

Case Study – Euro III Tractor unit (large lorry)



The Volvo FH12 tractor unit chassis can haul a trailer of up to 40 tonnes, which means it has been affected by the Low Emission Zone since February 2008. It was first registered with the DVLA in 2004 and therefore meets the current Euro III standards. However from January 2012 the standard will tighten to Euro IV and this lorry will not meet the new LEZ emission standards. The owner needed to take action in order to continue driving it within Greater London from January 2012.

The easiest way to bring the lorry up to the required emissions standard was to retrofit it with a full diesel particulate filter. A range of solutions are available and the owner discussed the engine's condition and the vehicle's duty cycle with several suppliers in order to find the best solution. The total cost of retrofitting this lorry was around £6,000.

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 a test at the nearest VOSA test station, which he found through the VOSA website at <http://www.dft.gov.uk/vosa/>. After the lorry 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 lorry within the LEZ from 3 January 2012 without having to pay the daily charge.