



Guide for Determining the Emissions Classes of Heavy Commercial Vehicles

As at: 01 October 2015

1. Trucks and tractors registered in Germany (not passenger vehicles):

a) Heavy commercial vehicles registered in Germany with vehicle documentation issued as at 01 October 2005

For vehicles registered in Germany using standard EU vehicle documents, the emission class can be determined by the text in section 14 or from the code from section 14.1 of the registration certificate Part 1 (vehicle registration document).

These code numbers may only be used to assign heavy commercial vehicles registered in Germany (**but not by passenger vehicles and motorcycles or mobile homes up to 2.8 tonnes**) to the relevant European standard with the help of the following table:

Line no.	Code number	Emission/noise class	Result EURO	Category according to Appendix 1 of the German Federal Trunk Road Toll Act
	Code from section 14.1 of the registration certificate Part 1 (vehicle registration document)	Text from section 14 of the registration certificate Part 1 (vehicle registration document)		(for *1 and fitting with a particulate filter please be sure to observe instructions)
1	0088	EMISSION CLASS NOT KNOWN	0	F
2	0098	OLDTIMER	0	-
3	0601	GKL: G1	0	F
4	0602	GKL: G1 OEST	0	F
5	0610	SKL: S1	1	F
6	0611	SKL: S1, GKL: G1	1	F
7	0612	SKL: S1, GKL: G1 OEST	1	F
8	0620	SKL: S2	2	E *1
9	0621	SKL: S2, GKL: G1	2	E *1
10	0622	SKL: S2, GKL: G1 OEST	2	E *1
11	0630	93/59/EWG I	1	F
12	0631	93/59/I, GKL: G1	1	F
13	0632	93/59/I, GKL: G1 OEST	1	F
14	0633	96/69/EG I	2	E *1
15	0634	98/69/EG I; A	3	D *1
16	0635	98/69/EG I; B	4	C
17	0640	93/59/EWG II	1	F
18	0641	93/59/II, GKL: G1	1	F
19	0642	93/59/II, GKL: G1 OEST	1	F
20	0643	96/69/EG II	1	F
21	0644	98/69/EG II; A	2	E *1
22	0645	98/69/EG II; B	3	D *1
23	0650	93/59/EWG III	1	F
24	0651	93/59/III, GKL: G1	1	F
25	0652	93/59/III, GKL: G1 OEST	1	F
26	0653	96/69/EG III	1	F
27	0654	98/69/EG III; A	2	E *1
28	0655	98/69/EG III; B	3	D *1
29	0660	94/12/EG (M)	2	E *1
30	0661	94/12/EG (M), GKL: G1	2	E *1
31	0670	1999/96/EG; A	3	D *1
32	0671	1999/96/EG; A, GKL: G1	3	D *1
33	0680	1999/96/EG; B1	4	C
34	0681	1999/96/EG; B1, GKL: G1	4	C
35	0683	1999/96/EG; B2	5	B
36	0684	1999/96/EG; B2, GKL: G1	5	B
37	0690	1999/96/EG; C; EEV	EEV 1	B
38	0691	1999/96/EG; C; EEV, GKL: G1	EEV 1	B
39	66A0	EUROVI; A; M, N	6	A
40	66B0	EUROVI; B; M, N	6	A
41	66C0	EUROVI; C; M, N	6	A

Only cases typical for road haulage are listed. Codes and text not listed above may be assigned to a European standard using the table for the systematisation of motor vehicles and its appendices (SV 1) issued by the Federal Motor Vehicle and Transport Authority.

*1 Instructions for vehicles fitted with particulate reduction systems:

If a vehicle of the emission classes S1 and S2 has been retrofitted with a particulate reduction system, this results in a better toll category according to the following table – **but only if this requirement is fulfilled:**

Emission class	Retrofitted with particulate reduction system	Category according to Appendix 1 of the German Federal Trunk Road Toll Act	Toll rate as EURO
S2	Particulate reduction class 1 or better	D	3
S3	Particulate reduction class 2 or better	C	4

In individual cases it may occur that a differing (usually cheaper) emission class is entered in the registration certificate Part 1 (vehicle registration document) under section 22 or (V) 9. In such cases the cheaper emission class is the valid one.

The particulate reduction class can be found in the entry under section 22.

It is explicitly noted that the codes in section 14.1 for heavy commercial vehicles that have EU-harmonised vehicle documentation from abroad do not have to correspond to the code system for emission classes used within Germany. Under section 14.1, differing national codes of the EU Member States may also be issued. For heavy commercial vehicles not registered in Germany, only the following instructions under 2. and 3. hold:

b) Heavy commercial vehicles registered in Germany with vehicle documentation issued up to 30 September 2005

For the vehicle documentation previously used in Germany, it must first be checked whether the vehicle registration document or letter has a piece of text that is contained in the table on page 2 and can therefore be assigned to a European standard. If this is not the case, the emission class can also be indicated in an alternative way (see instructions under 3. below).

2. Heavy commercial vehicles not registered in Germany:

a) Heavy commercial vehicles not registered in Germany with EU-harmonised vehicle registration documentation

For heavy commercial vehicles not registered in Germany with EU-harmonised vehicle registration documentation, it must first be checked whether there is a piece of text from section 14 (V) 9, or if one of the EU directives listed in the table on page 2 from numbers 11-41 is indicated in the notes (example of text: „93/59/EWG“), so that one of the European standards listed there can be assigned to them (in the example this would be European standard 1). If this is not the case, the emission class can also be indicated in an alternative way (see instructions under 3. below).

b) Motor vehicles not registered in Germany without EU-harmonised vehicle registration documentation

For heavy commercial vehicles not registered in Germany without EU-harmonised vehicle registration documentation, it must also first be checked whether there is a piece of text that corresponds to one of the EU directives listed in the table on page 2 from numbers 11-41 and can therefore be assigned. If this is not the case, the emission class can also be indicated in an alternative way (see instructions under 3. below).

3. Alternative indication of emission class for heavy commercial vehicles registered in Germany and not registered in Germany:

If proof of emission class as outlined above is not possible for heavy commercial vehicles registered in Germany and not registered in Germany, this can also be done by presenting

1. the current motor vehicle tax certificate in the German language or
2. a certificate of the fulfilment of specific environmental requirements for the

vehicle. This also holds for any relevant certification of the particulate reduction class. This is regulated in § 8 (2) of the Truck Toll Regulations (LKW-MautV) and § 9 (1) in conjunction with § 8 (2) LKW-MautV (The LKW-MautV can be found online at <http://www.gesetze-im-internet.de>).

The vehicle document for CEMT approval (including „EURO IV Safe“, „EURO V Safe“, „EEV Safe“ and „EURO VI Safe“ vehicles) is suitable as proof under No. 2. The relevant European standard is proven with the vehicle document.

If the emission class cannot be found, the following possibilities are available for **providing evidence** of the emission class:

- Submission of a manufacturer's certificate from which the engine certification or the certification of the particulate reduction system is visible, in the German language. It must be visible on this certificate (for example from the licence plate or chassis number) that the low-emission engine or particulate reduction system is located in the specific vehicle.
- Proof of engine certification or certification of the particulate reduction system must be from an independent expert and in the German language. It must also be proven in this context that the low-emission engine or particulate reduction system is actually located in the specific vehicle.

Once other appropriate documents are provided, the Federal Office for Goods Transport will decide at its discretion whether the emission class of the vehicle for which tolls are to be collected has been proven beyond doubt (§ 8 (3) LKW-MautV and § 9 (4) in conjunction with § 8 (3) LKW-MautV). If there are contradictions between the documents supplied regarding the emission class, it can decide the emission class valid for the classification, and may also take into account the existing presumption provision for vehicles not registered in Germany at its own discretion.

The following presumption provision exists for vehicles not registered in Germany (§ 9 (2) LKW-MautV):

For vehicles subject to toll charges that are not registered in Germany and for which none of the specified certificates or contradictory documents have been supplied, it may be presumed that the following emission classes apply:

1. the emission class S5 for initial registration after 30 September 2009,
2. the emission class S4 for initial registration after 30 September 2006 and before 01 October 2009,
3. the emission class S3 for initial registration after 30 September 2001 and before 01 October 2006,
4. the emission class S2 for initial registration after 30 September 1996 and before 01 October 2001,
5. the emission class S1 for initial registration after 30 September 1993 and before 01 October 1996,
6. no emission class for initial registration before 01 October 1993.

If the vehicle falls under point 6, then it is to be recorded as European standard 0 at the toll station terminal. This also holds if suitable indications are completely unavailable. This recording as European standard 0 may not be objected to.

4. Vehicles with abnormal emission behaviour:

For vehicles with abnormal emission behaviour that is highly obvious (e.g. due to significant diesel soot emissions) in contrast to the emission class specified in the registration process or the use of a particulate reduction system, the Federal Office for Goods Transport may request proof that the heavy commercial vehicle actually belongs in the emission class to which it has been assigned (§ 9 (3) LKW-MautV).