

## Case Study – Euro 2 Minibus



The Gross Vehicle Weight of this Diesel Mercedes Sprinter minibus is 4,600kg and the unladen weight is 1,760kg. The minibus has more than 8 seats plus the driver's seat which means the Low Emission Zone applies to this vehicle from 3 January 2012.

The minibus was registered for the first time with the DVLA in 1999, which means it currently meets the Euro 2 for Particulate Matter (PM) emissions standard. It does not meet the required emission standard for this vehicle to drive within the LEZ from 2012, which is Euro 3 for PM. If the owner wishes to continue to drive this minibus within Greater London free of charge, he will need to take some action to meet the correct standard.

The owner could replace the vehicle, but the value of the minibus is still high and the replacement cost would be expensive. The owner decides the easiest way to bring it up to the required emissions standard for the LEZ is to fit a filter to reduce the PM emitted from the vehicle. The Mercedes Sprinter minibus is a popular make of vehicle, so a 'direct fit' solution is available. There is a diesel particulate filter available which replaces the original front silencer on the exhaust. The total cost of fitting the filter would be about £1,500.

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](http://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 vehicles 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 minibus was tested the owner received a Low Emission Certificate (LEC). The owner waited 10 days until TfL had received the certificate information from VOSA. The owner can now drive the minibus within the LEZ from 3 January 2012 without having to pay the daily charge.