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SCHEDULE 2

Article 3(2)

SCHEDULE TO BE SUBSTITUTED FOR SCHEDULE 2 OF THE PRINCIPAL ORDER

“SCHEDULE 2

Articles 6(2)(c) and 7(2)

SCHEDULE TO BE SUBSTITUTED FOR SCHEDULE 2 OF THE PRINCIPAL ORDER

PART I

FORM OF OFFICIAL FUEL ECONOMY CERTIFICATE
UNDER ARTICLE 7(2) OF THE PASSENGER CAR FUEL
CONSUMPTION ORDER 1983 (EEC OR ECE TEXT PROCEDURE)

SCHEDULE 2

Article 3(2)

SCHEDULE TO BE SUBSTITUTED FOR SCHEDULE 2
OF THE PRINCIPAL ORDER

“SCHEDULE 2

Articles 6(2)(c) and 7(2)

PART I

FORM OF OFFICIAL FUEL ECONOMY CERTIFICATE UNDER ARTICLE 7(2)
OF THE PASSENGER CAR FUEL CONSUMPTION ORDER 1983
(EEC OR ECE TEST PROCEDURE)

1. Make/model.....
(include any unique characteristics needed to distinguish class)
2. The fuel consumption in litres per 100 kilometres recorded in the test report and the equivalent figures in miles per gallon are as set out below:-
 - On urban cycle — litres per hundred kilometres (equivalent to
..... miles per gallon);
 - At a constant speed of 90 km/h — litres per hundred kilometres (equivalent to
..... miles per gallon);
 - At a constant speed of 120 km/h — litres per hundred kilometres (equivalent to
..... miles per gallon).

Signed

Firm

Address

.....

.....

Position in firm

Date

(for DOT use only)
The Secretary of State for Transport hereby declares that this document is an official fuel economy certificate for the purposes of the Passenger Car Fuel Consumption Order 1983.
Signed by authority of the Secretary of State
..... 19....
A in the Department of Transport

NB. This form is to be submitted in duplicate with a copy of the fuel consumption test report attached to each copy.

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PART II
FORM OPF OFFICIAL FUEL ECONOMY CERTIFICATE
UNDER ARTICLE 7(2) OF THE PASSENGER CAR FUEL
CONSUMPTION ORDER 1983 (NEW EEC TEST PROCEDURE)

PART II

FORM OF OFFICIAL FUEL ECONOMY CERTIFICATE UNDER ARTICLE 7(2)
OF THE PASSENGER CAR FUEL CONSUMPTION ORDER 1983
(NEW EEC TEST PROCEDURE)

- 1. Make/model
(include any unique characteristics needed to distinguish class)
- 2. The fuel consumption in litres per 100 kilometres recorded in the test report and the equivalent figures in miles per gallon are as set out below:-
 - Urban cycle — litres per hundred kilometres (equivalent to
..... miles per gallon);
 - Extra urban cycle — litres per hundred kilometres (equivalent to
..... miles per gallon);
 - Combined — litres per hundred kilometres (equivalent to
..... miles per gallon).

Signed

Firm

Address

.....

.....

.....

Position in firm

Date

(for DOT use only)
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PART III

PARTICULARS OF TEST TO BE SUBMITTED UNDER ARTICLE 6(2) (c) OF THE PASSENGER CAR FUEL CONSUMPTION ORDER 1983

PART III

PARTICULARS OF TEST TO BE SUBMITTED UNDER ARTICLE 6(2)(c) OF THE PASSENGER CAR FUEL CONSUMPTION ORDER 1983

1. GENERAL
 - 1.1 Make (name of undertaking):
 - 1.2 Type and commercial description (mention any variants):
 - 1.3 Means of identification of type, if marked on the vehicle:
 - 1.4 Location of that marking:
 - 1.5 Category of vehicle:
 - 1.6 Name and address of manufacturer:
2. GENERAL CONSTRUCTION CHARACTERISTICS OF THE VEHICLE
 - 2.1 Photographs and/or drawings of a representative vehicle:
 - 2.2 Powered axles (number, position, interconnection):
3. MASSES (kilogram) (refer to drawing where applicable)
 - 3.1 Mass of the vehicle with bodywork in running order, or mass of the chassis cab if the manufacturer does not fit the bodywork (including coolant, oils, fuel, tools, spare wheel and driver):
 - 3.2 Technically permissible maximum laden mass stated by the manufacturer:
4. ENGINE
 - 4.1 Manufacturer:
 - 4.1.1 Manufacturer's engine code: (as marked on the engine, or other means of identification):
 - 4.2 Internal combustion engine
 - 4.2.1 Specific engine information
 - 4.2.1.1 Working principle: positive-ignition/compression-ignition four-stroke/two-stroke

- (¹) Delete where inapplicable.
(²) Specify the tolerance.
(³) This figure must be rounded off to the nearest tenth of a millimetre.
(⁴) This value must be calculated with $\pi = 3.1416$ and rounded off to the nearest cm^3 .

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- 4.2.1.2 Number, arrangement and firing order of cylinders:
- 4.2.1.2.1 Bore:mm⁽²⁾
- 4.2.1.2.2 Stroke:.....mm⁽²⁾
- 4.2.1.3 Engine capacity:cm³⁽⁴⁾
- 4.2.1.4 Volumetric compression ratio⁽²⁾
- 4.2.1.5 Drawings of combustion chamber, piston crown and piston rings:
- 4.2.1.6 Idle speed⁽²⁾:..... min⁻¹
- 4.2.1.7 Carbon monoxide content by volume in the exhaust gas with the engine idling⁽²⁾: % as stated by the manufacturer.
- 4.2.1.8 Maximum net power:..... kW at min⁻¹ (according to the method described in Annex I to Directive 80/1269/EEC and subsequent amendments).
- 4.2.2 Fuel: Diesel Oil/Petrol⁽¹⁾
- 4.2.3 RON unleaded:.....
- 4.2.4 Fuel feed
- 4.2.4.1 By carburettor(s): yes⁽¹⁾
- 4.2.4.1.1 Make(s):.....
- 4.2.4.1.2 Type(s):.....
- 4.2.4.1.3 Number fitted:.....
- 4.2.4.1.4 Adjustments⁽²⁾:
- 4.2.4.1.4.1 Jets:.....
- 4.2.4.1.4.2 Venturis:.....
- 4.2.4.1.4.3 Float-chamber level:.....
- 4.2.4.1.4.4 Mass of float:.....
- 4.2.4.1.4.5 Float needle:.....
- 4.2.4.1.5 Cold start system: manual/automatic⁽¹⁾
- 4.2.4.1.5.1 Operating principle(s):.....
- 4.2.4.1.5.2 Operating limits/settings⁽¹⁾⁽²⁾:
- 4.2.4.2 By fuel injection (compression-ignition only): yes/no⁽¹⁾
- 4.2.4.2.1 System description:.....
- 4.2.4.2.2 Working principle: direct injection/pre-chamber/swirl chamber⁽¹⁾
- 4.2.4.2.3 Injection pump
- 4.2.4.2.3.1 Make(s):.....
- 4.2.4.2.3.2 Type(s):.....
- 4.2.4.2.3.3 Maximum fuel delivery⁽¹⁾⁽²⁾:mm³/stroke or cycle at a pump speed of:.....min⁻¹ or, alternatively, a characteristic diagram
- 4.2.4.2.3.4 Injection timing⁽²⁾:
- 4.2.4.2.3.5 Injection advance curve⁽²⁾:.....
- 4.2.4.2.3.6 Calibration procedure: test bench/engine⁽¹⁾

⁽¹⁾ Delete where inapplicable.
⁽²⁾ Specify the tolerance.
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⁽⁴⁾ This value must be calculated with $\pi = 3.1416$ and rounded off to the nearest cm³.

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4.2.4.2.4	Governor	
4.2.4.2.4.1	Type:	
4.2.4.2.4.2	Cut-off point	
4.2.4.2.4.2.1	Cut-off point under load:	
4.2.4.2.4.2.2	Cut-off point without load:	
4.2.4.2.4.3	Idling speed:	
4.2.4.2.6	Injector(s)	
4.2.4.2.6.1	Make(s):	
4.2.4.2.6.2	Type(s):	
4.2.4.2.6.3	Opening pressure ⁽²⁾ : kPa or characteristic diagram ⁽²⁾	
4.2.4.2.7	Cold-start system	
4.2.4.2.7.1	Make(s):	
4.2.4.2.7.2	Type(s):	
4.2.4.2.7.3	Description:	
4.2.4.2.8	Auxiliary starting aid	
4.2.4.2.8.1	Make(s):	
4.2.4.2.8.2	Type(s):	
4.2.4.2.8.3	System description:	
4.2.4.3	By fuel injection (positive-ignition only): yes/no ⁽¹⁾	
4.2.4.3.1	System description:	
4.2.4.3.2	Working principle: intake manifold (single/multipoint)/direct injection/other (specify) ⁽¹⁾	
	control unit—type (or no.):	} Information to be given to the case of continuous injection; in the case of other systems equivalent details
	fuel regulator—type:	
	air-flow sensor—type:	
	fuel distributor—type:	
	pressure regulator—type:	
	microswitch—type:	
	idle adjusting screw—type:	
	throttle housing—type:	
	water temperature sensor—type:	
	air temperature sensor—type:	
	electromagnetic interference protection—description and/or drawing:	
4.2.4.3.3	Make(s):	
4.2.4.3.4	Type(s):	
4.2.4.3.5	Injectors: opening pressure ⁽²⁾ : kPa or characteristic diagram ⁽²⁾ :	
4.2.4.3.6	Injection timing:	
4.2.4.3.7	Cold start system:	
4.2.4.3.7.1	Operating principle(s) ⁽¹⁾ / ⁽²⁾ :	
4.2.4.3.7.2	Operating limits/settings:	
4.2.4.4	Feed pump	
4.2.4.4.1	Pressure ⁽²⁾ : kPa or characteristic diagram ⁽²⁾ :	

⁽¹⁾ Delete where inapplicable.
⁽²⁾ Specify the tolerance.
⁽³⁾ This figure must be rounded off to the nearest tenth of a millimetre.
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4.2.5	Ignition
4.2.5.1	Make:
4.2.5.2	Type:
4.2.5.3	Working principle:
4.2.5.4	Ignition advance curve ⁽²⁾
4.2.5.5	Static ignition timing ⁽²⁾ : ° before TDC
4.2.5.6	Contact-point gap ⁽²⁾ : mm
4.2.5.7	Dwell-angle ⁽²⁾ : °
4.2.5.8	Spark plugs
4.2.5.8.1	Make:
4.2.5.8.2	Type:
4.2.5.8.3	Spark plug gap setting: mm
4.2.5.9	Ignition coil
4.2.5.9.1	Make:
4.2.5.9.2	Type:
4.2.5.10	Ignition condenser
4.2.5.10.1	Make:
4.2.5.10.2	Type:
4.2.6	Cooling system (liquid/air) ⁽¹⁾
4.2.7	Intake system
4.2.7.1	Pressure charger: yes/no ⁽¹⁾
4.2.7.1.1	Make(s):
4.2.7.1.2	Type(s):
4.2.7.1.3	Description of the system (e.g. maximum charge pressure: kPa, wastegate, if applicable)
4.2.7.2	Intercooler: yes/no ⁽¹⁾
4.2.7.3	Description and drawings of inlet pipes and their accessories (plenum chamber, heating device, additional air intakes, etc.):
4.2.7.3.1	Intake manifold description (include drawings and/or photographs):
4.2.7.3.2	Air filter, drawings:, or
4.2.7.3.2.1	Make(s):
4.2.7.3.2.2	Type(s):
4.2.7.3.3	Intake silencer, drawings:, or
4.2.7.3.3.1	Make(s):
4.2.7.3.3.2	Type(s):
4.2.8	Exhaust system
4.2.8.1	Description and drawings of the exhaust system:

⁽¹⁾ Delete where inapplicable.
⁽²⁾ Specify the tolerance.
⁽³⁾ This figure must be rounded off to the nearest tenth of a millimetre.
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4.2.9	Valve timing or equivalent data
4.2.9.1	Maximum lift of valves, angles of opening and closing, or timing details of alternative distribution systems, in relation to dead centres:
4.2.9.2	Reference and/or setting ranges ⁽¹⁾ :
4.2.10	Lubricant used
4.2.10.1	Make:
4.2.10.2	Type:
4.2.11	Measures taken against air pollution
4.2.11.1	Device for recycling crankcase gases (description and drawings):
4.2.11.2	Additional anti-pollution devices (if any, and if not covered by another heading):
4.2.11.2.1	Catalytic converter: yes/no ⁽¹⁾
4.2.11.2.1.1	Number of catalytic converters and elements:
4.2.11.2.1.2	Dimensions and shape of the catalytic converter (volume):
4.2.11.2.1.3	Type of catalytic action:
4.2.11.2.1.4	Total charge of precious metals:
4.2.11.2.1.5	Relative concentration:
4.2.11.2.1.6	Substrate (structure and material):
4.2.11.2.1.7	Cell density:
4.2.11.2.1.8	Type of casing for the catalytic converter(s):
4.2.11.2.1.9	Location of the catalytic converter(s) (place and reference distances on the exhaust line):
4.2.11.2.1.10	Oxygen sensor: type:
4.2.11.2.1.10.1	Location of oxygen sensor:
4.2.11.2.1.10.2	Control range of oxygen sensor:
4.2.11.2.2	Air injection: yes/no ⁽¹⁾
4.2.11.2.2.1	Type (pulse air, air pump,):
4.2.11.2.3	EGR: yes/no ⁽¹⁾
4.2.11.2.3.1	Characteristics (flow,):
4.2.11.2.4	Evaporative emissions control systems:
	Complete detailed description of the devices and their state of tune:
	Drawing of the evaporation control system:
	Drawing of the carbon canister:
	Drawing of the fuel tank with indication of capacity and material:

⁽¹⁾ Delete where inapplicable.
⁽²⁾ Specify the tolerance.
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- 4.2.11.2.5 Particulate trap: yes/no⁽¹⁾.....
- 4.2.11.2.5.1 Dimensions and shape of the particular trap (capacity).....
- 4.2.11.2.5.2 Type of particulate trap and design
- 4.2.11.2.5.3 Location of the particulate trap (reference distances in the exhaust system)....
- 4.2.11.2.5.4 Regeneration system/method. Description and drawing
- 4.2.11.2.6 Other systems (description and working):

5. TRANSMISSION

- 5.1 Clutch (type):
- 5.1.1 Maximum torque conversion:.....
- 5.2 Gearbox:.....
- 5.2.1 Type:.....
- 5.2.2 Location relative to the engine:
- 5.2.3 Method of control:
- 5.3 Gear ratios

Index	Gearbox ratios	Final drive ratios	Total ratios
Maximum for CVT(*)			
1			
2			
3			
4, 5, others			
Minimum for CVT(*)			
Reverse			

(*) Continuously variable transmission

6. SUSPENSION

- 6.1 Tyres and wheels normally fitted
- 6.1.1 Distribution of tyres to axles and permitted tyre combinations:.....
- 6.1.2 Range of tyre sizes:
- 6.1.3 Upper and lower limits of rolling circumference:
- 6.1.4 Tyre pressure(s) as recommended by the manufacturer: kPa

7. BODYWORK

- 7.1 Body style:
- 7.2 Number of seats:
- 7.3 Number of doors:

⁽¹⁾ Delete where inapplicable.
⁽²⁾ Specify the tolerance.
⁽³⁾ This figure must be rounded off to the nearest tenth of a millimetre.
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8.	URBAN CYCLE TESTS
8.1	Data tests carried out:
8.2	Location of dynamometer:
8.3	Type of dynamometer, including roller diameter:
8.4	Tyre pressures used:
8.5	Engine lubricant temperature obtained during test:
8.6	Wind speed used for setting dynamometer load:
8.6.1	Steady:
8.6.2	Gusting to:
8.7	Description of method used for setting dynamometer load:

9.	CONSTANT SPEED TESTS WHERE CARRIED OUT ON DYNAMOMETER (if applicable)
9.1	Data tests carried out:
9.2	Location of dynamometer:
9.3	Type of dynamometer, including roller diameter:
9.4	Tyre pressures used:
9.5	Engine lubricant temperature obtained during test:
9.6	Wind speed used for setting dynamometer load:
9.6.1	Steady:
9.6.2	Gusting to:
9.7	Description of method used for setting dynamometer load:

10.	CONSTANT SPEED TESTS WHERE CARRIED OUT ON ROAD OR TEST TRACK (if applicable)
10.1	Date tests carried out:
10.2	Location of approved road or test track:
10.3	Engine lubricant temperature obtained during test:
10.6	Weather conditions during constant 90 km/h test:
10.6.1	Atmospheric pressure:
10.6.2	Ambient temperature:
10.6.3	Relative humidity:
10.6.4	Wind speed:
10.6.4.1	Steady:
10.6.4.2	Gusting to:
10.7	Weather conditions during constant 120 km/h test:
10.7.1	Atmospheric pressure:
10.7.2	Ambient temperature:
10.7.3	Relative humidity:

(¹) Delete where inapplicable.
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- 10.7.4 Wind speed:
- 10.7.4.1 Steady:
- 10.7.4.2 Gusting to:.....
- 11. NAME AND ADDRESS OF PERSONS BY WHOM TESTS CARRIED OUT (if not manufacturer)
- 11.1 Dynamometer tests:
- 11.2 Road or track tests:.....
- 12. FUEL CONSUMPTION TEST RESULTS (complete either 12.11 to 12.14 only or 12.21 to 12.24 only)
- 12.11 Results under 80/1268/EEC (or ECE Regulation) procedure
- 12.12 Results for each pair of cycles on the dynamometer:.....
- 12.13 Results for each of the four runs at the required constant speeds:.....
- 12.14 Mean results of 9.1 and 9.2:

	l/100 km	mpg	Method of measurement (V/G)
Tests simulating urban driving			
Test at constant speed of 90 km/h (on dynamometer/track ⁽¹⁾)			
Test (if any) at constant speed of 120 km/h (on dynamometer/track ⁽¹⁾)			

V=measurements made volumetrically; G=measurements made gravimetrically

OR

- 12.2 Results under 93/116/EC procedure
- 12.21 CO₂ mass emission:g/km
- 12.22 Fuel consumption (urban conditions):l/100 km (.....mpg)
- 12.23 Fuel consumption (extra urban conditions):.....l/100 km (.....mpg)
- 12.24 Fuel consumption (combined):l/100 km (.....mpg)

⁽¹⁾ Delete where inapplicable.
⁽²⁾ Specify the tolerance.
⁽³⁾ This figure must be rounded off to the nearest tenth of a millimetre.
⁽⁴⁾ This value must be calculated with $\pi = 3.1416$ and rounded off to the nearest cm³.