

## Case study – Euro 0 Coach



The Volvo BM10 Coach has a Gross Vehicle Weight of 18000kg. The coach was registered for the first time with the DVLA in 1985 and does not meet any Euro standard. To drive within the Low Emission Zone (LEZ) without charge the coach needs to meet the Euro III emissions standard for Particulate Matter (PM). This will be raised to Euro IV emissions standard for PM from 3 January 2012. If the owner wishes to drive this coach within Greater London free of charge, he will have to take some action to meet the required standard.

The owner could replace the vehicle but the replacement cost would be very high. The owner decides the easiest way to bring the coach up to the required emissions standard for the LEZ is to fit a filter to trap the PM emitted from the vehicle. Emissions from the Volvo coach are high due to its age. After discussion with abatement equipment suppliers the coach was fitted with a diesel particulate filter with a fuel borne catalyst. This was the best combination based on the coach condition and duty cycle. Fitting the filter cost the owner around £5,500.

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 the same 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 coach 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 owner was then able to drive his coach in the LEZ without paying the daily charge and will not have to make any further changes to be compliant in January 2012.