

# The new legislation at a glance

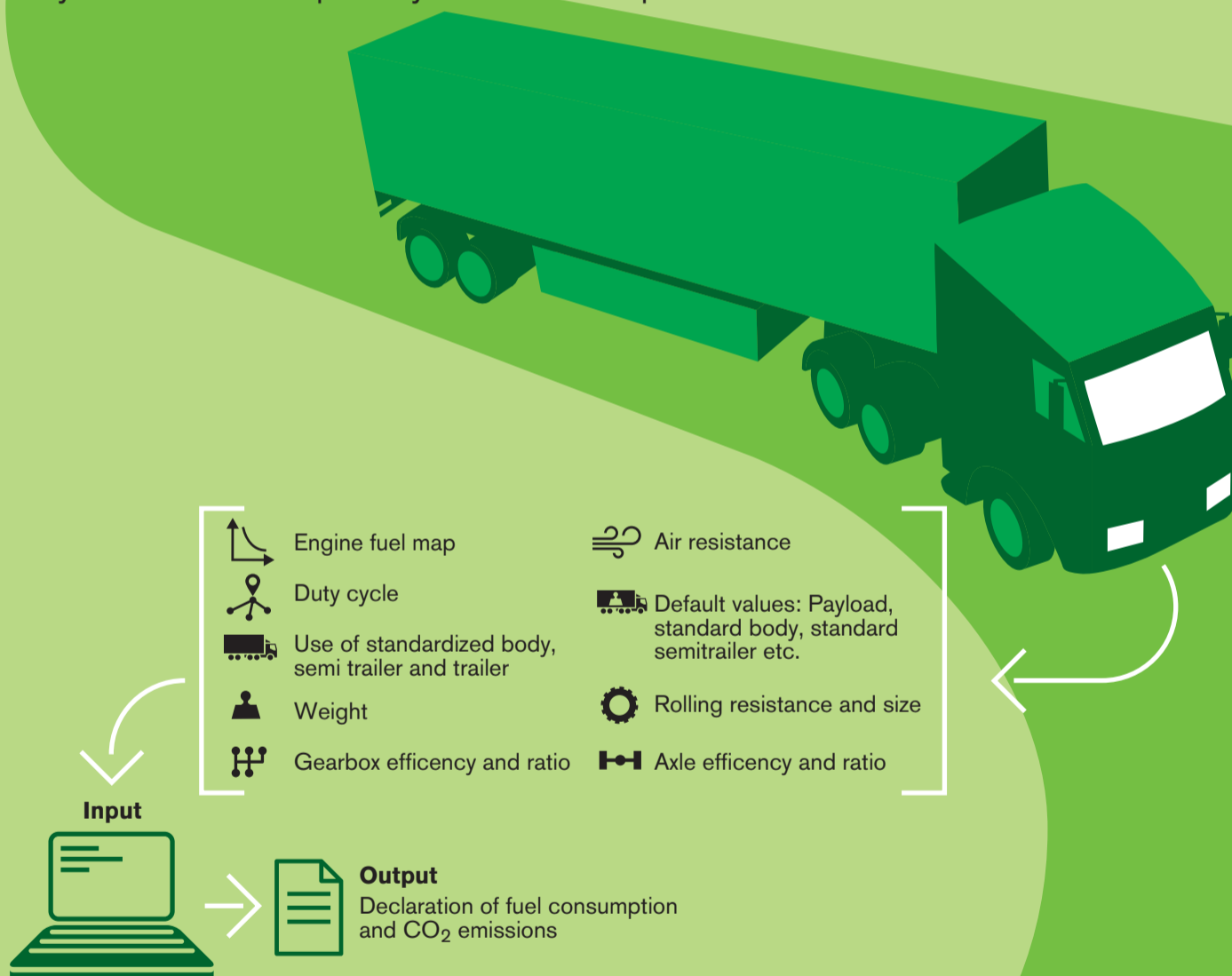
From January 2019, new EU legislation will require that new heavy-duty trucks manufactured in the EU come with declared fuel consumption and CO<sub>2</sub> emissions. Components that influence fuel consumption will be tested, and the results will then be used as input into a simulation tool which will calculate the expected CO<sub>2</sub> emissions.

## Timeline

- 1**  
**11 May 2017.**  
The EU passes new legislation demanding new heavy-duty vehicles come with declared fuel consumption and CO<sub>2</sub> emissions.
- 2**  
**1 January 2019.**  
New EU legislation requires new 4x2 trucks over 16 tonnes and 6x2 trucks come with declared fuel consumption and CO<sub>2</sub> emissions.
- 3**  
**1 July 2019.**  
Declarations required for all registered 4x2 trucks over 16 tonnes and 6x2 trucks.
- 4**  
**1 January 2020.**  
Declaration required for all registered 4x2 trucks under 16 tonnes.
- 5**  
**1 July 2020.**  
Declaration required for all registered 6x4 and 8x4 trucks.

## These factors affect fuel consumption

They are measured separately and used as input into a simulation tool.



## The following factors are not measured in the simulation

– but affect CO<sub>2</sub> emissions and fuel efficiency.

- Driver support systems:** Software that helps optimise the speed and gear selection.
- Driver training:** An individual driver's technique can make a huge difference on fuel consumption.
- Logistics and planning:** A tight delivery schedule puts pressure on the driver who in turn focuses on meeting deadlines rather than minimising fuel.
- Wheel alignment:** Correctly aligned wheels and the correct tyre pressure can affect overall fuel consumption.
- Load and length:** By allowing trucks to carry longer, heavier loads, fewer trucks will be needed to move the same amount – which means less fuel consumed.