

Case study – Euro III lorry



The diesel Mercedes Atego lorry has a high value on the used market. The lorry has a Gross Vehicle Weight of 18,000kg and was registered for the first time with the DVLA in 2004. This means the lorry currently meets the Euro III Particulate Matter (PM) emissions standard and meets the current LEZ standards. From 3 January 2012 the Mercedes Atego will need to meet the Euro IV PM emissions standard to drive within the LEZ without charge.

The owner could replace the vehicle, but the value of the lorry is still high and the replacement cost would be expensive. The owner decides the easiest way to bring it up to the Euro IV emissions standard for the LEZ in January 2012 is to fit a filter. The filter traps the PM emitted from the vehicle. The owner discussed a range of solutions with abatement equipment suppliers who suggested a diesel particulate filter taking the duty cycle of the lorry into consideration. The total cost of fitting the filter was around £4,000.

Only approved filters are accepted by TfL. There is a list of approved filters and supplier contact details available at www.tfl.gov.uk/lez. The owner of the vehicle spoke to several suppliers listed on the website 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 vehicle types and operating conditions.

Once the filter is fitted, the owner needs to get a certificate to prove that the filter is working properly. The owner booked his test at his nearest VOSA test station which he found through the VOSA website at <http://www.businesslink.gov.uk/lez>. After the lorry was tested the owner received a Reduced Pollution Certificate (RPC). The owner waited 10 days until TfL had received the certificate information from VOSA. The lorry now meets the LEZ standards being introduced on 3 January 2012 and can drive within the zone from this date without paying the daily charge.