

# The Swedish Transport Agency's Code of Statutes



**TSFS 2024:80**

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## **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 1 July 2010 or later;**

**ROAD TRAFFIC**

adopted on 27 november 2024.

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 provides<sup>1</sup> 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.

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This statute shall enter into force on 1 May 2025.

On behalf of the Swedish Transport Agency

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(Road and rail)

<sup>1</sup> 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.

## Appendix 1. Requirements for passenger cars, buses, lorries and their trailers

### 2. Exhaust from lighter vehicles

A vehicle of Category M<sub>1</sub>, M<sub>2</sub>, N<sub>1</sub> or N<sub>2</sub> 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 M<sub>1</sub>, M<sub>2</sub>, N<sub>1</sub> or N<sub>2</sub> 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 CO<sub>2</sub> emissions and fuel consumption as laid down in Regulation (EC) No 715/2007 and its implementing provisions.

A vehicle of Category M<sub>1</sub>, M<sub>2</sub>, N<sub>1</sub> or N<sub>2</sub> 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 M<sub>1</sub> and N<sub>1</sub> 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 M<sub>1</sub> or N<sub>1</sub> 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 (liquefied 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 CO<sub>2</sub> 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	Conform to the requirements of amended by	<b>Regulation (EC) No 715/2007</b> -
		Regulation (EC) No 692/2008 Euro 5 or later alterations; according to the dates specified in the table in Appendix 6 in Annex 1 1.7.2010–31.8.2015 Limited to: Category M <sub>1</sub> , M <sub>2</sub> , and N <sub>1</sub> Class I
		1.1.2012–31.8.2016 Limited to Category N <sub>1</sub> Class II, N <sub>1</sub> Class III, and N <sub>2</sub>
		Regulation (EC) No 692/2008 Euro 6 or later alterations; according to the dates specified in the table in Appendix 6 in Annex 1 1.9.2015–31.8.2018 Limited to: Category M <sub>1</sub> , M <sub>2</sub> , and N <sub>1</sub> Class I
		1.9.2016–31.8.2019 Limited to Category N <sub>1</sub> Class II, N <sub>1</sub> Class III, and N <sub>2</sub>
		Regulation (EU) 2017/1151 or later alterations; 1.9.2017 or later Limited to: Category M <sub>1</sub> , M <sub>2</sub> , and N <sub>1</sub> Class I
		1.9.2018 or later Limited to: Category N <sub>1</sub> Class II, N <sub>1</sub> Class III and N <sub>2</sub>

K2	Conform to 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.	1.7.2010–31.12.2010 Limited to Category M <sub>1</sub> , M <sub>2</sub> , and N <sub>1</sub> Class I
			1.7.2010–31.12.2011 Limited to Category N <sub>1</sub> Class II, N <sub>1</sub> Class III, and N <sub>2</sub> and vehicles designed to fulfil specific social needs
K3	Conform to the requirements of	ECE Regulation 83	-
		05 series of amendments Cars that fulfil the requirements of Row B of the table in Section 5.3.1.4.	1.7.2010–31.12.2010 Limited to: Category M <sub>1</sub> , M <sub>2</sub> , and N <sub>1</sub> Class I
			1.7.2010–31.12.2011 Limited to: Category N <sub>1</sub> Class II, N <sub>1</sub> Class III and N <sub>2</sub> and vehicles designed so as to comply with specific societal needs
		06 series of amendments	1.7.2010–31.8.2015 Limited to: Category M <sub>1</sub> , M <sub>2</sub> , and N <sub>1</sub> Class I
			1.1.2012–31.8.2016 Limited to: Category N <sub>1</sub> Class II,

			N <sub>1</sub> Class III and N <sub>2</sub>
		07 series of amendments or subsequent amendments	1.9.2015–31.8.2018 Limited to: Category M <sub>1</sub> , M <sub>2</sub> , and N <sub>1</sub> Class I
			1.9.2016–31.8.2018 Limited to Category N <sub>1</sub> Class II, N <sub>1</sub> Class III, and N <sub>2</sub>
K4	Conversion kits shall meet the requirements of	<b>ECE Regulation 115</b>	-
		amendment series 00 or subsequent amendments	1.7.2010 or later
K5	Conversion kits shall meet the requirements of in accordance with 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.		1.7.2010–31.12.2010 Limited to: Category M <sub>1</sub>
			1.7.2010–31.12.2011 Limited to: Category N <sub>1</sub>
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<sup>-1</sup>.</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.		1.1.2011 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 constructed 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 CO<sub>2</sub> 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 a car of Category M<sub>1</sub>, M<sub>2</sub>, N<sub>1</sub> and N<sub>2</sub>, which has a reference mass not exceeding 2 840 kg and which meets the conditions set out in Article 2, paragraph 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 (liquefied methane gas), or LPG (liquefied 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 M<sub>1</sub> and N<sub>1</sub> manufactured in large series in or for third countries may instead meet the requirements in row T1.

A camper van, an ambulance and a hearse may, in cases given in row S1, also conform with the requirements listed there.

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	Conform to the requirements of          and	<b>EC Regulation 595/2009</b>  Euro 6 or later subsequent amendments according to the dates specified in Table 1 of Appendix 9 of Annex 1 to Regulation (EU) No 582/2011	1.7.2010 or later
		<b>Regulation (EU) No 2017/2400</b> or subsequent amendments	1.7.2019 or later for vehicle groups 4–5 and 9–10 as set out in Table 1 of Annex I to the Regulation
			1.1.2020 or later for vehicle groups 1–3 as set out in Table 1 of Annex I to the Regulation
			1.7.2020 or later for vehicle groups 11–12 and 16 as set out in Table 1 of Annex I to the Regulation

K2	Conform to the requirements of Directive	<b>2005/55/EC</b> 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	1.7.2010–31.12.2013
K3	Conform to the requirements of	<b>ECE Regulation 49</b>	-
		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	1.7.2010–31.12.2013
		05 series of amendments	1.7.2010–31.12.2013
		06 series of amendments or subsequent amendments	1.7.2010 or later
	and	<b>Regulation (EU) No 2017/2400</b> or subsequent amendments	1.7.2019 or later for vehicle groups 4–5 and 9–10 as set out in Table 1 of Annex I to the Regulation
			1.1.2020 or later for vehicle groups 1–3 as set out in Table 1 of Annex I to the Regulation
			1.7.2020 or later for vehicle groups 11–12 and 16 as set out in Table 1 of Annex I to the Regulation
K4		<b>ECE Regulation 115</b>	-



	Conversion kits shall meet the requirements of	amendment series 00 or subsequent amendments	1.7.2010 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 <sup>-1</sup> .		
K6	Conversion kits shall meet the requirements of	<b>ECE Regulation 132</b>	-
		01 series of amendments or subsequent amendments	1.7.2010 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.		1.7.2010 or later
K8	Conversion kits shall meet the requirements of	<b>ECE Regulation 143</b>	-
		00 series of amendments or subsequent amendments	1.7.2010 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.		
S1	A passenger car with a total weight of over 2 500 kg, and constructed from a lorry or bus, may conform with the requirements that apply to the basic vehicle. The same applies to a bus constructed from a lorry or passenger car.		
S2	In order for modifications of an exhaust system to be accepted without further exhaust emissions testing and measurements of fuel consumption and CO2 emissions, the exhaust system and any particulate filters may not be affected.		

S3	A mobile crane may meet the exhaust emissions requirements of Directive 97/68/EC as amended by Directive 2012/46/EU or of Regulation (EU) 2016/1628.
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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 (liquified 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.

Row	Provisions	Applies to vehicles put into service
K1	Vehicles type-approved or components type-approved and installed as per	ECE Regulation 110 -
		amendment series 00 or subsequent amendments 1.7.2010 or later
K2	Conversion kits shall comply with the requirements of	ECE Regulation 115 -
		amendment series 00 or subsequent amendments 1.7.2010 or later
	and be installed according to the manufacturer’s instructions.	
K3	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.	1.1.2011 or later