

SCHEDULES

SCHEDULE 16

Ecodesign requirements for electric motors and variable speed drives

Exemptions

- 10.**—(1) Paragraphs 1 to 5, 6(3)(a), (b), (e) to (k) and (5) of this Schedule do not apply to—
- (a) motors completely integrated into a product and whose energy performance cannot be tested independently from the product, even with the provision of a temporary end-shield and drive-end bearing, and for this purpose the motor must—
 - (i) share common components (apart from connectors) with the driven unit; and
 - (ii) not be designed in such a way that the motor can be separated in its entirety from the driven unit and operate independently;
 - (b) motors with an integrated VSD (compact drives) whose energy performance cannot be tested independently from the VSD;
 - (c) motors with an integrated brake which forms an integral part of the inner motor construction and can neither be removed nor powered by a separate power source during the testing of the motor efficiency;
 - (d) motors specifically designed and specified to operate exclusively—
 - (i) at altitudes exceeding 4,000 metres above sea-level;
 - (ii) where ambient air temperatures exceed 60 °C;
 - (iii) in maximum operating temperature above 400 °C;
 - (iv) where ambient air temperatures are less than -30 °C; or
 - (v) where the water coolant temperature at the inlet to a product is below 0 °C or above 32 °C;
 - (e) motors specifically designed and specified to operate wholly immersed in a liquid;
 - (f) motors specifically qualified for the safety of nuclear installations;
 - (g) explosion-protected motors specifically intended for use in mining, in accordance with paragraph 1 of Schedule 1A to the Equipment and Protective Systems Intended for Use in Potentially Explosive Atmospheres Regulations 2016⁽¹⁾;
 - (h) motors in cordless or battery-operated equipment;
 - (i) motors in hand-held equipment whose weight is supported by hand during operation;
 - (j) motors in hand-guided mobile equipment moved while in operation;
 - (k) motors with mechanical commutators;
 - (l) totally enclosed non-ventilated motors;
 - (m) motors placed on the market before 1 July 2029 as substitutes for motors identical to those integrated in products placed on the market before—

(1) [S.I. 2016/1107](#); Schedule 1A was inserted by [S.I. 2019/696](#).

Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

- (i) in the case of motors referred to in paragraph 1, 1 July 2021,
 - (ii) in the case of motors referred to in paragraph 2, 1 July 2023,
- and specifically marketed as such;
- (n) multi-speed motors, which are motors with multiple windings or with a switchable winding, providing a different number of poles and speeds;
 - (o) motors designed specifically for the traction of electric vehicles.
- (2) Paragraphs 7, 8(3)(a) to (c) and (f) to (k) of this Schedule do not apply to—
- (a) VSDs integrated into a product and whose energy performance cannot be tested independently from the product, such that an attempt to do so would render the VSD or the product inoperative;
 - (b) VSDs qualified specifically for the safety of nuclear installations;
 - (c) regenerative drives;
 - (d) drives with sinusoidal input current;
 - (e) VSDs consisting of a single cabinet, comprising VSDs which all comply with these Regulations.
- (3) In this paragraph “nuclear installation” has the meaning given in section 26 of the Nuclear Installations Act 1965(2).

(2) 1965 c.57.