

## Schedules

### Schedule 3

Article 3(6)

#### Determination of the specific emissions of CO<sub>2</sub> of completed vans

##### General

1. In this Schedule—

“A<sub>f</sub>” means a reference to A<sub>f</sub> (the frontal area of a vehicle) in point 3.2.3.2.2.3.3 of Sub-Annex 7 to Annex 21 to Regulation (EU) 2017/1151;

“DM<sub>base</sub>” means the default mass of the base vehicle, calculated in accordance with the formula in [paragraph 11](#);

“interpolation family” has the meaning given in point 5.6 of Annex 21 to Regulation (EU) 2017/1151;

“interpolation method” means the interpolation method referred to in point 3.2.3.2 or 3.2.4 of Sub-Annex 7 to Annex 21 to Regulation (EU) 2017/1151;

“road load matrix family” has the meaning given in point 5.8 of Annex 21 to Regulation (EU) 2017/1151;

“small series type-approval” means small series type-approval granted in accordance with Article 42 of Regulation (EU) 2018/858;

“technically permissible maximum laden mass” has the meaning given in point 3.2.23 of Annex 21 to Regulation (EU) 2017/1151;

“TMH” means the test mass of vehicle H of the interpolation family, as referred to in point 3.2.3.2.2.1 of Sub-Annex 7 to Annex 21 to Regulation (EU) 2017/1151;

“TM<sub>ind</sub>” means a reference to TM<sub>ind</sub> (the individual test mass of a vehicle) in point 3.2.3.2.2.1 or 3.2.4.1.1.1 of Sub-Annex 7 to Annex 21 to Regulation (EU) 2017/1151;

“TML” means the test mass of vehicle L of the interpolation family, as referred to in point 3.2.3.2.2.1 of Sub-Annex 7 to Annex 21 to Regulation (EU) 2017/1151;

“vehicle H” means test vehicle H of the interpolation family, as described in point 4.2.1.1.2 of Sub-Annex 4 to Annex 21 to Regulation (EU) 2017/1151;

“vehicle L” means test vehicle L of the interpolation family, as described in point 4.2.1.1.2 of Sub-Annex 4 to Annex 21 to Regulation (EU) 2017/1151.

2. The administrator must keep under review whether the multiplier of 1.375 in [paragraphs 11\(b\)](#) and [12\(c\)](#) of this Schedule, and in [paragraph 12\(f\)](#) of [Schedule 7](#), is the appropriate multiplier for calculating the specific emissions of CO<sub>2</sub> of completed vans based on an incomplete base vehicle.

3. If, following the review in [paragraph 2](#), the administrator finds that there is significant divergence between the specific emissions of CO<sub>2</sub> of completed vans based on incomplete base vehicles as determined in accordance with this Schedule, on the one hand, and the actual emissions

of CO<sub>2</sub> of such vans on the other, the administrator may make a recommendation to the relevant national authorities<sup>(1)</sup> to amend this Order accordingly.

4. The administrator must keep under review the representativeness of monitoring emissions of CO<sub>2</sub> of a completed vans based on an incomplete base vehicle, as determined in accordance with paragraphs 10 to 19 of this Schedule and as notified to the administrator in accordance with paragraph 12(c) of Schedule 7, when compared to the actual emissions of CO<sub>2</sub> of the corresponding completed van.

5. If, following the review in paragraph 4, the administrator finds that the average difference between the monitoring emissions and the actual emissions, as referred to in that paragraph, exceeds 4% for two scheme years, the administrator may make a recommendation to the relevant national authorities to amend this Order accordingly.

#### **Specific emissions of CO<sub>2</sub> of a completed van which undergoes emissions testing at the final stage**

6. For a completed van which was type-approved in accordance with Annex 21 to Regulation (EU) 2017/1151, its specific emissions of CO<sub>2</sub> are those specified in the certificate of conformity of the completed van.

#### **Specific emissions of CO<sub>2</sub> of a completed van based on a complete base vehicle**

7. For a completed van, other than one to which paragraph 6 applies, which is based on a complete base vehicle, its specific emissions of CO<sub>2</sub> are those of the complete base vehicle, as specified in the certificate of conformity or the individual vehicle approval certificate of that base vehicle.

#### **Specific emissions of CO<sub>2</sub> of a completed van based on an incomplete base vehicle: general**

8. For a completed van, other than one to which paragraph 6 applies, which is based on an incomplete base vehicle, its specific emissions of CO<sub>2</sub> are the monitoring emissions of CO<sub>2</sub> of that incomplete base vehicle, as calculated in accordance with paragraphs 9 to 19 and notified to the administrator in accordance with paragraph 12(c) of Schedule 7.

9. The monitoring emissions of CO<sub>2</sub> of an incomplete base vehicle are calculated in accordance with the interpolation method, using the same method as was applied for the type-approval of the base vehicle, but subject to the modifications in paragraphs 10 to 19.

#### **Monitoring emissions of CO<sub>2</sub>: modifications relating to fuel consumption and CO<sub>2</sub> emissions**

10. For a completed van which does not fall within paragraph 15, TM<sub>ind</sub> is replaced by DM<sub>base</sub>, calculated in accordance with the formula in paragraph 11, but subject to paragraphs 13 and 14.

11. The formula in this paragraph is:  $DM_{base} = (MRO_{base} \times B_0) + 25$  kilograms + MVL, where—

- (a) MRO<sub>base</sub> is the mass in running order of the base vehicle;
- (b) B<sub>0</sub> is the body mass value of 1.375; and
- (c) MVL is the mass representative of the vehicle load, calculated in accordance with paragraph 12.

12. The mass representative of the vehicle load for the purposes of paragraph 11(c) is 28% of  $((TPMLM - MRO_{base}) \times B_0) - 25$  kilograms,

(1) See section 47 of the Climate Change Act 2008 for the meaning of “relevant national authority”.

where—

- (a) TPMLM is the technically permissible maximum laden mass of the base vehicle;
- (b)  $MRO_{base}$  is the mass in running order of the base vehicle; and
- (c)  $B_0$  is the body mass value of 1.375.

13. Where  $DM_{base}$  is lower than TML,  $TM_{ind}$  is replaced by TML.

14. Where  $DM_{base}$  is higher than TMH,  $TM_{ind}$  is replaced by TMH.

15. For a completed van which is subject to individual vehicle approval or small series type-approval,  $TM_{ind}$  is replaced by the mean of TML and TMH.

### **Monitoring emissions of CO<sub>2</sub>: modifications relating to aerodynamic drag**

16. Paragraph 17 applies where an incomplete base vehicle belongs to a road load matrix family and the interpolation method is used to calculate aerodynamic drag in accordance with point 3.2.3.2.2.3 of Sub-Annex 7 to Annex 21 to Regulation (EU) 2017/1151.

17. Where this paragraph applies, the manufacturer of the base vehicle may replace  $A_f$  with—

- (a) the frontal area of the vehicle representative of the road load matrix family; or
- (b) the mean value of the frontal area of vehicle H and of vehicle L.

18. Paragraph 19 applies where—

- (a) the interpolation method is not used to calculate aerodynamic drag in accordance with point 3.2.3.2.2.3 of Sub-Annex 7 to Annex 21 to Regulation (EU) 2017/1151; or
- (b) the incomplete base vehicle does not belong to a road load matrix family.

19. Where this paragraph applies,  $A_f$  is replaced by the frontal area of vehicle H.