



Guide for Determining the Emission Classes of Commercial Vehicles

As of: 01 July 2018

1. Commercial vehicles registered in Germany:

a) Commercial vehicles registered in Germany with vehicle documentation issued from 01 October 2005

For domestic vehicles registered in Germany using standard EU vehicle documents, the emission class can be determined by the text in section 14 or the key number for 14.1. The following table provides an overview of the most common emission key numbers for commercial vehicles:

Line no.	Emission key numbers	Emission/noise class	Result European standard	Category according to Appendix 1 of the German Federal Trunk Road Toll Act (BFStrMG)
	Code from field 14.1 of the vehicle registration certificate Part 1 (vehicle registration document) for domestic vehicles	Text from section 14 of the vehicle registration certificate Part 1 (vehicle registration document) for domestic vehicles		(for *1 and fitting with a particulate filter please be sure to observe instructions)
1	0000	KEINE	EURO 0	F
2	0088	EMISSIONSKL. NICHT BEK.	EURO 0	F
3	0098	OLDTIMER	EURO 0	-
4	0099	KEINE	EURO 0	F
5	0601	GKL: G1	EURO 0	F
6	0602	GKL: G1 OEST	EURO 0	F
7	0610	SKL: S1	EURO 1	F
8	0611	SKL: S1, GKL: G1	EURO 1	F
9	0612	SKL: S1, GKL: G1 OEST	EURO 1	F
10	0620	SKL: S2	EURO 2	E *1
11	0621	SKL: S2, GKL: G1	EURO 2	E *1
12	0622	SKL: S2, GKL: G1 OEST	EURO 2	E *1
13	0630	93/59/EWG I	EURO 1	F
14	0631	93/59/I GKL: G1	EURO 1	F
15	0632	93/59/I GKL: G1 OEST	EURO 1	F
16	0633	96/69/EG I	EURO 2	E *1
17	0634	98/69/EG I, A	EURO 3	D *1
18	0635	98/69/EG I; B	EURO 4	C
19	0640	93/59/EWG II	EURO 1	F
20	0641	93/59/II GKL: G1	EURO 1	F
21	0642	93/59/II GKL: G1 OEST	EURO 1	F
22	0643	96/69/EG II	EURO 1	F
23	0644	98/69/EG II; A	EURO 2	E *1
24	0645	98/69/EG II, B	EURO 3	D *1
25	0650	93/59/EWG III	EURO 1	F
26	0651	93/59/III GKL: G1	EURO 1	F
27	0652	93/59/III GKL: G1 OEST	EURO 1	F
28	0653	96/69/EG III	EURO 1	F
29	0654	98/69/EG III; A	EURO 2	E *1
30	0655	98/69/EG III, B	EURO 3	D *1
31	0660	94/12/EG (M)	EURO 2	E *1
32	0661	94/12/EG (M), GKL: G1	EURO 2	E *1
33	0670	1999/96/EG; A	EURO 3	D *1
34	0671	1999/96/EG; A, GKL: G1	EURO 3	D *1
35	0680	1999/96/EG; B1	EURO 4	C
36	0681	1999/96/EG; B1, GKL: G1	EURO 4	C
37	0683	1999/96/EG; B2	EURO 5	B
38	0684	1999/96/EG; B2, GKL: G1	EURO 5	B
39	0690	1999/96/EG; C; EEV	EEV 1	B

40	0691	1999/96/EG; C; EEV; GKL: G1	EEV 1	B
41	35A0	EURO 5; A; PI/CI; M, N1 I	EURO 5	B
42	35D0	EURO 5; D ; PI/CI; N1 II	EURO 5	B
43	35E0	EURO 5; E; PI/CI; N1 III, N2	EURO 5	B
44	35F0	EURO 5; F; PI/CI; M, N1 I	EURO 5	B
45	35H0	EURO 5; H; PI/CI; N1 II	EURO 5	B
46	35I0	EURO 5; I; PI/CI;N1 III, N2	EURO 5	B
47	35J0	EURO 5; J; PI/CI; M, N1 I	EURO 5	B
48	35L0	EURO 5; L; PI/CI; N1 II	EURO 5	B
49	35M0	EURO 5; M; PI/CI; N1 III, N2	EURO 5	B
50	36N0	EURO 6; N; CI; M, N1	EURO 6	A
51	36O0	EURO 6; O; CI; N1 II	EURO 6	A
52	36P0	EURO 6; P; CI; N1 III, N2	EURO 6	A
53	36Q0	EURO 6; Q; CI; M, N1 I	EURO 6	A
54	36R0	EURO 6; R; CI; N1 II	EURO 6	A
55	36S0	EURO 6; S; CI; N1 III, N2	EURO 6	A
56	36T0	EURO 6; T; CI; M, N1 I	EURO 6	A
57	36U0	EURO 6; U; CI; N1 II	EURO 6	A
58	36V0	EURO 6; V; CI; N1 III, N2	EURO 6	A
59	36W0	EURO 6; W; PI/CI; M, N1 I	EURO 6	A
60	36X0	EURO 6; X; PI/CI; N1 II	EURO 6	A
61	36Y0	EURO 6; Y; PI/CI; N1 III, N2	EURO 6	A
62	36ZA	EURO 6; ZA; PI/CI; M, N1	EURO 6	A
63	36ZB	EURO 6; ZB; PI/CI; N1 II	EURO 6	A
64	36ZC	EURO 6; ZC; PI/CI; N1 III, N2	EURO 6	A
65	36ZD	EURO 6; ZD; PI/CI; M, N1 I	EURO 6	A
66	36ZE	EURO 6; ZE; PI/CI; N1 II	EURO 6	A
67	36ZF	EURO 6; ZF; PI/CI; N1 III, N2	EURO 6	A
68	66A0	EURO VI; A; M, N	EURO 6	A
69	66B0	EURO VI; B; M, N	EURO 6	A
70	66C0	EURO VI; C; M, N	EURO 6	A
71	66D0	EURO VI; D; M, N	EURO 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 Transport Authority.

***1 Instructions for vehicles fitted with particulate reduction systems:**

If a vehicle of the emission classes S2 and S3 (= European standard 2 and 3) has been retrofitted with particulate reduction systems, this results in a better toll category according to the following table, **but only if this requirement is fulfilled:**

European standard	Retrofitted with particulate reduction system	Category according to Appendix 1 of the German Federal Trunk Road Toll Act (BFStrMG)	Toll rate as EURO
2	Particulate reduction class 1 or better	D	3
3	Particulate reduction class 2 or better	C	4

The European standard must be specified when logging on in the truck toll system.

In individual cases it may occur that a differing (usually cheaper) emission class is entered in the vehicle 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 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 commercial vehicles not registered in Germany, only the following instructions under 2. and 3. hold:

b) 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 certificate of ownership has a piece of text that is contained in the allocation table above 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 explanatory notes under 3. below).

2. Commercial vehicles not registered in Germany:

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

For 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 allocation table above from numbers 13 to 40 is indicated in the notes (example of text: "93/59/EWG I"), 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 explanatory notes under 3. below).

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

For 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 clearly corresponds to one of the EU directives listed in the allocation table above from numbers 13 to 40 and can therefore be assigned. If this is not the case, the emission class can also be indicated in an alternative way (see explanatory notes under 3. below).

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

If proof of emission class as outlined above is not possible for 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 valid 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 § 7 para. 2 of the German Truck Toll Regulations and in § 8 para. 1 in conjunction with § 7 para. 2 of the German Truck Toll Regulations (The German Truck Toll Regulations can be found online at <http://www.gesetze-im-internet.de>).

The vehicle document for ECMT approval (including "EURO IV Safe", "EURO V Safe", and "EURO VI Safe" vehicles) is suitable as proof for 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 number or the vehicle identification number (VIN, 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 (BAG) will decide at its discretion whether the emission class of the vehicle subject to toll has been unambiguously and therefore duly proven (§ 7 para. 3 of the German Truck Toll Regulations and § 8 para 4 in conjunction with § 7 para. 3 of the German Truck Toll Regulations). 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 registered abroad (§ 8 para. 2 of the German Truck Toll Regulations):

For vehicles subject to toll charges that are registered abroad 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 S6 for initial registration after 31 December 2013,
2. the emission class S5 for initial registration after 30 September 2009 and before 01 January 2014,
3. the emission class S4 for initial registration after 30 September 2006 and before 01 October 2009,
4. the emission class S3 for initial registration after 30 September 2001 and before 01 October 2006,
5. the emission class S2 for initial registration after 30 September 1996 and before 01 October 2001,
6. the emission class S1 for initial registration after 30 September 1993 and before 01 October 1996,
7. no emission class for initial registration before 01 October 1993.

If the vehicle falls under point 7, then it is to be recorded as European standard 0. This also holds if suitable indications are completely unavailable. This recording as European standard 0 may not be objected to.

4. Submission of contradictory documents:

If contradictions regarding the emission class arise from the documents presented during enforcement, then the Federal Office for Goods Transport (BAG) will decide at its discretion if the emission class has been duly proven and determine the emission class valid for the classification as well as the time period for which it is to be applied.

5. Vehicles with abnormal emission behaviour:

The principle of 4. also applies if there is indication during enforcement that the emission-control system or the particulate reduction system do not function properly or not at all. In serious cases, the relevant regulations stipulate the collection of the maximum rate (see explanatory notes on 6.).

If a vehicle subject to toll attracts attention due to a particularly high noise level or above-average exhaust emissions, or if there are significant indications that the presumption provision (see explanatory notes on 3.) should not be applied, the Federal Office for Goods Transport (BAG) can request documentation proving that the commercial vehicle actually belongs to the emission class to which it was attributed (§ 8 para. 3 of the German Truck Toll Regulations).

6. Improper proof of emission class:

In the event of improper proof of a vehicle's emission class during enforcement, air pollution costs will be calculated at the maximum rate. The company that owes the toll may provide proper proof of emission class retroactively. If this proof is not provided by the end of the objection proceedings, the maximum rate remains in place.