctness of the input data provided by the manufacturer. In case of doubt, the type-approval authority or technical service shall determine the relevant input data independently of the information provided by the manufacturer or, where appropriate, act in accordance with point 3.2.7 and 3.2.8.

TABLE 1

Matrix of input data for the correlation tool

Status: Point in time view as at 01/02/2019.

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No	Input parameters for the correlation tool	Unit	Source	Remarks
1	Fuel type	—	Point 3.2.2.1 of Appendix 3 to Annex I to Regulation (EU) 2017/1151	Diesel/Petrol/LPG/NG or Biomethane/Ethanol(E85)/Biodiesel
2	Fuel lower heating value	kJ/kg	Declaration by manufacturer and/or technical service	
3	Fuel carbon content	%	Idem	% of carbon in the fuel by weight, e.g. 85,5 %
4	Engine type		Point 3.2.1.1 of Appendix 3 to Annex I to Regulation (EU) 2017/1151	Positive ignition or compression ignition
5	Engine capacity	cc	Point 3.2.1.3 of Appendix 3 to Annex I to Regulation (EU) 2017/1151	
6	Engine stroke	mm	Point 3.2.1.2.2 Appendix 3 to Annex I to Regulation (EU) 2017/1151	
7	Rated engine power	kW...min ⁻¹	Point 3.2.1.8 of Appendix 3 to Annex I to Regulation (EU) 2017/1151	
8	Engine speed at rated engine power	min ⁻¹	Point 3.2.1.8 in Appendix 3 to Annex I to Regulation (EU) 2017/1151	Engine speed at maximum net power
9	High engine idling speed ^a	min ⁻¹	Point 3.2.1.6.1 Appendix 3	

a Either normal engine idling speed, high engine idling speed and maximum net torque or T1 maps speed torque and power are necessary (for gearshift)

b Either tyre dimensions or velocity speed ratio is necessary (for gearshift)

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			to Annex I to Regulation (EU) 2017/1151	
10	Maximum net torque ^a	Nm at... min ⁻¹	Point 3.2.1.10 Appendix 3 to Annex I to Regulation (EU) 2017/1151	
11	T1 map speed ^a	rpm	Sub-Annex 2 to Annex XXI to Regulation (EU) 2017/1151	Array
12	T1 map torque ^a	Nm	Sub-Annex 2 to Annex XXI to Regulation (EU) 2017/1151	Array
13	T1 map power ^a	kW	Sub-Annex 2 to Annex XXI to Regulation (EU) 2017/1151	Array
14	Engine idle speed	rpm	Sub-Annex 2 to Annex XXI to Regulation (EU) 2017/1151	Idle speed in warm condition
15	Engine idle fuel consumption	g/s	Manufacturer declaration	Idle fuel consumption in warm condition
16	Final drive ratios	—	Point 4.6 in Appendix 3 to Annex I to Regulation (EU) 2017/1151	Final drive ratio
17	Tyre code ^b	—	Point 6 of Appendix 3 to Annex I to Regulation (EU) 2017/1151	Tyre code (e.g. P195/55R1685H) of the tyres used in the WLTP test
18	Gearbox type	—	Point 4.5 of Appendix 3 to Annex I to Regulation (EU) 2017/1151	automatic/manual/CVT
19	Torque converter	—	Manufacturer declaration	0 = No, 1 = Yes; Does the vehicle

a Either normal engine idling speed, high engine idling speed and maximum net torque or T1 maps speed torque and power are necessary (for gearshift)

b Either tyre dimensions or velocity speed ratio is necessary (for gearshift)

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				use torque converter?
20	Fuel saving gear for automatic transmission	—	Manufacturer declaration	0 = No, 1 = Yes Setting this value to 1 will allow the correlation tool to use a higher gear at constant speed driving than in the case of transient conditions
21	Drive mode	—	Point 2.3.1 of Sub-Annex 5 to Annex XXI to Regulation (EU) 2017/1151	Two-wheel drive, four-wheel drive.
22	Start-stop activation time	sec	Manufacturer declaration	Start-stop activation time elapsed from test start
23	Nominal voltage of the alternator	V	Point 3.4.4.5 of Appendix 3 to Annex I to Regulation (EU) 2017/1151	
24	Battery capacity	Ah	Point 3.4.4.5 of Appendix 3 to Annex I to Regulation (EU) 2017/1151	
25	Starting ambient temperature WLTP	°C		Default value = 23 °C WLTP test measurement
26	Alternator maximum power	kW	Manufacturer declaration	
27	Efficiency of the alternator	—	Manufacturer declaration	Default value = 0,67
28	Gearbox ratios	—	Point 4.6 of Appendix 3 to Annex I to	Array: ratio gear 1, ratio gear 2, etc.

a Either normal engine idling speed, high engine idling speed and maximum net torque or T1 maps speed torque and power are necessary (for gearshift)

b Either tyre dimensions or velocity speed ratio is necessary (for gearshift)

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			Regulation (EU) 2017/1151	
29	Ratio of vehicle speed to engine speed ^b	(km/h)/rpm	Manufacturer declaration	Array: [constant velocity speed ratio gear 1, constant velocity speed ratio gear 2, ...]; Alternative to gear box ratios
30	Vehicle inertia NEDC	kg	[^{F2} Table 3 of Annex 4a to UN/ECE Regulation No 83. <i>To be completed by the type approval authority or Technical Service</i>]	To be derived in accordance with point 2.3.1 of this Annex.
31	F0 NEDC	N	Point 2.3.8 of this Annex, To be completed by the type-approval authority or Technical Service	F0 road load coefficient
32	F1 NEDC	N/(km/h)	Idem	F1 road load coefficient
33	F2 NEDC	N/(km/h) ²	Idem	F2 road load coefficient
[^{F2} 34	Inertia setting WLTP	kg	Point 2.5.3 of sub-Annex 4 to Annex XXI to Regulation (EU) 2017/1151	Chassis dynamometer inertia applied during WLTP test]
35	F0 WLTP	N	Point 2.4.8 of the Appendix to the information document in Appendix 3 to Annex I to Regulation (EU) 2017/1151	F0 road load coefficient

a Either normal engine idling speed, high engine idling speed and maximum net torque or T1 maps speed torque and power are necessary (for gearshift)

b Either tyre dimensions or velocity speed ratio is necessary (for gearshift)

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36	F1 WLTP	N/(km/h)	Idem	F1 road load coefficient
37	F2 WLTP	N/(km/h) ²	Idem	F2 road load coefficient
38	WLTP CO ₂ value phase 1	gCO ₂ /km	Point 2.1.1 of test report of Annex I, Appendix 8a of Regulation (EU) 2017/1151	Phase low, bag values not corrected for RCB, not rounded WLTP test measurement
39	WLTP CO ₂ value phase 2	gCO ₂ /km	Idem	Phase medium, bag values not corrected for RCB, not rounded WLTP test measurement
40	WLTP CO ₂ value phase 3	gCO ₂ /km	Idem	Phase high, bag values not corrected for RCB, not rounded WLTP test measurement
41	WLTP CO ₂ value phase 4	gCO ₂ /km	Idem	Phase extra high, bag values not corrected for RCB, not rounded WLTP test measurement
42	Turbo- or Supercharger	—	Manufacturer declaration	0 = No 1 = Yes — Is the engine equipped with any kind of charging system?
43	Start-stop	—	Manufacturer declaration	0 = No 1 = Yes — Does the vehicle have start-stop system?
44	Brake energy Recuperation	—	Manufacturer declaration	0 = No 1 = Yes — Does the vehicle have energy recuperation technologies?

a Either normal engine idling speed, high engine idling speed and maximum net torque or T1 maps speed torque and power are necessary (for gearshift)

b Either tyre dimensions or velocity speed ratio is necessary (for gearshift)

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45	Variable valve actuation	—	Manufacturer declaration	0 = No 1 = Yes — Does the engine feature variable valve actuation?
46	Thermal management	—	Manufacturer declaration	0 = No 1 = Yes — Does the vehicle have technologies that actively manage temperature at the gear box?
47	Direct injection/ Port Fuel Injection	—	Manufacturer declaration	0 = PFI 1 = DI
48	Lean burn	—	Manufacturer declaration	0 = No 1 = Yes — Does the engine use lean burn?
49	Cylinder deactivation	—	Manufacturer declaration	0 = No 1 = Yes — Does the engine use a cylinder deactivation system?
50	Exhaust gas recirculation	—	Manufacturer declaration	0 = No 1 = Yes — Does the vehicle have an external EGR system?
51	Particulate filter	—	Manufacturer declaration	0 = No 1 = Yes — Does the vehicle have a particulate filter?
52	Selective Catalytic Reduction	—	Manufacturer declaration	0 = No 1 = Yes — Does the vehicle have an SCR system?
53	NO _x storage catalyst	—	Manufacturer declaration	0 = No 1 = Yes — Does the vehicle have a NO _x storage catalyst?

a Either normal engine idling speed, high engine idling speed and maximum net torque or T1 maps speed torque and power are necessary (for gearshift)

b Either tyre dimensions or velocity speed ratio is necessary (for gearshift)

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54	WLTP Time	sec	WLTP test measurement (identified in accordance to Point 2.2 of this Annex)	Array: OBD and Chassis Dynamometer data, 1hz
55	WLTP Velocity (theoretical)	km/h	As defined in sub-Annex 1 to Annex XXI to Regulation (EU) 2017/1151	Array: 1hz, resolution 0,1 km/h. If not provided the speed profile defined in Point 6 of sub-Annex 1 to Annex XXI to Regulation (EU) 2017/1151 and in particular to Tables A1/7-A1/9, A1/11, and A1/12 applies
56	WLTP Velocity (actual)	km/h	WLTP test measurement (identified in accordance to Point 2.2 of this Annex)	[^{F5} Array: OBD and chassis dynamometer data, 1Hz for OBD and 10Hz for the chassis dynamometer, resolution 0.1 km/h]
57	WLTP Gear (theoretical)	—	As defined in sub-Annex 2 to Annex XXI to Regulation (EU) 2017/1151	[^{F5} Array: 1Hz. Theoretical calculated gear shift to be provided for vehicle H and L (if applicable)]
58	WLTP Engine Speed	rpm	WLTP test measurement (identified in accordance to Point 2.2 of this Annex)	Array: 1hz, 10 RPM resolution from OBD
59	WLTP Engine Coolant Temperature	°C	Idem	[^{F2} Array: OBD Data, 1hz, 1 °C resolution]

a Either normal engine idling speed, high engine idling speed and maximum net torque or T1 maps speed torque and power are necessary (for gearshift)

b Either tyre dimensions or velocity speed ratio is necessary (for gearshift)

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60	WLTP Alternator Current	A	As defined, for the low-voltage battery current, in Appendix 2 to Sub-Annex 6 to Annex XXI to Regulation (EU) 2017/1151	Array: 1hz, 0,1 A resolution, external measurement device synchronised with the chassis dynamometer
61	WLTP Low-Voltage Battery Current	A	As defined in Appendix 2 to Sub-Annex 6 to Annex XXI to Regulation (EU) 2017/1151	[^{F5} Array: 1Hz (sampling frequency of the instrument 20Hz), 0.1 A resolution, external measurement device synchronised with the chassis dynamometer]
62	WLTP calculated load	—	As defined in Annex 11 of UN/ECE Regulation No 83	Array: OBD data, 1hz at least (higher frequencies possible, 1 % resolution) WLTP test measurement
[^{F2} 63	Declared combined NEDC CO ₂ emissions for vehicle H and L	gCO ₂ /km		Declared value for NEDC test. In case of vehicles with periodically regenerative systems the value shall be Ki corrected
64	NEDC velocity (theoretical)	km/h	As defined in point 6 of Annex 4 to Un/ECE Regulation No 83	Array: 1 hz, resolution 0,1 km/h. If not provided the speed profile defined in point 6 of Annex 4 to UN/ECE Regulation No 83 shall apply

a Either normal engine idling speed, high engine idling speed and maximum net torque or T1 maps speed torque and power are necessary (for gearshift)

b Either tyre dimensions or velocity speed ratio is necessary (for gearshift)

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65	NEDC gear (theoretical)	—	Idem	Array: 1 hz. If not provided the speed profile defined in point 6 of Annex 4 to UN/ECE Regulation No 83 shall apply
66	[^{F3} Interpolation family identification number]	—	Point 5.0 of Annex XXI to Regulation (EU) 2017/1151]
[^{F5} 67	K _i Regenerative Factor multiplicative/additive for vehicle H and L	—	Appendix 1 to Sub-Annex 6 to Annex XXI to Regulation (EU) 2017/1151	<i>For vehicles without periodically regenerating systems this value is equal to 1.]</i>
[^{F4} 68	Number of cylinders	—	Manufacturer declaration	<i>Number (To be provided at the latest from 1 January 2019)]</i>
[^{F1} 69	Fuel heating value	kWh/l	Appendix 2 to Sub-Annex 6 to Annex XXI to Regulation (EU) 2017/1151	<i>Value according to the Table A6.App2/1 in Regulation (EU) 2017/1151</i>
70	Fuel consumption of WLTP test for vehicle H and L	l/100km	Paragraph 6 of Sub-Annex 7 to Annex XXI to Regulation (EU) 2017/1151	<i>Non-balanced fuel consumption of Type 1 test</i>
71	Nominal REESS voltage	V	According to DIN EN 60050-482	<i>For low voltage battery as described in Appendix 2 to Sub-Annex 6 to Annex XXI to Regulation (EU) 2017/1151</i>
72	ATCT family correction factor	—	Sub-Annex 6a to Annex XXI to Regulation (EU) 2017/1151	<i>ATCT Family correction factor (14 °C correction)</i>

a Either normal engine idling speed, high engine idling speed and maximum net torque or T1 maps speed torque and power are necessary (for gearshift)

b Either tyre dimensions or velocity speed ratio is necessary (for gearshift)

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73	Speed and distance correction of WLTP test	—	Regulation (EU) 2017/1151	<i>Correction performed? 0 = No 1 = Yes</i>
74	RCB correction of WLTP test	—	Appendix 2 to Sub-Annex 6 to Annex XXI to Regulation (EU) 2017/1151	<i>Correction performed? 0 = No 1 = Yes</i>
75	Number of the WLTP tests	1, 2 or 3		<i>Indicate whether the test data is taken from the first, second or third WLTP test</i>
76	WLTP CO ₂ declared value for vehicle H and/or L	g/km	Manufacturer declaration	<i>Declared value for WLTP vehicle H and L. Value to include all corrections (if applicable)</i>
77	WLTP CO ₂ measured corrected for vehicle H and/or L	g/km	<i>MCO_{2,C,5} values from appendix 4 to Annex I to Regulation (EU) 2017/1151</i>	<i>Combined measured CO₂ emissions for vehicle H and L after all applicable corrections. In case of 2 and 3 WLTP tests all measured results shall be provided.</i>
78	WLTP re-test	—	Point 2.2b.(b) of Annex I	<i>Indicate which test conditions as referred to in point 2.2a. (a) to (d) of Annex I have been subject to re-testing]</i>

a Either normal engine idling speed, high engine idling speed and maximum net torque or T1 maps speed torque and power are necessary (for gearshift)

b Either tyre dimensions or velocity speed ratio is necessary (for gearshift)

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Textual Amendments

- F5** Substituted by [Commission Implementing Regulation \(EU\) 2018/2043 of 18 December 2018 amending Implementing Regulation \(EU\) 2017/1153 to clarify the WLTP test conditions and provide for the monitoring of type approval data \(Text with EEA relevance\).](#)

3. DETERMINATION OF NEDC CO₂ EMISSION AND FUEL CONSUMPTION VALUES FOR VEHICLE H AND L

3.1. Determination of NEDC CO₂ reference values, phase-specific values and fuel consumption values for vehicle H and L

The type-approval authority shall ensure that the NEDC CO₂ reference value for the respective vehicle H and, where applicable, vehicle L of a WLTP interpolation family as well as the phase-specific values and the fuel consumption is determined in accordance with points 3.1.2 and 3.1.3.

[^{F2}Where the difference between vehicle H and vehicle L is due only to a difference in optional equipment (i.e. MRO, bodyshape and road load coefficients are the same) the NEDC CO₂ reference value shall be determined for vehicle H only.]

[^{F2}3.1.1. Correlation tool input and output

3.1.1.1. Original correlation output report

The type approval authority or designated technical service shall ensure that the input data file for the correlation tool is complete. Following a completed test run on the correlation tool, an original correlation output report shall be issued and attributed with a hash code. The report shall include the following sub-files:

- (a) [^{F6}]
- (b) the output data resulting from the execution of the simulation;
- (c) the summary file, including
 - (i) [^{F3}the interpolation family identification number;]
 - (ii) the delta between the manufacturer declared CO₂ value and the value resulting from the correlation tool (CO₂ combined);
 - (iii) [^{F5}the input data as specified in point 2.4.]

[^{F1}The summary file referred to in point (c) shall be encrypted to ensure confidentiality.]

Textual Amendments

- F6** Deleted by [Commission Implementing Regulation \(EU\) 2018/2043 of 18 December 2018 amending Implementing Regulation \(EU\) 2017/1153 to clarify the WLTP test conditions and provide for the monitoring of type approval data \(Text with EEA relevance\).](#)

[^{F5}3.1.1.2. Complete correlation file

Where the original correlation output report has been issued in accordance with point 3.1.1.1., the type approval authority, or where applicable the designated technical service shall upload

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the summary file referred to in point 3.1.1.1.(c) to a Commission server from which a reply is returned to the sender (with the relevant services of the Commission in copy), including a randomly generated integer number between 0 and 99, a hash code of the summary file unequivocally linking that number to the original output report digitally signed by the Commission server.

A complete correlation file shall be created by the type approval authority, or where applicable the designated technical service, which shall include the original correlation output report referred to in point 3.1.1.1. and the reply from the Commission server. The file shall be maintained by the type approval authority as a test report in accordance with Annex VIII of Directive 2007/46/EC.]

3.1.2. NEDC CO₂ reference value for vehicle H

The correlation tool shall be used to execute the simulated NEDC test of vehicle H using the relevant input data referred to in point 2.4.

The NEDC CO₂ reference value for vehicle H shall be determined as follows:

$$CO_{2,H} = NEDC CO_{2,C,H} \cdot K_{i,H}$$

Where,

$CO_{2,H}$	is the NEDC CO ₂ reference value for vehicle H;
$NEDC CO_{2,C,H}$	is the correlation tool simulated combined NEDC CO ₂ result for vehicle H;
$K_{i,H}$	is the value determined in accordance with appendix 1 to Sub-Annex 6 to Annex XXI to Regulation (EU) 2017/1151 for vehicle H.

In addition to the NEDC CO₂ reference value, the correlation tool shall also provide the phase-specific CO₂ values for vehicle H.

3.1.3. NEDC CO₂ reference value for vehicle L

Where applicable, the simulated NEDC test of vehicle L shall be performed using the correlation tool and the relevant input data referred to in point 2.4.

The NEDC CO₂ reference value for vehicle L shall be determined as follows:

$$CO_{2,L} = NEDC CO_{2,C,L} \cdot K_{i,L}$$

Where,

$CO_{2,L}$	is the NEDC CO ₂ reference value for vehicle L;
$NEDC CO_{2,C,L}$	is the correlation tool simulated combined NEDC CO ₂ result for vehicle L;
$K_{i,L}$	is the value determined in accordance with appendix 1 to Sub-Annex 6 to Annex XXI to Regulation (EU) 2017/1151 for vehicle L.

In addition to the NEDC CO₂ reference value, the correlation tool shall also provide the phase-specific CO₂ values for vehicle L.]

3.2. Interpretation of the NEDC CO₂ reference values determined for vehicle H and L

For each WLTP interpolation family, the manufacturer shall declare the NEDC CO₂ mass emissions combined value for vehicle H, and, where applicable, vehicle L, to the approval authority. The type-approval authority shall ensure that the NEDC CO₂ reference values for

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vehicle H and, where applicable, vehicle L are determined in accordance with point 3.1.2 and 3.1.3, and that the reference values for the respective vehicle is interpreted in accordance with points 3.2.1 to 3.2.5.

- 3.2.1. The NEDC CO₂ value for test vehicle H or L to be used for the purpose of the calculations set out in point 4 shall be the manufacturer-declared value, if the NEDC CO₂ reference value does not exceed that value by more than 4 per cent. The reference value may be lower without any limitation.
- 3.2.2. If the NEDC CO₂ reference value exceeds the manufacturer-declared value by more than 4 per cent, the reference value may be used for the purpose of the calculations set out in point 4 for test vehicle H or L, or the manufacturer may request that a physical measurement is performed under the responsibility of the type-approval authority in accordance with the procedure referred to in Annex XII to Regulation (EC) No 692/2008, taking into account the precisions specified in point 2 of this Annex.
- 3.2.3. If the physical measurement referred to in point 3.2.2, amplified by the Ki-factor, does not exceed the manufacturer-declared value by more than 4 per cent, the declared value shall be used for the purpose of the calculations set out in point 4.
- 3.2.4. If the physical measurement, amplified by the Ki-factor, exceeds the manufacturer-declared value by more than 4 per cent, another physical measurement of the same vehicle shall be performed and the results shall be amplified by the Ki-factor. If the average of those two measurements does not exceed the declared value by more than 4 per cent, the declared value shall be used for the purpose of the calculations set out in point 4.
- 3.2.5. If the average of the two measurements referred to in point 3.2.4 exceeds the manufacturer-declared value by more than 4 per cent, a third measurement shall be performed and the results shall be amplified by the Ki-factor. The average of the three measurements shall be used for the purpose of the calculations set out in point 4.
- [^{F2}3.2.6. Where the randomly generated number referred to in point 3.1.1.2 is in the range of 90 to 99 the vehicle shall be selected for one physical measurement in accordance with the procedure referred to in Annex XII to Regulation (EC) No 692/2008, taking into account the precisions set out in section 2 of this Annex. The test results shall be documented in accordance with Annex VIII to Directive 2007/46/EC.

Where the NEDC CO₂ value for both vehicles H and L is determined in accordance with point 3.2.1, the vehicle configuration selected for physical measurement shall be vehicle L, if the random number is in the range 90 to 94, and vehicle H, if the random number is in the range 95 to 99.

Where the NEDC CO₂ value is determined in accordance with point 3.2.1 for only one of the vehicles H or L in the interpolation family, that vehicle shall be selected for one physical measurement if the random number is in the range 90 to 99.

Where the NEDC CO₂ values are not determined in accordance with point 3.2.1, but both vehicle H and L are physically tested, the random number shall be disregarded.]

- 3.2.7. Notwithstanding point 3.2.6, a type-approval authority shall, where applicable, based on a proposal by a technical service, in those cases where the NEDC CO₂ value is determined in accordance with point 3.2.1, request that a vehicle undergoes one physical measurement where, based on their independent expertise, there are justified reasons to consider that the declared NEDC CO₂ value is too low in relation to a

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measured NEDC CO₂ value. The test results shall be documented in accordance with Annex VIII to Directive 2007/46/EC.

- 3.2.8. Where a physical test is performed in accordance with point 3.2.6 or point 3.2.7, the type-approval authority shall for each WLTP interpolation family record the relative deviation (De) between the measured value and the manufacturer-declared value determined as follows:

$$De = \frac{RTr - DV}{DV}$$

Where:

RTr is the random test result, amplified by the Ki-factor;
DV is the manufacturer-declared value.

[^{F2}The De factor shall be calculated with three decimals and shall be recorded in the type approval certificate and in the certificate of conformity.]

Where the type-approval authority finds that the physical test results do not confirm the input data provided by the manufacturer and, in particular, the data referred to in points 20, 22 and 44 of Table 1 in point 2.4, a verification factor shall be set to 1 and be recorded in the type-approval certificate and in the certificate of conformity. Where the input data is confirmed or where the error in the input data is not to the benefit of the manufacturer the verification factor shall be set to 0.

3.3. Calculation of the NEDC phase-specific CO₂ values and fuel consumption values for vehicle H and L

The type-approval authority or, where applicable, the technical service shall determine the NEDC phase-specific values and the fuel consumption values for vehicle H and L in accordance with points 3.3.1 to 3.3.4.

[^{F2}3.3.1. Calculation of the NEDC phase-specific CO₂ values for vehicle H

The NEDC phase-specific values for vehicle H shall be calculated as follows:

$$NEDC CO_{2,p,H} = NEDC CO_{2,p,H,c} \cdot CO_{2,AF,H}$$

Where:

p is the NEDC phase 'UDC' or 'EUDC';
NEDC CO_{2,p,H,c} is the correlation tool simulated NEDC CO₂ value for the phase p referred to in point 3.1.2 or, where applicable, the physical measurement result as referred to in point 3.2.2;
NEDC CO_{2,p,H} is the NEDC phase-specific value for vehicle H of the applicable phase p, gCO₂/km;
CO_{2,AF,H} is the adjustment factor for vehicle H calculated by the ratio between the NEDC CO₂ value determined in accordance with point 3.2 and the correlation tool simulated NEDC test result referred to in point 3.1.2 or, where applicable, the physical measurement result.

3.3.2. Calculation of the NEDC phase-specific CO₂ values for vehicle L

The NEDC phase-specific values for vehicle L shall be calculated as follows:

$$NEDC CO_{2,p,L} = NEDC CO_{2,p,L,c} \cdot CO_{2,AF,L}$$

Where:

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p	is the NEDC phase ‘UDC’ or ‘EUDC’;
NEDC CO _{2,p,L,c}	is the correlation tool simulated NEDC CO ₂ value for the phase p referred to in point 3.1.2 or, where applicable, the physical measurement result as referred to in point 3.2.2;
NEDC CO _{2,p,L}	is the NEDC phase-specific value for vehicle L of the applicable phase p, gCO ₂ /km;
CO _{2,AF,L}	is the adjustment factor for vehicle L calculated by the ratio between the NEDC CO ₂ value determined in accordance with point 3.2 and the correlation tool simulated NEDC test result referred to in point 3.1.2 or, where applicable, the physical measurement result.

3.3.3. Calculation of the NEDC fuel consumption for vehicle H and L

3.3.3.1. Calculation of the NEDC fuel consumption (combined)

The NEDC fuel consumption (combined) for vehicles H and L shall be calculated using the combined NEDC CO₂ emissions determined in accordance with point 3.2 and the provisions set out in Annex XII to Regulation (EC) No 692/2008. The emissions of other pollutants relevant to the fuel consumption calculation (hydrocarbons, carbon monoxide) shall be considered equal to 0 (zero) g/km.

3.3.3.2. Calculation of the NEDC phase-specific fuel consumption

The NEDC phase-specific fuel consumption for vehicles H and L shall be calculated using the phase-specific NEDC CO₂ emissions determined in accordance with point 3.3 and the provisions set out in Annex XII to Regulation (EC) No 692/2008. The emissions of other pollutants relevant to the fuel consumption calculation (hydrocarbons, carbon monoxide) shall be considered equal to 0 (zero) g/km.]

^{F7}3.3.4. Calculation of the NEDC fuel consumption for vehicle L

3.3.4.1. Calculation of the NEDC fuel consumption (combined) for vehicle L

.....

3.3.4.2. Calculation of the NEDC phase-specific fuel consumption for vehicle L

.....

Textual Amendments

F7 Deleted by Commission Implementing Regulation (EU) 2018/1002 of 16 July 2018 amending Commission Implementing Regulation (EU) 2017/1153 to clarify and simplify the correlation procedure and to adapt it to changes to Regulation (EU) 2017/1151 (Text with EEA relevance).

4. CALCULATION OF THE NEDC CO₂ VALUES AND FUEL CONSUMPTION VALUES TO BE ATTRIBUTED TO INDIVIDUAL M1 VEHICLES

The manufacturer shall calculate the (phase-specific and combined) NEDC CO₂ values and the fuel consumption values to be attributed to individual passenger cars in accordance with points 4.1 and 4.2 and record those values in the certificates of conformity.

The provisions on rounding set out in point 1.3 of Sub-Annex 7 to Annex XXI to Regulation (EU) 2017/1151 shall apply.

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4.1. **Determination of the NEDC CO₂ values in the case of a WLTP interpolation family based on vehicle H**

Where the CO₂ emissions of the WLTP interpolation family are determined by reference to vehicle H only in accordance with point 1.2.3.1 of Sub-Annex 6 to Annex XXI to Regulation (EU) 2017/1151, the NEDC CO₂ value to be recorded in the certificates of conformity of the vehicles belonging to that family shall be the NEDC CO₂ emissions determined in accordance with point 3.2 of this Annex and recorded in the type-approval certificate of the vehicle H in question.

4.2. **Determination of the NEDC CO₂ value in the case of a WLTP interpolation family based on vehicle L and vehicle H**

4.2.1. *Road load calculation of an individual vehicle*

4.2.1.1. Mass of the relevant vehicle

The NEDC reference mass of the individual vehicle (RM_{n,ind}) shall be determined as follows:

$$RM_{n,ind} = (MRO_{ind} - 75 + 100)[kg]$$

Where: MRO_{ind} is the mass in running order as defined in Article 3(d) of Regulation (EC) No 443/2009 of the individual vehicle.

The mass to be used for the calculation of the NEDC CO₂ values of the individual vehicle shall be the inertia value set out in Table 3 of Annex 4a to UN/ECE Regulation No 83 which is equivalent to the reference mass determined in accordance with this point and referred to as TM_{n,ind}.

4.2.1.2. Rolling resistance of the individual vehicle

The tyre rolling resistance values determined in accordance with point 3.2.3.2.2.2 of sub-Annex 7 to Annex XXI to Regulation (EU) 2017/1151 shall be used for the purpose of the interpolation of the NEDC CO₂ value of the individual vehicle.

4.2.1.3. Aerodynamic drag of an individual vehicle

The aerodynamic drag of the individual vehicle shall be calculated by considering the difference in aerodynamic drag between an individual vehicle and vehicle L, due to a difference in body shape (m²):

$$\Delta [C_d \cdot A_f]_{ind-L,n}$$

Where:

C_d is the aerodynamic drag coefficient;

A_f is the frontal area of the vehicle, m².

The type-approval authority or, where applicable, the technical service shall verify if the wind tunnel facility referred to in 3.2.3.2.2.3. in Sub-Annex 7 to Annex XXI to Regulation (EU) 2017/1151 is qualified to accurately determine the Δ(C_d × A_f) for body shapes that differ between vehicle L and H. If the wind tunnel facility is not qualified, the

$$\Delta [C_d \cdot A_f]_{H-L,n}$$

for vehicle H shall apply for the individual vehicle.

If vehicles L and H have the same body shape, the value of

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$$\Delta[C_d \cdot A_f]_{\text{ind-L,n}}$$

for the interpolation method shall be set to zero.

^{F3}4.2.1.4. Calculation of the road load for an individual vehicle in a WLTP interpolation family

4.2.1.4.1. Road load coefficients derived from NEDC vehicle H and L

The road load coefficients $F_{0,n}$, $F_{1,n}$ and $F_{2,n}$ for vehicles H and L determined in accordance with point 2.3.8. are referred to as $F_{0n,H}$, $F_{1n,H}$ and $F_{2n,H}$ and $F_{0n,L}$, $F_{1n,L}$ and $F_{2n,L}$ respectively.

The road load coefficients $f_{0n,\text{ind}}$, $f_{1n,\text{ind}}$ and $f_{2n,\text{ind}}$ for an individual vehicle shall be calculated in accordance with the following formula:

Formula 1(a)

$$f_{0n,\text{ind}} = F_{0n,H} - \Delta F_{0n} \times \frac{(TM_{n,H} \times RR_{n,H} - TM_{n,\text{ind}} \times RR_{n,\text{ind}})}{(TM_{n,H} \times RR_{n,H} - TM_{n,L} \times RR_{n,L})}$$

For new emission type approvals granted from 1 January 2019, or prior to that date, on the manufacturer's request, the road load coefficients shall be calculated in accordance with the following formula:

Formula 1(b)

$$f_{0n,\text{ind}} = F_{0n,H} - \Delta F_{0n} \times \frac{(RM_{n,H} \times RR_{n,H} - RM_{n,\text{ind}} \times RR_{n,\text{ind}})}{(RM_{n,H} \times RR_{n,H} - RM_{n,L} \times RR_{n,L})}$$

Or, if $(TM_{n,H} \cdot RR_{n,H} - TM_{n,L} \cdot RR_{n,L}) = 0$, or, where applicable, $(RM_{n,H} \cdot RR_{n,H} - RM_{n,L} \cdot RR_{n,L}) = 0$, Formula 2 shall apply:

Formula 2

$$f_{0n,\text{ind}} = F_{0n,H} - \Delta F_{0n}$$

$$f_{1n,\text{ind}} = F_{1n,H}$$

$$f_{2n,\text{ind}} = F_{2n,H} - \Delta F_{2n} \times \frac{(\Delta[C_d \times A_f]_{\text{LH,n}} - \Delta[C_d \times A_f]_{\text{ind,n}})}{(\Delta[C_d \times A_f]_{\text{LH,n}})}$$

or, if $\Delta[C_d \times A_f]_{\text{LH,n}} = 0$, Formula 3 shall apply:

Formula 3

$$f_{2n,\text{ind}} = F_{2n,H} - \Delta F_{2n}$$

where:

$$\Delta F_{0,n} = F_{0n,H} - F_{0n,L}$$

$$\Delta F_{2,n} = F_{2n,H} - F_{2n,L}$$

4.2.1.4.2. Road load coefficients derived from WLTP road load coefficients of individual vehicles

From 1 January 2019 for new type approvals and from 1 January 2020 for all new vehicles entering into service, or prior to those dates at the request of the manufacturer, the NEDC road loads for an individual vehicle shall be derived from the WLTP road load coefficients of that vehicle in any of the following cases:

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- (a) if the CO₂ emission value, the cycle energy demand, or any of the road load coefficients f_0 , f_1 or f_2 calculated in accordance with point 4.2.1.4.1., is to be extrapolated from NEDC vehicle H or L;
- (b) if the road load coefficients for NEDC vehicle H and L are derived from different road load families;
- (c) if the individual vehicle belongs to a road load family different to the road load family of NEDC vehicle H and/or L;
- (d) if the individual vehicle belongs to a road load matrix family.

The NEDC road load coefficients shall, in the cases (a) to (d), be calculated using the formulae set out in point 2.3.8.1.1., where references to vehicle H shall be considered as references to the individual vehicle.

In the case (a), CO₂ extrapolation may only be performed, if the difference between the NEDC vehicle H and L is equal to or higher than 5g CO₂/km. The interpolation line may in that case be extrapolated by a maximum of 3g CO₂/km above the CO₂ emissions of vehicle H, or below the CO₂ emissions of vehicle L. If the extrapolation exceeds 3g CO₂/km, or the difference between NEDC vehicle H and L is less than 5g CO₂/km, the manufacturer shall determine a new interpolation line for that interpolation family in accordance with point 2 and 3 of this Annex.]

^{F7}4.2.1.4a] NEDC road loads derived from the representative vehicle of a road load matrix family

[^{F7}.....]

(a) The $F_{0n,ind}$ for the individual vehicle shall be determined as follows:

.....

(b) The $F_{2n,ind}$ for the individual vehicle shall be determined as follows:

.....

(c)

4.2.1.5. Calculation of cycle energy demand

The cycle energy demand of the applicable NEDC $E_{k,n}$ and the energy demand for all applicable cycle phases $E_{k,p,n}$ applicable for individual vehicles in the WLTP interpolation family shall be calculated according to the procedure in paragraph 5 of Sub-Annex 7 to Annex XXI to Regulation (EU) 2017/1151, for the following sets k of road load coefficients and masses:

k = 1 : $F_0 = F_{0n,L}, F_1 = F_{1n,H}, F_2 = F_{2n,L}, m = TM_{n,L}$

(test vehicle L)

k = 2 : $F_0 = F_{0n,H}, F_1 = F_{1n,H}, F_2 = F_{2n,H}, m = TM_{n,H}$

(test vehicle H)

k = 3 : $F_0 = f_{0n,ind}, F_1 = F_{1n,H}, F_2 = f_{2n,ind}, m = TM_{n,ind}$

(an individual vehicle in the WLTP interpolation family)

In case the chassis dynamometer coefficients specified in Table 3 of Annex 4a of UN/ECE Regulation No 83 are applied, the following formulae shall be used:

$$f_{0n,ind} = F_{0n,H} - \Delta F_{0n} \cdot \frac{TM_{n,H} - TM_{n,ind}}{TM_{n,H} - TM_{n,L}}$$

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$$f_{1n,ind} = F_{1n,H} - \Delta F_{1n} \cdot \frac{TM_{n,H} - TM_{n,ind}}{TM_{n,H} - TM_{n,L}}$$

$$f_{2n,ind} = F_{2n,H} - \Delta F_{2n} \cdot \frac{TM_{n,H} - TM_{n,ind}}{TM_{n,H} - TM_{n,L}}$$

4.2.1.6. Calculation of the NEDC CO₂ value for an individual vehicle by the CO₂ interpolation method

For each cycle phase p of the NEDC applicable for individual vehicles in the WLTP interpolation family, the contribution to the total mass of CO₂ for an individual vehicle shall be calculated as follows:

$$M_{CO_2-ind,p,n} = M_{CO_2-L,p,n} + \left(\frac{E_{3,p,n} - E_{1,p,n}}{E_{2,p,n} - E_{1,p,n}} \right) \cdot (M_{CO_2-H,p,n} - M_{CO_2-L,p,n})$$

The mass of CO₂ emissions, g/km, attributed to an individual vehicle of the WLTP interpolation family

$M_{CO_2-ind,n}$

shall be calculated as follows:

$$M_{CO_2-ind,n} = M_{CO_2-L,n} + \left(\frac{E_{3,n} - E_{1,n}}{E_{2,n} - E_{1,n}} \right) \cdot (M_{CO_2-H,n} - M_{CO_2-L,n})$$

The terms $E_{1,p,n}$, $E_{2,p,n}$, $E_{3,p,n}$, and $E_{1,n}$, $E_{2,n}$, $E_{3,n}$ respectively are defined in paragraph 4.2.1.5.

4.2.1.7. Calculation of the NEDC fuel consumption value for an individual vehicle by the interpolation method

For each cycle phase p of the NEDC applicable for individual vehicles in the WLTP interpolation family, the fuel consumption, l/100km, shall be calculated as follows:

$$FC_{p,n} = FC_{L,p,n} + \left(\frac{E_{3,p,n} - E_{1,p,n}}{E_{2,p,n} - E_{1,p,n}} \right) \cdot (FC_{H,p,n} - FC_{L,p,n})$$

The fuel consumption, l/100km, of the complete cycle for an individual vehicle of the WLTP interpolation family shall be calculated as follows:

$$FC_{ind,n} = FC_{L,n} + \left(\frac{E_{3,n} - E_{1,n}}{E_{2,n} - E_{1,n}} \right) \cdot (FC_{H,n} - FC_{L,n})$$

The terms $E_{1,p,n}$, $E_{2,p,n}$, $E_{3,p,n}$, and $E_{1,n}$, $E_{2,n}$, $E_{3,n}$ respectively are defined in paragraph 4.2.1.5.

5. RECORDING OF DATA

The type-approval authority or the designated Technical Service shall ensure that the following information is recorded:

- (a) the [F²complete correlation file] referred to in point 3.1.1 including the NEDC CO₂ reference value referred to in points 3.1.2 and 3.1.3 and the manufacturer-declared value, as a test report in accordance with Annex VIII to Directive 2007/46/EC;
- (b) the NEDC CO₂ values resulting from physical measurements referred to in point 3.2 in this Annex, in the type-approval certificate specified in the Appendix to the Addendum to the type-approval certificate set out in Appendix 4 to Annex I to Regulation (EU) 2017/1151;
- (c) the deviation factor (De) and the verification factor determined in accordance with point 3.2.8 of this Annex (if available), in the type-approval certificate as specified in the Appendix to the Addendum to the type-approval certificate set out in Appendix 4 to Annex I to Regulation (EU) 2017/1151 and in entry 49.1 of the certificate of conformity as specified in Annex IX to Directive 2007/46/EC;

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- (d) the NEDC phase-specific values and the phase-specific and combined fuel consumption values determined in accordance with point 3.3, as specified in the Appendix to the Addendum to the type-approval certificate set out in Appendix 4 to Annex I to Regulation (EU) 2017/1151;
- (e) the NEDC CO₂ (all phases and combined) and fuel consumption values (all phases and combined) determined in accordance with point 4.2 of this Annex, in entry 49.1 of the certificate of conformity as specified in Annex IX to Directive 2007/46/EC.

ANNEX II

ANNEX I

DATA SOURCES

Parameter	Certificate of conformity (Part 1, Model B set out in Annex IX of Directive 2007/46/EC)	Type-approval documentation (Directive 2007/46/EC)
Manufacturer	Section 0.5	Section 0.5 of Part I of Annex III
Type-approval number and its extension	Section 0.10	Type-approval certificate as specified in Annex VI
Type	Section 0.2	Section 0.2 of Part I of Annex III (where applicable)
Variant	Section 0.2	Section 3 of Annex VIII (where applicable)
Version	Section 0.2	Section 3 of Annex VIII (where applicable)
Make	Section 0.1	Section 0.1 of Part I of Annex III
Commercial name	Section 0.2.1	Section 0.2.1 of Part I of Annex III
Category of the vehicle type-approved	Section 0.4	Section 0.4 of Part I of Annex III
Category of the vehicle registered	n/a	n/a
Mass in running order (kg)	Section 13	Section 2.6 of Part I of Annex III ^a

a In accordance with Article 3(8) of this Regulation

b In accordance with Article 3(8) of this Regulation

c In accordance with Articles 3(7) and 3(8) of this Regulation

d In accordance with Articles 3 and 4 of Implementing Regulation (EU) 2017/1152

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Footprint — Wheel base (mm)	Section 4	Section 2.1 of Part I of Annex III ^b
Footprint — Track width (mm)	Section 30	Section 2.3.1 and 2.3.2 of Part I of Annex III ^c
Specific NEDC CO ₂ emissions (g/km) ^d	Section 49.1	Section 3 of Annex VIII
Specific WLTP CO ₂ emissions (g/km) ^d	Section 49.4	n/a
Fuel type	Section 26	Section 3.2.2.1 of Part I of Annex III
Fuel mode	Section 26.1	Section 3.2.2.4 of Part I of Annex III
Engine capacity (cm ³)	Section 25	Section 3.2.1.3 of Part I of Annex III
Electric energy consumption (Wh/km)	Section 49.2	Section 3 of Annex VIII
Code of the eco-innovation(s)	Section 49.3.1	Section 4 of Annex VIII
Total NEDC CO ₂ emissions savings due to the eco-innovation(s)	Section 49.3.2.1	Section 4 of Annex VIII
Total emissions WLTP CO ₂ savings due to the eco-innovation(s)	Section 49.3.2.2	
Vehicle identification number	Section 0.10	Point 9.17 of Part I of Annex III
Test mass [WLTP]	Section 47.1.1	n/a
Deviation factor De	Section 49.1	Appendix to the Addendum to the type-approval certificate set out in Appendix 4 to Annex I to Regulation (EU) 2017/1151
Verification factor (“1” or “0”)	Section 49.1	Appendix to the Addendum to the type-approval certificate set out in Appendix 4 to Annex I to Regulation (EU) 2017/1151.

a In accordance with Article 3(8) of this Regulation

b In accordance with Article 3(8) of this Regulation

c In accordance with Articles 3(7) and 3(8) of this Regulation

d In accordance with Articles 3 and 4 of Implementing Regulation (EU) 2017/1152

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- (1) [OJ L 140, 5.6.2009, p. 1.](#)
- (2) Commission Regulation (EU) 2017/1151 of 1 June 2017 supplementing 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, amending Directive 2007/46/EC of the European Parliament and of the Council, Commission Regulation (EC) No 692/2008 and Commission Regulation (EU) No 1230/2012 and repealing Commission Regulation (EC) No 692/2008 (See page 1 of this Official Journal).
- (3) 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 ([OJ L 199, 28.7.2008, p. 1.](#)).
- (4) Commission Regulation (EU) No 1014/2010 of 10 November 2010 on monitoring and reporting of data on the registration of new passenger cars pursuant to Regulation (EC) No 443/2009 of the European Parliament and the Council ([OJ L 293, 11.11.2010, p. 15.](#)).
- (5) Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles ([OJ L 263, 9.10.2007, p. 1.](#)).
- (6) Commission Implementing Regulation (EU) 2017/1153 of 2 June 2017 setting out a methodology for determining the correlation parameters necessary for reflecting the change in the regulatory test procedure and amending Regulation (EU) No 1014/2010 ([OJ L 175, 7.7.2017, p. 679.](#))[?];
- (7) <https://co2mpas.io/>
- (8) From 1 August 2017 jrc-co2mpas@ec.europa.eu
- (9) [^{F2}Any up-dates of the mailbox address will be made available on the website.]
- (10) [^{F2}Electronic signing keys to be provided by the European Commission Joint Research Centre]
- (11) [^{F2}Commission Regulation (EU) 2017/1151 of 1 June 2017 supplementing 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, amending Directive 2007/46/EC of the European Parliament and of the Council, Commission Regulation (EC) No 692/2008 and Commission Regulation (EU) No 1230/2012 and repealing Regulation (EC) No 692/2008 ([OJ L 175, 7.7.2017, p. 1.](#))]

Textual Amendments

- F2** Substituted by [Commission Implementing Regulation \(EU\) 2017/1231 of 6 June 2017 amending Implementing Regulation \(EU\) 2017/1153 setting out a methodology for determining the correlation parameters necessary for reflecting the change in the regulatory test procedure for the purpose of clarifying procedural elements and amending Regulation \(EU\) No 1014/2010 \(Text with EEA relevance\).](#)

Status:

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Changes to legislation:

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