
STATUTORY INSTRUMENTS

1996 No. 1132

CONTROL OF FUEL AND ELECTRICITY

The Passenger Car Fuel Consumption (Amendment) Order 1996

<i>Made</i>	- - - -	<i>18th April 1996</i>
<i>Laid before Parliament</i>		<i>30th April 1996</i>
<i>Coming into force</i>	- -	<i>1st June 1996</i>

The Secretary of State, in exercise of the powers conferred by sections 15(1), (2) and (6) and 17(2) of the Energy Act 1976⁽¹⁾, and of all other powers enabling him in that behalf, and having maintained consultation with organisations representative of manufacturers, importers, distributors and retailers of cars for the United Kingdom market in accordance with section 15(5) of that Act, hereby makes the following Order:—

Citation and Commencement

1. This Order may be cited as the Passenger Car Fuel Consumption (Amendment) Order 1996 and shall come into force on 1st June 1996.

Interpretation

2. In this Order “the principal order” means the Passenger Car Fuel Consumption Order 1983⁽²⁾.

Amendment of the principal order

3. —

(1) The principal order shall have effect with the amendments specified in Schedule 1 to this Order.

(2) For Schedule 2 to the principal order there shall be substituted the Schedule set out in Schedule 2 to this Order.

(3) Schedule 3 to the principal order shall be omitted.

(4) For Schedule 5 to the principal order there shall be substituted the Schedule set out in Schedule 3 to this Order.

(1) 1976 c. 76. See also S.I.1980/1719 and 1981/238.

(2) S.I. 1983/1486.

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Signed by authority of the Secretary of State

Department of Transport
18th April 1996

Steven Norris
Parliamentary Under Secretary of State,

SCHEDULE 1

Article 3(1)

AMENDMENTS OF THE PRINCIPAL ORDER

1. In Article 3(1)—

- (a) after the definition of “the applicant” there shall be inserted—

““EEA State” means a State which is a contracting Party to the Agreement on the European Economic Area signed at Oporto on 2nd May 1992 as adjusted by the Protocol signed at Brussels on 17th March 1993(3);”
- (b) for the definition of “the ECE Regulation” there shall be substituted—

““the ECE Regulation” means ECE Regulation 84 (subject to corrigendum 1 dated 17th February 1992), which entered into force on 15th July 1990 as an annex to the Geneva Agreement;”
- (c) in the definition of “an ECE fuel consumption document”, for the words “the Appendix to Annex 9” there shall be substituted “Annex 2”;
- (d) in the definition of “the ECE test procedure”, for the words “paragraphs 3, 4, 5 and 6 of Annex 9 to” there shall be substituted “regulation 5 of, and Annexes 4 and 5 to;”;
- (e) in the definition of “an EEC fuel consumption document”, after the words “the Fuel Consumption Directive” there shall be inserted “or in Annex II to the Amended Fuel Consumption Directive” and for the words “of a country” to the end of the definition there shall be substituted “of an EEA State”;
- (f) for the definition of “the EEC test procedure” there shall be substituted—

““the EEC test procedure” means the procedure for the carrying out of tests specified in paragraphs 3, 4, 5, 6 and 7 of Annex I to the Fuel Consumption Directive and “the new EEC test procedure” means the procedure for the carrying out of tests specified in paragraphs 4, 5, 6 and 7 of Annex I to the Amended Fuel Consumption Directive;”;
- (g) in the definition of “the Fuel Consumption Directive”, there shall be inserted at the end “and “the Amended Fuel Consumption Directive” means the Fuel Consumption Directive as amended by Commission Directive 93/116/EC of 17th December 1993(4) ”;
- (h) the definition of “Member State” shall be omitted;
- (i) after the definition of “the Geneva Agreement” there shall be inserted—

““official fuel economy certificate” means—

 - (a) a certificate in which the Secretary of State has, pursuant to Article 7(2), recorded the results of official tests; or
 - (b) a document which, by virtue of Article 7(1), is to be treated as an official fuel economy certificate,

and references (however expressed) to the results of tests recorded in an official fuel economy certificate include references to results recorded in a document which is to be treated as an official fuel economy certificate;”.

2. In Article 4—

- (a) in paragraph (1)—
 - (i) the words “subject to the provisions of paragraph (2),” shall be omitted;
 - (ii) for the words “or more,” there shall be substituted “or more and”;

(3) Cm 2073 and 2183.

(4) O.J. No. L329, 30.12.93, page 39.

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- (iii) the words “fuelled by light or heavy oil and which are of a class manufactured after 31st December 1977” shall be omitted;
 - (b) paragraph (2) shall be omitted;
 - (c) in paragraph (3), for the words “section 190(2) of the Road Traffic Act 1972” there shall be substituted “section 185(1) of the Road Traffic Act 1988⁽⁵⁾”.
3. For Article 6 there shall be substituted the following article—

“Officially approved tests

6. —

(1) The fuel consumption of every class of car to which this Order applies shall be determined by means of tests carried out under the EEC test procedure, the new EEC test procedure or the ECE test procedure on a car of each class by, or under arrangements made by, the manufacturer or, in the case of an imported car, the importer of that car—

- (a) in or outside the United Kingdom by the competent authority of an EEA State in the case of the EEC test procedure or the new EEC test procedure or by the competent authority of a State which is a party to the Geneva Agreement in the case of the ECE test procedure; or
 - (b) in the United Kingdom in accordance with the conditions referred to in paragraph (2).
- (2) The conditions are that—
- (a) the tests are carried out in circumstances where officers of the Department of Transport are offered all facilities reasonably required by them to satisfy themselves that the tests are properly carried out;
 - (b) the tests are carried out at a site approved for the purpose by the Secretary of State;
 - (c) particulars of the tests are submitted to the Secretary of State in the form set out in Part III of Schedule 2;
 - (d) the Secretary of State has no reasonable grounds for believing that the tests have not been properly carried out; and
 - (e) any fees payable in accordance with Article 11 are paid to the Secretary of State.

(3) A test carried out as mentioned in paragraph (1) shall be regarded as an officially approved test.”

4. For Article 7 there shall be substituted the following article—

“Official fuel economy certificates

7. —

(1) Where the fuel consumption of a car has been determined by means of officially approved tests carried out as mentioned in Article 6(1)(a), an EEC fuel consumption document or, as the case may be, an ECE fuel consumption document recording the result of those tests shall be treated for the purposes of this Order as an official fuel economy certificate.

(2) The Secretary of State shall record the results of tests carried out as mentioned in Article 6(1)(b) in an official fuel economy certificate—

(5) 1988 c. 52.

- (a) in the form set out in Part I of Schedule 2 if the particulars of the tests submitted in accordance with Article 6(2)(c) included the particulars specified in paragraph 12.1 of Part III of Schedule 2; or
- (b) in the form set out in Part II of Schedule 2 if the particulars of the tests submitted in accordance with Article 6(2)(c) included the particulars specified in paragraph 12.2 of Part III of Schedule 2,

and shall furnish a copy of the certificate to the applicant.

(3) The Secretary of State shall from time to time cause to be published the results of tests carried out in accordance with Article 6(1) and recorded in official fuel economy certificates.”

5. For Article 8 there shall be substituted the following article—

“Calculation of fuel consumption figures

8. Where, pursuant to the provisions of Article 6(2)(c), particulars of the tests are submitted to the Secretary of State in the form set out in Part III of Schedule 2—

- (a) the fuel consumption in litres per hundred kilometres required to be stated in paragraph 12 of the particulars shall be the fuel consumption as determined by the tests expressed—
 - (i) if the fuel consumption is 5.0 litres per hundred kilometres or less, to the nearest 2 decimal places (amounts of 0.005 being treated as zero); and
 - (ii) if the fuel consumption is more than 5.0 litres per hundred kilometres, to the nearest decimal place (amounts of 0.05 being treated as zero); and
- (b) the fuel consumption in miles per gallon required to be stated in paragraph 12 of the particulars shall be calculated by dividing 282.481 by the fuel consumption in litres per hundred kilometres as determined by the tests (the results being expressed to one decimal place and amounts of 0.05 being treated as 0.1).”

6. In Article 9—

- (a) in paragraph (1)(a) for the words “the tests referred to in Article 6(1)” there shall be substituted “tests of the kind referred to in Article 6(1)(b)”;
- (b) in paragraph (1)(b)(ii) for the words “Part II” there shall be substituted “Part III”;
- (c) for paragraph (2) there shall be substituted the following paragraph—

“(2) Where no requirement has been made by the Secretary of State under paragraph (1) but the tests referred to in Article 6(1)(b) have been repeated by, or under arrangements made by, the applicant in respect of any class of car manufactured or imported by him and the conditions referred to in Article 6(2) are satisfied, the Secretary of State shall record the repeated test results by amending the official fuel economy certificate for the class of car for which the repeated tests were carried out.”

7. In Article 11 for “7(2)(a)” there shall be substituted “6(2)(a)”.

8. In Article 14—

- (a) in paragraph (2) for “7(4)” there shall be substituted “7(3)”;
- (b) for paragraph (3) there shall be substituted the following paragraphs—

“(3) For the purposes of paragraph (e) of section 15(3), the label to be affixed to a car shall—

- (a) in all respects (except size but including layout and variation of type) be—

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- (i) in a case where the car has been tested under the ECE test procedure or the EEC test procedure, in the form set out in Part I of Schedule 5;
 - (ii) in a case where the car has been tested under the new EEC test procedure in the form set out in Part II of Schedule 5;
 - (iii) in a case where the car has been tested in accordance with Article 6(1)(b) and the particulars submitted to the Secretary of State in accordance with Article 6(2)(c) included the particulars specified in paragraph 12.1 of Part III of Schedule 2, in the form set out in Part I of Schedule 5; and
 - (iv) in a case where the car has been tested in accordance with Article 6(1)(b) and the particulars submitted to the Secretary of State in accordance with Article 6(2)(c) included the particulars specified in paragraph 12.2 of Part III of Schedule 2, in the form set out in Part II of Schedule 5, and
- (b) be no smaller in size than the appropriate form in Schedule 5.
- (3A) The appropriate form shall, in all cases, be completed by the insertion in permanent and legible characters in the appropriate spaces of—
- (a) a distinctive reference to the models, that is to say the description of cars, to which the relevant official tests relate; and
 - (b) the results expressed in litres per 100 kilometres and miles per gallon of each test specified on the form.”

9. Article 17 shall be omitted.

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SCHEDULE 2

Article 3(2)

SCHEDULE TO BE SUBSTITUTED FOR SCHEDULE 2 OF THE PRINCIPAL ORDER

“SCHEDULE 2

Articles 6(2)(c) and 7(2)

SCHEDULE TO BE SUBSTITUTED FOR SCHEDULE 2 OF THE PRINCIPAL ORDER

PART I

FORM OF OFFICIAL FUEL ECONOMY CERTIFICATE
UNDER ARTICLE 7(2) OF THE PASSENGER CAR FUEL
CONSUMPTION ORDER 1983 (EEC OR ECE TEXT PROCEDURE)

SCHEDULE 2

Article 3(2)

SCHEDULE TO BE SUBSTITUTED FOR SCHEDULE 2
OF THE PRINCIPAL ORDER

“SCHEDULE 2

Articles 6(2)(c) and 7(2)

PART I

FORM OF OFFICIAL FUEL ECONOMY CERTIFICATE UNDER ARTICLE 7(2)
OF THE PASSENGER CAR FUEL CONSUMPTION ORDER 1983
(EEC OR ECE TEST PROCEDURE)

1. Make/model.....
(include any unique characteristics needed to distinguish class)
2. The fuel consumption in litres per 100 kilometres recorded in the test report and the equivalent figures in miles per gallon are as set out below:-
 - On urban cycle — litres per hundred kilometres (equivalent to
..... miles per gallon);
 - At a constant speed of 90 km/h — litres per hundred kilometres (equivalent to
..... miles per gallon);
 - At a constant speed of 120 km/h — litres per hundred kilometres (equivalent to
..... miles per gallon).

Signed

Firm

Address

.....

.....

Position in firm

Date

(for DOT use only)
The Secretary of State for Transport hereby declares that this document is an official fuel economy certificate for the purposes of the Passenger Car Fuel Consumption Order 1983.
Signed by authority of the Secretary of State
..... 19....
A in the Department of Transport

NB. This form is to be submitted in duplicate with a copy of the fuel consumption test report attached to each copy.

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PART II
FORM OF OFFICIAL FUEL ECONOMY CERTIFICATE
UNDER ARTICLE 7(2) OF THE PASSENGER CAR FUEL
CONSUMPTION ORDER 1983 (NEW EEC TEST PROCEDURE)

PART II

FORM OF OFFICIAL FUEL ECONOMY CERTIFICATE UNDER ARTICLE 7(2)
OF THE PASSENGER CAR FUEL CONSUMPTION ORDER 1983
(NEW EEC TEST PROCEDURE)

1. Make/model
(include any unique characteristics needed to distinguish class)

2. The fuel consumption in litres per 100 kilometres recorded in the test report and the equivalent figures in miles per gallon are as set out below:-

Urban cycle — litres per hundred kilometres (equivalent to
..... miles per gallon);

Extra urban cycle — litres per hundred kilometres (equivalent to
..... miles per gallon);

Combined — litres per hundred kilometres (equivalent to
..... miles per gallon).

Signed

Firm

Address

.....

.....

.....

Position in firm

Date

(for DOT use only)
The Secretary of State for Transport hereby declares that this document is an official fuel economy certificate for the purposes of the Passenger Car Fuel Consumption Order 1983.
Signed by authority of the Secretary of State
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A..... in the
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PART III

PARTICULARS OF TEST TO BE SUBMITTED UNDER ARTICLE 6(2) (c) OF THE PASSENGER CAR FUEL CONSUMPTION ORDER 1983

PART III

PARTICULARS OF TEST TO BE SUBMITTED UNDER ARTICLE 6(2)(c) OF THE PASSENGER CAR FUEL CONSUMPTION ORDER 1983

1. GENERAL
 - 1.1 Make (name of undertaking):
 - 1.2 Type and commercial description (mention any variants):
 - 1.3 Means of identification of type, if marked on the vehicle:
 - 1.4 Location of that marking:
 - 1.5 Category of vehicle:
 - 1.6 Name and address of manufacturer:
2. GENERAL CONSTRUCTION CHARACTERISTICS OF THE VEHICLE
 - 2.1 Photographs and/or drawings of a representative vehicle:
 - 2.2 Powered axles (number, position, interconnection):
3. MASSES (kilogram) (refer to drawing where applicable)
 - 3.1 Mass of the vehicle with bodywork in running order, or mass of the chassis cab if the manufacturer does not fit the bodywork (including coolant, oils, fuel, tools, spare wheel and driver):
 - 3.2 Technically permissible maximum laden mass stated by the manufacturer:
4. ENGINE
 - 4.1 Manufacturer:
 - 4.1.1 Manufacturer's engine code: (as marked on the engine, or other means of identification):
 - 4.2 Internal combustion engine
 - 4.2.1 Specific engine information
 - 4.2.1.1 Working principle: positive-ignition/compression-ignition four-stroke/two-stroke

- (¹) Delete where inapplicable.
- (²) Specify the tolerance.
- (³) This figure must be rounded off to the nearest tenth of a millimetre.
- (⁴) This value must be calculated with $\pi = 3.1416$ and rounded off to the nearest cm^3 .

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- 4.2.1.2 Number, arrangement and firing order of cylinders:
- 4.2.1.2.1 Bore:mm⁽³⁾
- 4.2.1.2.2 Stroke:.....mm⁽³⁾
- 4.2.1.3 Engine capacity:cm³⁽⁴⁾
- 4.2.1.4 Volumetric compression ratio⁽²⁾
- 4.2.1.5 Drawings of combustion chamber, piston crown and piston rings:
- 4.2.1.6 Idle speed⁽²⁾:..... min⁻¹
- 4.2.1.7 Carbon monoxide content by volume in the exhaust gas with the engine idling⁽²⁾: % as stated by the manufacturer.
- 4.2.1.8 Maximum net power:..... kW at min⁻¹ (according to the method described in Annex I to Directive 80/1269/EEC and subsequent amendments).
- 4.2.2 Fuel: Diesel Oil/Petrol⁽¹⁾
- 4.2.3 RON unleaded:.....
- 4.2.4 Fuel feed
- 4.2.4.1 By carburettor(s): yes⁽¹⁾
- 4.2.4.1.1 Make(s):.....
- 4.2.4.1.2 Type(s):.....
- 4.2.4.1.3 Number fitted:.....
- 4.2.4.1.4 Adjustments⁽²⁾:
- 4.2.4.1.4.1 Jets:.....
- 4.2.4.1.4.2 Venturis:.....
- 4.2.4.1.4.3 Float-chamber level:.....
- 4.2.4.1.4.4 Mass of float:.....
- 4.2.4.1.4.5 Float needle:.....
- 4.2.4.1.5 Cold start system: manual/automatic⁽¹⁾
- 4.2.4.1.5.1 Operating principle(s):.....
- 4.2.4.1.5.2 Operating limits/settings⁽¹⁾⁽²⁾:
- 4.2.4.2 By fuel injection (compression-ignition only): yes/no⁽¹⁾
- 4.2.4.2.1 System description:.....
- 4.2.4.2.2 Working principle: direct injection/pre-chamber/swirl chamber⁽¹⁾
- 4.2.4.2.3 Injection pump
- 4.2.4.2.3.1 Make(s):.....
- 4.2.4.2.3.2 Type(s):.....
- 4.2.4.2.3.3 Maximum fuel delivery⁽¹⁾⁽²⁾:mm³/stroke or cycle at a pump speed of:.....min⁻¹ or, alternatively, a characteristic diagram
- 4.2.4.2.3.4 Injection timing⁽²⁾:
- 4.2.4.2.3.5 Injection advance curve⁽²⁾:.....
- 4.2.4.2.3.6 Calibration procedure: test bench/engine⁽¹⁾

⁽¹⁾ Delete where inapplicable.
⁽²⁾ Specify the tolerance.
⁽³⁾ This figure must be rounded off to the nearest tenth of a millimetre.
⁽⁴⁾ This value must be calculated with $\pi = 3.1416$ and rounded off to the nearest cm³.

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4.2.4.2.4	Governor	
4.2.4.2.4.1	Type:	
4.2.4.2.4.2	Cut-off point	
4.2.4.2.4.2.1	Cut-off point under load:	
4.2.4.2.4.2.2	Cut-off point without load:	
4.2.4.2.4.3	Idling speed:	
4.2.4.2.6	Injector(s)	
4.2.4.2.6.1	Make(s):	
4.2.4.2.6.2	Type(s):	
4.2.4.2.6.3	Opening pressure ⁽²⁾ : kPa or characteristic diagram ⁽²⁾	
4.2.4.2.7	Cold-start system	
4.2.4.2.7.1	Make(s):	
4.2.4.2.7.2	Type(s):	
4.2.4.2.7.3	Description:	
4.2.4.2.8	Auxiliary starting aid	
4.2.4.2.8.1	Make(s):	
4.2.4.2.8.2	Type(s):	
4.2.4.2.8.3	System description:	
4.2.4.3	By fuel injection (positive-ignition only): yes/no ⁽¹⁾	
4.2.4.3.1	System description:	
4.2.4.3.2	Working principle: intake manifold (single/multipoint)/direct injection/other (specify) ⁽¹⁾	
	control unit—type (or no.):	} Information to be given to the case of continuous injection; in the case of other systems equivalent details
	fuel regulator—type:	
	air-flow sensor—type:	
	fuel distributor—type:	
	pressure regulator—type:	
	microswitch—type:	
	idle adjusting screw—type:	
	throttle housing—type:	
	water temperature sensor—type:	
	air temperature sensor—type:	
	electromagnetic interference protection—description and/or drawing:	
4.2.4.3.3	Make(s):	
4.2.4.3.4	Type(s):	
4.2.4.3.5	Injectors: opening pressure ⁽²⁾ : kPa or characteristic diagram ⁽²⁾ :	
4.2.4.3.6	Injection timing:	
4.2.4.3.7	Cold start system:	
4.2.4.3.7.1	Operating principle(s) ⁽¹⁾ / ⁽²⁾ :	
4.2.4.3.7.2	Operating limits/settings:	
4.2.4.4	Feed pump	
4.2.4.4.1	Pressure ⁽²⁾ : kPa or characteristic diagram ⁽²⁾ :	

⁽¹⁾ Delete where inapplicable.
⁽²⁾ Specify the tolerance.
⁽³⁾ This figure must be rounded off to the nearest tenth of a millimetre.
⁽⁴⁾ This value must be calculated with $\pi = 3.1416$ and rounded off to the nearest cm^3 .

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- 4.2.5 Ignition
 - 4.2.5.1 Make:
 - 4.2.5.2 Type:
 - 4.2.5.3 Working principle:
 - 4.2.5.4 Ignition advance curve⁽²⁾
 - 4.2.5.5 Static ignition timing⁽²⁾: ° before TDC
 - 4.2.5.6 Contact-point gap⁽²⁾: mm
 - 4.2.5.7 Dwell-angle⁽²⁾: °
 - 4.2.5.8 Spark plugs
 - 4.2.5.8.1 Make:
 - 4.2.5.8.2 Type:
 - 4.2.5.8.3 Spark plug gap setting: mm
 - 4.2.5.9 Ignition coil
 - 4.2.5.9.1 Make:
 - 4.2.5.9.2 Type:
 - 4.2.5.10 Ignition condenser
 - 4.2.5.10.1 Make:
 - 4.2.5.10.2 Type:
- 4.2.6 Cooling system (liquid/air)⁽¹⁾
- 4.2.7 Intake system
 - 4.2.7.1 Pressure charger: yes/no⁽¹⁾
 - 4.2.7.1.1 Make(s):
 - 4.2.7.1.2 Type(s):
 - 4.2.7.1.3 Description of the system (e.g. maximum charge pressure: kPa, wastegate, if applicable)
 - 4.2.7.2 Intercooler: yes/no⁽¹⁾
 - 4.2.7.3 Description and drawings of inlet pipes and their accessories (plenum chamber, heating device, additional air intakes, etc.):
 - 4.2.7.3.1 Intake manifold description (include drawings and/or photographs):
 - 4.2.7.3.2 Air filter, drawings:, or
 - 4.2.7.3.2.1 Make(s):
 - 4.2.7.3.2.2 Type(s):
 - 4.2.7.3.3 Intake silencer, drawings:, or
 - 4.2.7.3.3.1 Make(s):
 - 4.2.7.3.3.2 Type(s):
- 4.2.8 Exhaust system
 - 4.2.8.1 Description and drawings of the exhaust system:

⁽¹⁾ Delete where inapplicable.
⁽²⁾ Specify the tolerance.
⁽³⁾ This figure must be rounded off to the nearest tenth of a millimetre.
⁽⁴⁾ This value must be calculated with $\pi = 3.1416$ and rounded off to the nearest cm^3 .

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4.2.9	Valve timing or equivalent data
4.2.9.1	Maximum lift of valves, angles of opening and closing, or timing details of alternative distribution systems, in relation to dead centres:
4.2.9.2	Reference and/or setting ranges ⁽¹⁾ :
4.2.10	Lubricant used
4.2.10.1	Make:
4.2.10.2	Type:
4.2.11	Measures taken against air pollution
4.2.11.1	Device for recycling crankcase gases (description and drawings):
4.2.11.2	Additional anti-pollution devices (if any, and if not covered by another heading):
4.2.11.2.1	Catalytic converter: yes/no ⁽¹⁾
4.2.11.2.1.1	Number of catalytic converters and elements:
4.2.11.2.1.2	Dimensions and shape of the catalytic converter (volume):
4.2.11.2.1.3	Type of catalytic action:
4.2.11.2.1.4	Total charge of precious metals:
4.2.11.2.1.5	Relative concentration:
4.2.11.2.1.6	Substrate (structure and material):
4.2.11.2.1.7	Cell density:
4.2.11.2.1.8	Type of casing for the catalytic converter(s):
4.2.11.2.1.9	Location of the catalytic converter(s) (place and reference distances on the exhaust line):
4.2.11.2.1.10	Oxygen sensor: type:
4.2.11.2.1.10.1	Location of oxygen sensor:
4.2.11.2.1.10.2	Control range of oxygen sensor:
4.2.11.2.2	Air injection: yes/no ⁽¹⁾
4.2.11.2.2.1	Type (pulse air, air pump,):
4.2.11.2.3	EGR: yes/no ⁽¹⁾
4.2.11.2.3.1	Characteristics (flow,):
4.2.11.2.4	Evaporative emissions control systems:
	Complete detailed description of the devices and their state of tune:
	Drawing of the evaporation control system:
	Drawing of the carbon canister:
	Drawing of the fuel tank with indication of capacity and material:

⁽¹⁾ Delete where inapplicable.
⁽²⁾ Specify the tolerance.
⁽³⁾ This figure must be rounded off to the nearest tenth of a millimetre.
⁽⁴⁾ This value must be calculated with $\pi = 3.1416$ and rounded off to the nearest cm^3 .

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- 4.2.11.2.5 Particulate trap: yes/no⁽¹⁾.....
- 4.2.11.2.5.1 Dimensions and shape of the particular trap (capacity).....
- 4.2.11.2.5.2 Type of particulate trap and design
- 4.2.11.2.5.3 Location of the particulate trap (reference distances in the exhaust system)....
- 4.2.11.2.5.4 Regeneration system/method. Description and drawing
- 4.2.11.2.6 Other systems (description and working):

5. TRANSMISSION

- 5.1 Clutch (type):
- 5.1.1 Maximum torque conversion:.....
- 5.2 Gearbox:.....
- 5.2.1 Type:.....
- 5.2.2 Location relative to the engine:
- 5.2.3 Method of control:
- 5.3 Gear ratios

Index	Gearbox ratios	Final drive ratios	Total ratios
Maximum for CVT(*)			
1			
2			
3			
4, 5, others			
Minimum for CVT(*)			
Reverse			

(*) Continuously variable transmission

6. SUSPENSION

- 6.1 Tyres and wheels normally fitted
- 6.1.1 Distribution of tyres to axles and permitted tyre combinations:.....
- 6.1.2 Range of tyre sizes:
- 6.1.3 Upper and lower limits of rolling circumference:
- 6.1.4 Tyre pressure(s) as recommended by the manufacturer: kPa

7. BODYWORK

- 7.1 Body style:
- 7.2 Number of seats:
- 7.3 Number of doors:

⁽¹⁾ Delete where inapplicable.
⁽²⁾ Specify the tolerance.
⁽³⁾ This figure must be rounded off to the nearest tenth of a millimetre.
⁽⁴⁾ This value must be calculated with $\pi = 3.1416$ and rounded off to the nearest cm^3 .

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8.	URBAN CYCLE TESTS
8.1	Data tests carried out:
8.2	Location of dynamometer:
8.3	Type of dynamometer, including roller diameter:
8.4	Tyre pressures used:
8.5	Engine lubricant temperature obtained during test:
8.6	Wind speed used for setting dynamometer load:
8.6.1	Steady:
8.6.2	Gusting to:
8.7	Description of method used for setting dynamometer load:

9.	CONSTANT SPEED TESTS WHERE CARRIED OUT ON DYNAMOMETER (if applicable)
9.1	Data tests carried out:
9.2	Location of dynamometer:
9.3	Type of dynamometer, including roller diameter:
9.4	Tyre pressures used:
9.5	Engine lubricant temperature obtained during test:
9.6	Wind speed used for setting dynamometer load:
9.6.1	Steady:
9.6.2	Gusting to:
9.7	Description of method used for setting dynamometer load:

10.	CONSTANT SPEED TESTS WHERE CARRIED OUT ON ROAD OR TEST TRACK (if applicable)
10.1	Date tests carried out:
10.2	Location of approved road or test track:
10.3	Engine lubricant temperature obtained during test:
10.6	Weather conditions during constant 90 km/h test:
10.6.1	Atmospheric pressure:
10.6.2	Ambient temperature:
10.6.3	Relative humidity:
10.6.4	Wind speed:
10.6.4.1	Steady:
10.6.4.2	Gusting to:
10.7	Weather conditions during constant 120 km/h test:
10.7.1	Atmospheric pressure:
10.7.2	Ambient temperature:
10.7.3	Relative humidity:

(¹) Delete where inapplicable.
(²) Specify the tolerance.
(³) This figure must be rounded off to the nearest tenth of a millimetre.
(⁴) This value must be calculated with $\pi = 3.1416$ and rounded off to the nearest cm^3 .

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- 10.7.4 Wind speed:
- 10.7.4.1 Steady:
- 10.7.4.2 Gusting to:.....
- 11. NAME AND ADDRESS OF PERSONS BY WHOM TESTS CARRIED OUT (if not manufacturer)
- 11.1 Dynamometer tests:
- 11.2 Road or track tests:.....
- 12. FUEL CONSUMPTION TEST RESULTS (complete either 12.11 to 12.14 only or 12.21 to 12.24 only)
- 12.11 Results under 80/1268/EEC (or ECE Regulation) procedure
- 12.12 Results for each pair of cycles on the dynamometer:.....
- 12.13 Results for each of the four runs at the required constant speeds:.....
- 12.14 Mean results of 9.1 and 9.2:

	l/100 km	mpg	Method of measurement (V/G)
Tests simulating urban driving			
Test at constant speed of 90 km/h (on dynamometer/track ⁽¹⁾)			
Test (if any) at constant speed of 120 km/h (on dynamometer/track ⁽¹⁾)			

V=measurements made volumetrically; G=measurements made gravimetrically

OR

- 12.2 Results under 93/116/EC procedure
- 12.21 CO₂ mass emission:g/km
- 12.22 Fuel consumption (urban conditions):l/100 km (.....mpg)
- 12.23 Fuel consumption (extra urban conditions):.....l/100 km (.....mpg)
- 12.24 Fuel consumption (combined):l/100 km (.....mpg)

⁽¹⁾ Delete where inapplicable.
⁽²⁾ Specify the tolerance.
⁽³⁾ This figure must be rounded off to the nearest tenth of a millimetre.
⁽⁴⁾ This value must be calculated with $\pi = 3.1416$ and rounded off to the nearest cm³.

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SCHEDULE 3

SCHEDULE TO BE SUBSTITUTED FOR SCHEDULE 5 OF THE PRINCIPAL ORDER

“SCHEDULE 5

Article 14

PART I

FORM OF LABEL (EEC or ECE TEST PROCEDURE)

SCHEDULE 3

Article 3(4)

SCHEDULE TO BE SUBSTITUTED FOR SCHEDULE 5
OF THE PRINCIPAL ORDER

“SCHEDULE 5

Article 14

PART I

FORM OF LABEL (EEC or ECE TEST PROCEDURE)

<p>PASSENGER CAR FUEL CONSUMPTION ORDER 1983</p> <p>FUEL CONSUMPTION TESTS</p> <p>MODEL/MODELS</p> <p>The results recorded in an official fuel economy certificate of the officially approved tests for determining fuel consumption carried out on a car of this model/range of models are as follows:</p> <p>SIMULATED URBAN DRIVING</p> <p>..... 1/100 km (..... mpg)</p> <p>CONSTANT SPEED DRIVING—90 kph (56 mph)</p> <p>..... 1/100 km (..... mpg)</p> <p>CONSTANT SPEED DRIVING—120 kph (75 mph)</p> <p>..... 1/100 km (..... mpg)</p> <p>IMPORTANT NOTE</p> <p>The results given above do not express or imply any guarantee of the fuel consumption of the particular car to which this label is attached. The car itself has not been tested and there are inevitably differences between individual cars of the same model. In addition, this car may incorporate particular modifications. Furthermore, the driving style and road and traffic conditions, as well as the extent to which the car has been driven and the standard of maintenance, will all affect its fuel consumption.</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"><p><i>Information as to the results of officially approved tests on all cars tested is available for inspection by customers on the premises where this car is displayed</i></p></div>

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PART II

FORM OF LABEL (NEW EEC TEST PROCEDURE)

PART II

FORM OF LABEL (NEW EEC TEST PROCEDURE)

<p>PASSENGER CAR FUEL CONSUMPTION ORDER 1983</p> <p>FUEL CONSUMPTION TESTS</p> <p>MODEL/MODELS</p> <p>The results recorded in an official fuel economy certificate of the officially approved tests for determining fuel consumption carried out on a car of this model/range of models are as follows:</p> <p style="text-align: center;">URBAN</p> <p>..... 1/100 km (..... mpg)</p> <p style="text-align: center;">EXTRA URBAN</p> <p>..... 1/100 km (..... mpg)</p> <p style="text-align: center;">COMBINED</p> <p>..... 1/100 km (..... mpg)</p> <p style="text-align: center;">IMPORTANT NOTE</p> <p>The results given above do not express or imply any guarantee of the fuel consumption of the particular car to which this label is attached. The car itself has not been tested and there are inevitably differences between individual cars of the same model. In addition, this car may incorporate particular modifications. Furthermore, the driving style and road and traffic conditions, as well as the extent to which the car has been driven and the standard of maintenance, will all affect its fuel consumption.</p> <div style="border: 1px solid black; padding: 5px; text-align: center;"><p><i>Information as to the results of officially approved tests on all cars tested is available for inspection by customers on the premises where this car is displayed</i></p></div>
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EXPLANATORY NOTE

(This note is not part of the Order)

This Order amends the Passenger Car Fuel Consumption Order 1983 (“the principal Order”) so that, in addition to the procedures already approved for determining the fuel consumption of certain passenger cars, approval is given to the test procedure introduced by Commission Directive [93/116/EC](#) which amends Council Directive [80/1268/EEC](#).

The principal Order is also amended so that, in a case where the results of an officially approved test carried out on a car have been recorded in an ECE or EEC fuel consumption document, there is no longer any requirement for the fuel consumption of the car to be separately certified by the Secretary of State in an official fuel economy certificate. In such a case the fuel consumption document is to be treated as such a certificate.

This Order also updates certain references in the principal Order and makes minor, consequential and drafting amendments to it.

Copies of the Directives referred to above may be obtained from Her Majesty’s Stationery Office.