



# Guidelines to manufacturers on the reporting of vehicle identification numbers for light commercial vehicles

Version 1 – December 2014

## 1. Introduction

This document provides technical guidance to manufacturers for the submission of vehicle identification numbers (VINs) for light commercial vehicles (vans) to be delivered to the Commission by 28 February of each year pursuant to Article 10 of Commission Regulation (EU) No 293/2012 on monitoring and reporting of data on the registration of new light commercial vehicles pursuant to Regulation (EU) No 510/2011 of the European Parliament and of the Council.

Article 10(3) and (4) of Commission Regulation (EU) No 293/2012 stipulates:

*"3. For the purpose of the verification of the provisional data, manufacturers shall submit to the Commission, at the latest by 28 February each year, the vehicle identification numbers of any light commercial vehicle (complete, completed or incomplete) they sold in the preceding calendar year in the Union, or for which they issued a warranty in that year. Manufacturers may at the same time provide the Commission with the detailed data specified in Annex II to Regulation (EU) No 510/2011 relating to those vehicles.*

*The data shall be transmitted via electronic data transfer to the Data Repository managed by the European Environmental Agency.*

*4. Where manufacturers do not submit the vehicle information numbers and detailed data referred to in paragraph 3, the provisional specific emissions target shall be calculated on the basis of the detailed data by the Member States."*

The new system will apply for the first time with regard to the monitoring data for 2014 to be delivered in 2015. The key aim of the new system is to ensure adequate monitoring of multistage vehicles. Through a dataset created on the basis of matching VINs from Member States and manufacturers, it should be possible to link a completed vehicle to a base vehicle and thus determine the base vehicle manufacturer responsible and the relevant technical data required to accurately calculate specific emission targets and determine manufacturers'

compliance with those targets. Moreover, a VIN based dataset will facilitate the verification of the provisional data.

It should however be stressed that it is only in the case where the Commission has access to both Member States and the manufacturer's VINs that a matching VIN based dataset can be created and shared with the manufacturer concerned.

## 2. Data specifications

In order to create the VIN based dataset, the following data must be submitted to the Commission:

- VINs for the vehicles sold and/or warranties (whichever is the closest in time to the date of registration) issued for the monitoring year including the last three months of the previous year;
- Each VIN should be accompanied by at least the following information:
  - Manufacturer name (as indicated in point 0.5, or in the case of incomplete or completed vehicles, point 0.5.1 of the CoC)
  - Type, variant, version code
  - Type approval number
  - CO<sub>2</sub> emissions (combined)
  - Mass in running order (complete/completed vehicle) (where available)
  - Mass in running order (of the base vehicle in the case of multi-stage vehicles)
  - Technically permitted maximum laden mass (of the base vehicle in the case of multi-stage vehicles)
  - Default added mass (DAM) used for determining the CO<sub>2</sub> emissions in the case of multi-stage vehicles, where applicable, as determined in accordance with Section 5 of Annex XII to Regulation (EC) No 692/2008 and as specified in the type approval documentation (TAD).

The same detailed data as delivered by Member States (see data format in Annex I) may be provided in addition to the above.

## 3. Data submission

In order to ensure that the verification of the data may be performed on the basis of the matching VINs, manufacturers are requested to provide the Commission with the data parameters specified above by **28 February of each year at the latest**. If data is provided after that date or not at all, a VIN based dataset cannot be created.

For the exchange of data between manufacturers and the European Environment Agency (the EEA), the EEA has set up an on-line data reporting system, the Business Data Repository (BDR). The BDR has been developed specifically for the handling of confidential commercial information as well as large quantities of data. Manufacturers should make use of this system for up-loading the required data (for more details see the BDR user manual available on CIRCABC <https://circabc.europa.eu/w/browse/a41f7626-c660-4ee6-9b4b-8f198de8ab5c>).

Accounts used for up-loading the error notifications in previous years are still valid (please note that for security reasons every year a new password will be issued). For those manufacturers that do not yet have a BDR log-in/password they are invited to make a request at the latest by **10 February** using the following functional mailbox: [EC-CO2-LDV-IMPLEMENTATION@ec.europa.eu](mailto:EC-CO2-LDV-IMPLEMENTATION@ec.europa.eu).

The data shall be uploaded on the Business Data Repository of the European Environment Agency using an xml data format available on CIRCABC: <https://circabc.europa.eu/w/browse/e02f09d9-52e8-4cd7-ae17-c474163315bc>.

#### **4. Notification of the provisional data to manufacturers**

The provisional data will be notified as soon as possible after receipt of the data from Member States and manufacturers (i.e. after 28 February but not later than 30 June).

The provisional targets will be calculated on the basis of Member States' data with the following exception:

- Where VINs are matching but data is missing in the Member State's submission, the manufacturer data will be used to complete the dataset.

The latter situation may in particular occur with regard to multi-stage vehicles and, more precisely, the entries for mass in running order and/or technically permissible maximum laden mass of a base vehicle and/or the default added mass.

The mass value used for calculating the specific emission target should in the case of multi-stage vehicles include the default added mass. The default added mass will be calculated on the basis of the mass in running order of the base vehicle and the technically permissible maximum laden mass of the base vehicle and verified against the default added mass declared by the manufacturer (if the latter data is submitted).

The complete database will be published without VINs but with identification numbers (IDs) for each vehicle record. Manufacturers will be able to identify their vehicles in the published dataset by selecting the relevant data entries in the field "manufacturer name" (MH).

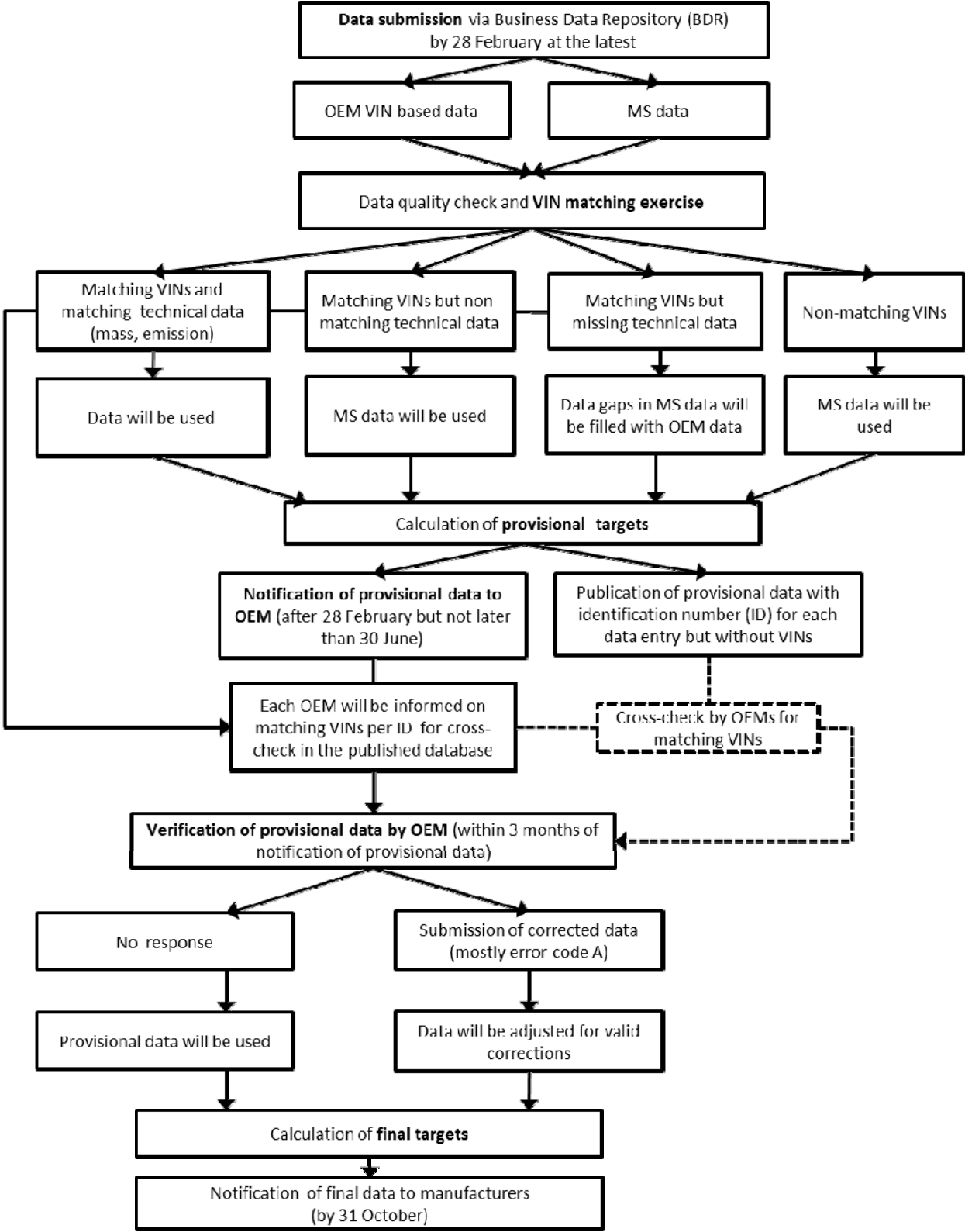
Manufacturers will be notified through the BDR of matching VINs, i.e. the EEA will up-load a table with the IDs and VINs for which a matching VIN has been identified. Manufacturers will then be able to identify and retrieve the relevant technical data of matching and non-matching VINs from the public database.

## **5. Verification of the provisional dataset**

The "Guidelines to manufacturers for the notification of errors in the provisional data on CO<sub>2</sub> emissions from passenger cars and light commercial vehicles" will be up-dated and made available in time for the verification of the provisional dataset. It is however appropriate to provide an overview already at this stage of the changes foreseen.

For the VIN based dataset, it is expected that manufacturers will be in a position to fully verify and where necessary correct the data, i.e. only error code A referred to in Regulation (EU) No 293/2012 may be used. There may also be a limited number of cases where there are matching VINs for vehicles that fall out of the scope of the Regulation, in which case error code C should be used. As no uncertainty should remain where the entry can be verified based on the VINs, error code B will however not be accepted as a correction of any entry with matching VINs. For entries without matching VINs the "Guidelines to manufacturers for the notification of errors in the provisional data on CO<sub>2</sub> emissions from passenger cars and light commercial vehicles" are applicable.

**Figure 1: CO2 monitoring for N1 vehicles**



## ANNEX I: Notification standard format

Parameter	Short name	Format	Field length (min/max/rule)	Content (min/max/rules)	Sample content	False content	Unit	Remarks
ID	ID	Text	Max 30	-	-	-	-	
Vehicle identification Number	VIN	Integer	17	-	WDB9066331S111111	WDB9066331S	-	Mandatory for the data submission.
Manufacturer name EU standard denomination	MH	Text	Max 120	-	-	-	-	This is the short name assigned by the Commission to identify each manufacturer. This denomination does not contain any special characters and it is included in the list of manufacturers, available on CIRCABC: <a href="https://circabc.europa.eu/w/browse/6c4cb908-ea46-4276-9f1f-e21374d4b2fb">https://circabc.europa.eu/w/browse/6c4cb908-ea46-4276-9f1f-e21374d4b2fb</a>
Manufacturer name OEM declaration	MAN	Text	Max 120	-	-	-	-	Recommended as a minimum for data submission. This is the name stated in the entry 0.5. (or 0.5.1. for multi-stage vehicles) in the COC. If OEM name is not included in the Commission's list of manufacturers, please inform the Commission.
Type approval number and its extension	TAN	Text	Max 120	-	e1*2007/46*0001*00	-	-	Recommended as a minimum for data submission.
Type	T	Text	Max 120	-	-	-	-	Recommended as a minimum for data submission.
Variant	Va	Text	Max 120	-	-	-	-	Recommended as a minimum for data submission.
Version	Ve	Text	Max 120	-	-	-	-	Recommended as a minimum for data submission.
Make	Mk	Text	Max 120	-	-	-	-	
Commercial name	Cn	Text	Max 120	-	-	-	-	
Category of the vehicle type approved	Ct	Text	Max 2	-	N1	-	-	
Mass in running order (complete/completed vehicle)	M	Integer	4	Min: 300 Max: 5000	1300	1300.4	kg	Recommended as a minimum for data submission. This field should be left blank in case this information is not available for MSV second stage.
Mass in running order (base vehicle)	MB	Integer	4	Min: 300 Max: 5000	1300	1300.4	kg	Recommended as a minimum for data submission. In the case of <u>MSV</u> the MRO of the <u>base vehicle</u> needs to be reported.
Technically permissible maximum	TPMLM	Integer	4	Min: 300 Max: 5000	1589	1589.4 1'589	kg	Recommended as a minimum for data submission. In the case of <u>MSV</u> TPMLM of the <u>base vehicle</u> needs to be

Parameter	Short name	Format	Field length (min/max/rule)	Content (min/max/rules)	Sample content	False content	Unit	Remarks
laden mass								reported.
Default added mass	DAM	Integer	Max. 4		200	200.4	kg	Recommended as a minimum for data submission. DAM should be delivered for <u>MSV</u> , where applicable, and as specified in the TAD.
Specific CO <sub>2</sub> Emissions	E	Integer	3	Min: 0 Max: 700	142	142.34	g/km	Recommended as a minimum for data submission. "Combined" value or, in the case of hybrid off vehicle charging vehicles, "weighted combined"
Wheel Base	W	Integer	Max. 4	Min: 500 Max: 9999	3300	3300.1 3'300	Mm	
Axle width steering axle	At1	Integer	Max. 4	Min: 500 Max: 3000	1600	1600.1 1'600	Mm	
Axle width other axle	At2	Integer	Max. 4	Min: 500 Max: 3000	1600	1600.1 1'600	Mm	
Fuel type	Ft	Text	Max 120	petrol	petrol	gasoline	-	
Fuel mode	Fm	Text	1	M: mono B: bifuel F: Flex E: electric	M	A	-	For the indication of Battery Electric Vehicles (BEVs), which are "pure" electric vehicles, the letter "E" in the entry "fuel mode" should be used.
Engine capacity	Ec	Integer	Max. 5		1589	1589.8 1'589	cm <sup>3</sup>	
Engine power	Ep	Integer	Max 3		158	158.8 158,8	Kw	
Electric energy consumption	Z	integer	-		101	101.8	Wh/km	
Innovative technology or group of innovative technologies	IT	text	Max 25	Min 3	e1 10 15	1 10 15	-	
Emissions reduction through innovative technologies	Er	Nearest one decimal point	Max 4	Min 1.0	1.2	0,9	g/km	