

Case Study – Euro 1 horsebox



This Ford Transit has been modified as a horsebox and the residual value of the vehicle remains high.

The Gross Vehicle Weight of this vehicle is 3,000kg and the unladen weight is 1,582kg. This means that it will be affected by the Low Emission Zone from January 2012. It was first registered with the DVLA in 1996 and currently only meets the Euro 1 emissions standard. From January 2012, it will be required to meet the new LEZ standard of Euro 3 for particulate matter. As the owner wishes to continue driving this horsebox within Greater London, she will have to take some action.

The owner could have replaced the vehicle, but the residual value of the vehicle is still high and the replacement cost would have been high. The cheapest way to bring it up to the required emissions standard was to fit a filter. The Ford Transit is a popular make of vehicle, so a 'direct fit' solution is available, meaning there is a catalysed diesel particulate filter available which replaces the original silencer on the exhaust. The total cost of fitting the filter was about £1,500.

Only approved filters are accepted by TfL. There is a list of approved filters and suppliers available at tfl.gov.uk/lez. The owner of the vehicle spoke to several suppliers on this list before choosing the solution mentioned above. It is important to do this to ensure you get the best price and because not all filters are suited to all vehicles and operating conditions.

Once the filter was fitted, the owner needed to get a certificate to prove that the filter is working properly. The owner booked her test at the nearest VOSA test station, which she found through the VOSA website at <http://www.businesslink.gov.uk/lez>. After the horsebox was tested, the owner received a Low Emission Certificate (LEC). It took 10 working days for TfL to receive the certificate information from VOSA. The operator can now drive the horsebox within the LEZ from 3 January 2012 without having to pay the daily charge.