

Pre-Euro 7.5 Tonne Rigid

Transport for London

Low Emission Zone



This Mercedes 814 is plated at 7,450kg GVW and is used by a steel stockholding company to deliver specialist materials to construction projects throughout the London area. This type of work results in relatively low annual mileage vehicle which means that vehicles like this have a relatively long service life.

The London Low Emission Zone will apply to this vehicle from July 2008 when it will be required to meet the Euro III standard for particulate matter (PM). This standard increases to Euro IV for particulate matter in January 2012.

This vehicle was first registered in 1989 and so its engine is of Pre-Euro standard and will not comply with the Euro III PM standard without modification.

Pre-Euro Engine

Given the age of this vehicle the only way to bring it up to the Euro III standard for PM is to fit a full-flow Diesel Particulate Filter (DPF).

Generally, when selecting a PM abatement device there are two key considerations:

- The typical operating conditions (i.e. low mileage, slow speed, stop-start conditions or higher speed, long distance use); and
- The length of time the vehicle is expected to remain in operation (i.e. up to or beyond 2012 when the LEZ emissions standards increase to Euro IV for PM).

Only approved devices can be used to meet the requirements of the London LEZ. It is important that any retrofit device is selected from either the LEC Approved Devices list or the RPC Approved Devices list, both of which are published on the TfL website. It should also be matched specifically to the engine and the operating conditions of the vehicle.

Approved suppliers, listed on the TfL website, should be able to advise on the most appropriate equipment to suit any vehicle. This is particularly important here as not all systems are suitable for use with old or worn engines. Vehicles fitted with non-approved devices will not pass the VOSA inspection that is required to certify compliance with the LEZ standards.

For a Pre-Euro engine vehicle such as this, a full-flow Diesel Particulate Filter (DPF) would be the only suitable abatement device, and would ensure the vehicle meets the 2008 LEZ emissions standard. This will allow the vehicle to be used within the London Low Emission Zone only until 2012 when the standard rises to Euro IV for PM.

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A full-flow DPF for a vehicle of this size would typically cost around £4,000 - £4,500. All full-flow DPF systems require periodic servicing, approximately twice per year depending on duty cycle. A service indicator, installed as part of the system, alerts the driver when this is required.

Vehicle Inspection and Registration

Once a filter has been fitted the operator should book a test at a local VOSA test station. If it passes an inspection and an appropriate smoke test, a Low Emissions Certificate (LEC) or a Reduced Pollution Certificate (RPC) will be issued. These certificates are valid for 12 months only and must be renewed annually. A vehicle with a valid LEC or RPC can be driven within the LEZ without being subject to the daily charge.

When VOSA issue the certificate they will inform TfL, and the vehicle details will be updated on TfL's database within 10 days. Please allow enough time for this before travelling in the zone. The Low Emission Zone compliance status of the vehicle can be checked on the TfL website.

For further information visit tfl.gov.uk/lezlondon or call 0845 607 0009.

Details correct at time of publication.
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