

The Swedish Transport Agency's Code of Statutes



THE SWEDISH
TRANSPORT
AGENCY'S

Regulations amending the Swedish Transport Agency's Regulations and general advice (TSFS 2016:22) on cars and trailers towed by cars and put into service on or after 1 July 2010;

TSFS 20[Year]:

[No]

Published
on [Select a date]

ROAD TRAFFIC

adopted on [Select a date].

By virtue of Chapter 8, Section 16 of the Vehicle Ordinance (2009:211) and Sections 3 and 12 of the Exhaust Emission Control Ordinance (2011:345), the Swedish Transport Agency provides¹ that Annex 1 to the Swedish Transport Agency's Regulations and general advice (TSFS 2016:22) on cars and trailers towed by cars and put into service on or after 1 July 2010 shall be worded as follows.

On behalf of the Swedish Transport Agency

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¹ See Directive (EU) 2015/1535 of the European Parliament and of the Council of 9 September 2015 laying down a procedure for the provision of information in the field of technical regulations and of rules on Information Society services.

Annex 1 – Requirements for passenger cars, buses, lorries and their trailers

2. Exhaust from light vehicles

A vehicle of category M₁, M₂, N₁, or N₂ with a reference mass not exceeding 2,610 kg shall meet the requirements in row K1, K2, or K3 in the table below as regards emissions of exhaust and other pollutants.

A vehicle of category M₁, M₂, N₁, or N₂ with a reference mass between 2,380 and 2,610 kg may meet the requirements on emissions of exhaust and other pollutants in Section 41 instead of the requirements in the first paragraph. This is conditional upon the vehicle also meeting the requirements for the measurement of CO₂ emissions and fuel consumption as laid down in Regulation (EC) No 715/2007 and its implementing provisions.

A vehicle of category M₁, M₂, N₁, or N₂ with a reference mass not exceeding 2,840 kg, as regards emissions of exhaust and other pollutants, may meet the requirements in row K1, K2, or K3, provided that it meets the conditions specified in Article 2(2) of Regulation (EC) No 715/2007.

A vehicle of category M₁ and N₁ manufactured in large series in or for third countries may instead meet the requirements in row T1.

A vehicle that has subsequently been converted to run on ethanol fuel may instead meet the requirements in row K1 or K7. A vehicle of category M₁ or N₁ may meet the requirements in row K5. The conversion may not increase the maximum engine power of the vehicle by more than 5 percent.

A vehicle that has subsequently been converted to run on CNG (compressed natural gas), LNG (liquified methane gas), or LPG (liquefied petroleum gas) may instead meet the requirements in row K4 or K7. The conversion may not increase the maximum engine power of the vehicle by more than 5 percent.

A vehicle previously registered and put into service in a country outside the European Economic Area or in Türkiye may, instead of the above requirements, meet the requirements in row K6.

Despite the above requirements

1. camper vans, ambulances, hearses, and armoured vehicles are not subject to the CO₂ emissions and fuel consumption requirements in row K1;
2. in cases specified in row S1, camper vans, ambulances, and hearses may also meet the requirements stated therein; and
3. in cases specified in row S2, wheelchair accessible vehicles may also meet the requirements stated therein.

When evaluating whether the requirements are met, a modification/change

1. of the length of the exhaust system, up to 2 metres after the last silencer, shall not entail requirements for further testing of the exhaust emission control system of camper vans, ambulances, or hearses;

2. in the reference mass shall not invalidate an approval issued for the most representative base vehicle for a camper van, ambulance, hearse, or wheelchair accessible vehicle; and

3. to the exhaust system of a wheelchair accessible vehicle shall not entail requirements for further testing, provided that the exhaust emission control system – and any filters – is unaffected by the modification.

Provisions on replacement catalytic converters for vehicles can be found in Regulation (EC) No 715/2007 and in the Swedish Transport Agency's Regulations and general advice (TSFS 2013:63) on cars and trailers towed by cars.

Row	Provisions		Applies to vehicles put into service
K1	Meet the requirements as amended by	Regulation (EC) No 715/2007	-
		Regulation (EC) No 692/2008 Euro 5 or subsequent amendments according to the dates specified in the table in Appendix 6 to Annex I	2010-07-01–2015-08-31 Limited to category M ₁ , M ₂ , and N ₁ class I
			2012-01-01–2016-08-31 Limited to category N ₁ Class II, N ₁ Class III, and N ₂
		Regulation (EC) No 692/2008 Euro 6 or subsequent amendments according to the dates specified in the table in Appendix 6 to Annex I	2015-09-01–2018-08-31 Limited to category M ₁ , M ₂ , and N ₁ class I
			2016-09-01–2019-08-31 Limited to category N ₁ Class II, N ₁ Class III, and N ₂
		Regulation (EU) 2017/1151 or	2017-09-01 or later Limited to category M ₁ , M ₂ , and N ₁ class I

			subsequent amendments	2018-09-01 or later Limited to category N ₁ class II, N ₁ class III, and N ₂
K2	Meet the requirements of Directive		70/220/EEC	-
	amended by Directive		98/69/EC Vehicles that meet the requirements in row B of Table 5.3.1.4 in Annex I.	2010-07-01–2010-12-31 Limited to category M ₁ , M ₂ , and N ₁ class I 2010-07-01–2011-12-31 Limited to category N ₁ Class II, N ₁ Class III, and N ₂ and vehicles designed to fulfil specific social needs
K3	Meet the requirements of		ECE Regulation 83	-
		05 series of amendments Vehicles that meet the requirements in row B of the table in Section 5.3.1.4.	2010-07-01–2010-12-31 Limited to category M ₁ , M ₂ , and N ₁ class I	
			2010-07-01–2011-12-31 Limited to category N ₁ Class II, N ₁ Class III, and N ₂ and vehicles designed to fulfil specific social needs	
		06 series of amendments	2010-07-01–2015-08-31 Limited to category M ₁ , M ₂ , and N ₁ class I	
				2012-01-01–2016-08-31

			Limited to category N ₁ Class II, N ₁ Class III, and N ₂
		07 series of amendments or subsequent amendments	2015-09-01–2018-08-31 Limited to category M ₁ , M ₂ , and N ₁ class I
			2016-09-01–2018-08-31 Limited to category N ₁ Class II, N ₁ Class III, and N ₂
K4	Conversion kits shall meet the requirements of	ECE Regulation 115	-
		00 series of amendments or subsequent amendments	2010-07-01 or later
K5	Conversion kits shall meet the requirements of Chapter 5, Sections 24–32 of the Swedish Transport Agency's Regulations and general advice (TSFS 2013:63) on cars and trailers towed by cars		2010-07-01–2010-12-31 Limited to category M ₁
			2010-07-01–2011-12-31 Limited to category N ₁
K6	<p>A vehicle with a petrol engine operation shall be equipped with a working three-way catalytic converter and meet the requirements on exhaust emissions at idling and increased idling speed in Annex 1 to the Swedish Transport Agency's Regulations and general advice (TSFS 2017:54) on roadworthiness tests.</p> <p>A vehicle with a diesel engine shall meet the requirements on exhaust gas opacity during free acceleration in Annex 1 to the Swedish Transport Agency's Regulations and general advice (TSFS 2017:54) on roadworthiness tests, and meet emissions requirements relevant to the vehicle model in accordance with federal regulations of the United States. In the absence of vehicle data on absorption coefficients for exhaust gas opacity during free acceleration, the performance threshold shall be 1.5 m⁻¹.</p>		

K7	Conversion kits shall meet the requirements of Annex 5 to the Swedish Road Administration Regulations (VVFS 2003:29) on national type-approval of systems, components and separate technical units.	2011-01-01 or later
T1	Regarding emissions, a vehicle shall meet the alternative technical requirements specified in entries 2 and 2a in Parts I and II of Appendix 2 of Annex IV to Directive 2007/46/EC, as amended by Regulation (EU) No 183/2011.	
S1	A passenger car with a total weight exceeding 2,500 kg and built from a lorry or bus may meet the requirements that apply to the base vehicle, which in some cases may entail emissions requirements for heavy vehicles pursuant to point 11 or point 41 of this Annex. The same applies to a bus built from a lorry or passenger car.	
S2	A passenger car built from a lorry or bus may meet the requirements that apply to the base vehicle, which in some cases may entail emissions requirements for heavy vehicles pursuant to point 11 or point 41 of this Annex. The same applies to a bus built from a lorry.	

41. Exhaust from heavy vehicles

A vehicle with a reference mass exceeding 2,610 kg shall meet the requirements in row K1, K2, or K3 in the table below as regards emissions of exhaust.

Vehicles with a reference mass of 2,380 kg to 2,610 kg may meet the requirements on exhaust and other pollutants in rows K1, K2, or K3 in the table below instead of the requirements in point 2 of this Annex. This applies if the vehicle also meets the requirements for the measurement of CO₂ and fuel consumption as laid down in Regulation (EC) No 715/2007 and its implementing provisions in accordance with Regulation (EC) No 692/2008.

The requirements in rows K1–K3 do not apply to vehicles of category M₁, M₂, N₁, or N₂ that have a reference mass not exceeding 2,840 kg and which fulfil the conditions specified in Article 2(2) of Regulation (EC) No 715/2007.

A vehicle that has subsequently been converted to run on ethanol fuel may instead meet the requirements in row K1 or K7.

A vehicle that has subsequently been converted to run on CNG (compressed natural gas), LNG (liquified methane gas), or LPG (liquified petroleum gas) may instead meet the requirements in row K4 or K8.

A vehicle previously registered and put into service in a country outside the European Economic Area or in Türkiye may instead meet the requirements in row K5.

A heavy goods vehicle or a heavy bus converted for reduced exhaust emissions may instead meet the requirements specified in row K6.

A vehicle of category M₁ and N₁ manufactured in large series in or for third countries may instead meet the requirements in row T1.

In cases specified in row S1, camper vans, ambulances, and hearses may also meet the requirements stated therein.

A wheelchair accessible passenger car may also apply the exemptions specified in row S2.

An EC mobile crane may, instead of the requirements in rows K1–K3, meet the requirements specified in row S3.

When evaluating whether a camper van, ambulance, or hearse has met the requirements, modification of the length of the exhaust system, up to 2 metres after the last silencer, shall not entail requirements for further testing for pollutants.

Row	Provisions		Applies to vehicles put into service
K1	Meet the requirements of	Regulation (EC) No 595/2009 Euro 6 or later subsequent amendments according to the dates specified in Table 1 of Appendix 9 of Annex I to Regulation (EU) No 582/2011	2010-07-01 or later
	and	Regulation (EU) 2017/2400 or subsequent amendments	2019-07-01 or later for vehicle groups 4–5 and 9–10 as set out in Table 1 of Annex I to the Regulation
			2020-01-01 or later for vehicle groups 1–3 as set out in Table 1 of Annex I to the Regulation

			2020-07-01 or later for vehicle groups 11–12 and 16 as set out in Table 1 of Annex I to the Regulation
K2	Meet the requirements of Directive	2005/55/EC Vehicles with engines that meet the requirements in row B.2 of Tables 1 and 2 of Annex I	-
	amended by Directive	2005/78/EC	2010-07-01–2013-12-31
K3	Meet the requirements of	ECE Regulation 49	-
		04 series of amendments Vehicles with engines that meet the requirements in row B.2 of Tables 1 and 2 of Section 5.2.1 or subsequent amendments	2010-07-01–2013-12-31
		05 series of amendments	2010-07-01–2013-12-31
		06 series of amendments or subsequent amendments	2010-07-01 or later
	and	Regulation (EU) 2017/2400 or subsequent amendments	2019-07-01 or later for vehicle groups 4–5 and 9–10 as set out in Table 1 of Annex I to the Regulation
			2020-01-01 or later for vehicle groups 1–3 as set out in Table 1 of Annex I to the Regulation

			2020-07-01 or later for vehicle groups 11–12 and 16 as set out in Table 1 of Annex I to the Regulation
K4	Conversion kits shall meet the requirements of	ECE Regulation 115	-
		00 series of amendments or subsequent amendments	2010-07-01 or later
K5	The vehicle shall meet the requirements on exhaust gas opacity during free acceleration according to Annex 1 to the Swedish Transport Agency’s Regulations and general advice (TSFS 2017:54) on roadworthiness tests, and meet emissions requirements relevant to the vehicle model in accordance with federal regulations of the United States. In the absence of vehicle data on absorption coefficients for exhaust gas opacity during free acceleration, the performance threshold shall be 1.5 m ⁻¹ .		
K6	Conversion kits shall meet the requirements of	ECE Regulation 132	-
		01 series of amendments or subsequent amendments	2010-07-01 or later
K7	Conversion kits shall meet the requirements of Annex 5 to the Swedish Road Administration Regulations (VVFS 2003:29) on national type-approval of systems, components and separate technical units.		2010-07-01 or later
K8	Conversion kits shall meet the requirements of	ECE Regulation 143	-
		00 series of amendments or subsequent amendments	2010-07-01 or later
T1	Regarding exhaust, a vehicle shall meet the alternative technical requirements specified in entry 41 in Parts I and II of Appendix 2 of Annex IV to Directive 2007/46/EC, as worded in Regulation (EU) No 183/2011.		

70. Specific components for CNG (compressed natural gas) and LNG (liquified methane gas) and their installation

A vehicle that runs on CNG (compressed natural gas) or LNG (liquefied methane gas) shall meet the requirements in row K1 or K2 of the table below regarding fuel system safety.

A vehicle that has subsequently been converted to run on CNG or LNG shall meet the requirements in row K2 or K3 regarding fuel system safety.

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