STATUTORY INSTRUMENTS

1977 No. 1603

CONTROL OF FUEL AND ELECTRICITY

The Passenger Car Fuel Consumption Order 1977

Made - - - -	1*st October* 1977
Laid before Parliament	10*th October* 1977
Coming into Operation	1*st November* 1977

The Secretary of State, in exercise of the powers conferred on him by sections 15(1), (2), (3), (6) and (7) and 17(4)(b) of the Energy Act 1976(**a**) and of all other powers enabling him in that behalf and having maintained consultation with organisations representative of manufacturers, importers, distributors and retailers of cars for the United Kingdom market, hereby orders as follows:—

Citation, commencement and interpretation

1.—(1) This Order may be cited as the Passenger Car Fuel Consumption Order 1977 and shall come into operation on 1st November 1977.

(2) In this Order—

"the Directive" means Council Directive No. 70/220/EEC of 20th March 1970(**b**) on the approximation of the laws of the Member States relating to measures to be taken against air pollution by gases from positive-ignition engines of motor vehicles;

"section 15" means section 15 of the Energy Act 1976.

(3) For the purposes of this Order anything shall be regarded as having been recommended or specified by the manufacturer of a class of cars if it is recommended or specified in any manual or handbook, as the case may be, compiled with a view to a copy of it being issued to any first purchaser of a car of that class or, if no such manual or handbook has been compiled, stated to be so recommended or specified in a certificate to that effect accompanying the particulars of tests for that class of car furnished to the Secretary of State under this Order and given by or on behalf of that manufacturer.

(4) The Interpretation Act 1889(**c**) shall apply to the interpretation of this Order as it applies to the interpretation of an Act of Parliament.

(**a**) 1976 c. 76.
(**b**) O.J. No. L76, 6.4.1970, p. 1 (O.J./S.E. 1970 (I) p. 171).
(**c**) 1889 c. 63.

Application

2.—(1) This Order applies in relation to all passenger cars about whose fuel consumption provision may be made by orders under section 15 which are motor cars having four or more wheels except—

(*a*) cars constructed or adapted for the use of a person suffering from some physical defect or disability;

(*b*) cars manufactured for use outside the United Kingdom;

(*c*) cars originally constructed for use for the conveyance of goods or burden of any description;

(*d*) cars so constructed or adapted that the driving power of the engine is transmitted to all the wheels of the car; or

(*e*) cars propelled otherwise than by spark ignition internal combustion engines fuelled by light oil.

(2) In this Article—

(*a*) "light oil" has the same meaning as in section 1(3) of the Hydrocarbon Oil (Customs & Excise) Act 1971(**a**); and

(*b*) "motor car" has the same meaning as in section 190(2) of the Road Traffic Act 1972(**b**).

Classes of cars

3. For the purposes of this Order all cars which do not differ materially in the technical characteristics specified in Schedule 1 to this Order shall be regarded as belonging to the same class.

Officially approved tests

4.—(1) Subject to Article 6 below, the fuel consumption of every class of cars in relation to which this Order applies and which continues or begins to be manufactured after 31st December 1977 shall be determined by means of the tests described in Schedule 2 to this Order carried out in the United Kingdom on a car of each class by, or under arrangements made by, the manufacturer or, in the case of an imported car, the importer of that car.

(2) No tests carried out in accordance with paragraph (1) above shall be regarded as officially approved tests unless such particulars of the tests as are specified in Schedule 3 to this Order and such other particulars of the tests as the Secretary of State may reasonably require in any case have been furnished to the Secretary of State and the test results have been recorded by him in an official fuel economy certificate.

(3) Nothing in paragraph (1) or (2) above shall entitle any person to require any test results to be recorded in an official fuel economy certificate if—

(*a*) the tests have not been carried out in circumstances where officers of the Secretary of State's department have been afforded all such facilities as they might reasonably require to satisfy themselves that the tests were being or had been properly carried out; or

(**a**) 1971 c. 12. (**b**) 1972 c. 20.

(*b*) the Secretary of State has reasonable cause to believe that the tests have not been properly carried out; or

(*c*) 2 months have not elapsed since such particulars of the tests as are specified in Schedule 3 to this Order were furnished to the Secretary of State.

(4) Where the Secretary of State has recorded any test results in an official fuel economy certificate he shall furnish a copy of the certificate to the manufacturer or, in the case of an imported car, the importer of the car on which the tests were carried out and, subject to paragraph (5) below, cause the results to be published from time to time with other test results he has so recorded.

(5) The Secretary of State, if requested by the person entitled to receive an official fuel economy certificate under paragraph (4) above, shall not cause the test results recorded in the certificate to be published until the expiry of such period of not more than 6 months beginning on the date when such particulars of the tests as are specified in Schedule 3 to this Order were furnished to the Secretary of State under paragraph (3) above as may be so requested.

Repetition of tests

5.—(1) The Secretary of State may require the tests described in Schedule 2 to this Order to be repeated by, or under arrangements made by, a manufacturer or importer of cars in respect of any class of cars manufactured or imported by him at a place and within a period determined by the Secretary of State in any case where the Secretary of State has reasonable cause to believe that the results of the repeated tests would differ significantly from the results recorded in the official fuel economy certificate.

(2) Where tests are required to be repeated under paragraph (1) above by, or under arrangements made by, a manufacturer or importer of cars, he shall—

(*a*) ensure that the tests are carried out at the place and within the period determined by the Secretary of State in circumstances where officers of the Secretary of State's department are afforded all such facilities as they may reasonably require to satisfy themselves that the tests are or have been properly carried out; and

(*b*) furnish to the Secretary of State such particulars of the tests as are required in Schedule 3 to this Order within 1 month from the date of the carrying out of the tests and such other particulars of the tests as the Secretary of State may reasonably require in that case within 1 month from the date of request for those particulars.

(3) Where no request has been made by the Secretary of State under paragraph (1) above but—

(*a*) the tests described in Schedule 2 to this Order have been repeated by, or under arrangements made by, a manufacturer or importer of cars in respect of any class of cars manufactured or imported by him or any description of cars comprised in such a class,

(*b*) the repeated tests have been carried out in circumstances where officers of the Secretary of State's department have been afforded all such facilities as they might reasonably require to satisfy themselves that the tests were being or had been properly carried out, and

(*c*) such particulars of repeated tests as are specified in Schedule 3 to this Order and such other particulars as the Secretary of State might have reasonably required in that case have been furnished to the Secretary of State

the Secretary of State shall record the repeated test results by amending or amplifying the official fuel economy certificate for the class of cars for which, or comprising the description of cars for which, the repeated tests were carried out.

(4) If the Secretary of State records any repeated test results by amending or amplifying the official fuel economy certificate for the class of cars for which the repeated tests were carried out, the repeated tests shall thereafter be regarded as the officially approved tests for that class of cars.

(5) Where the Secretary of State has recorded any repeated test results by amending or amplifying an official fuel economy certificate he shall furnish a copy of the amended or amplified certificate to the manufacturer or, in the case of an imported car, the importer of the car on which the repeated tests were carried out and cause the results to be published from time to time with other test results he has recorded in official fuel economy certificates.

Extension of official approval

6.—(1) Subject to paragraph (3) below, official approval shall extend to tests carried out outside the United Kingdom complying with the provisions of Schedule 2 to this Order where such particulars of the tests as the Secretary of State may reasonably require have been furnished to the Secretary of State by the manufacturer or, in the case of imported cars, the importer of cars of the class to which the tests relate and the test results have been recorded by the Secretary of State in an official fuel economy certificate.

(2) Nothing in paragraph (1) above shall entitle any person to require any test results to be recorded in an official fuel economy certificate if—

(*a*) the tests have not been carried out at a place for the time being approved by the Secretary of State for the purpose of this Article; or

(*b*) the tests have not been carried out in circumstances where officers of the Secretary of State's department have been afforded all such facilities as they might reasonably require to satisfy themselves that the tests were or had been properly carried out; or

(*c*) the Secretary of State has reasonable cause to believe that the tests have not been properly carried out; or

(*d*) 2 months have not elapsed since such particulars of the tests as the Secretary of State may have reasonably required were furnished to the Secretary of State.

(3) The Secretary of State shall furnish a copy of the official fuel economy certificate to the manufacturer or importer who furnished the particulars of the tests and, subject to paragraph (4) below, cause the results of the tests to be published from time to time with other test results he has recorded in official fuel economy certificates.

(4) The Secretary of State, if requested by the person entitled to receive an official fuel economy certificate under paragraph (3) above, shall not cause the test results recorded in the certificate to be published until the expiry of such period of not more than 6 months beginning on the date when such particulars of the tests were first furnished to the Secretary of State under paragraph (2) above as may be so requested.

Fees

7. There shall be paid to the Secretary of State on demand by the manufacturer or importer by or for whom tests have been carried out under Article 4(1) or 5(1) above or by whom particulars of tests have been furnished under Article 6(1) above a sum equal to the cost of the travelling and subsistence expenses reasonably incurred by any officer of the Secretary of State's department for the purpose of observing the tests.

Appointed day

8. 1st April 1978 is appointed as the date as from which section 15(3) shall have effect in relation to every class of cars in relation to which this Order applies.

New cars

9. For the purposes of paragraphs (a), (d) and (e) of section 15(3), a car is to be regarded as a new car if any person in the course of a business uses in respect of it any indication that it has been driven for less than 500 miles unless any such person shows that it had been previously sold to a person who bought it for a purpose other than that of selling or supplying it.

Information as to test results

10.—(1) For the purposes of paragraphs (b) and (c) of section 15(3), the information as to the results of the relevant official tests to be included in material issued to the general public or in manuals or handbooks shall be information as to the fuel consumption expressed both in miles per gallon and in litres per 100 kilometres of the class of cars to which the tests relate as determined by those tests and recorded in an official fuel economy certificate.

(2) For the purposes of paragraph (d) of section 15(3), the information relating to cars which have been subjected to the relevant official tests shall be the information as to the results of the tests which the Secretary of State has last caused to be published under Article 4(4), 5(5) or 6(3) above.

(3) For the purposes of paragraph (e) of section 15(3), the label to be affixed to a car shall, in the case of any car manufactured on or after 1st January 1978, be in all respects (including size, lay-out and variation of type) in the form shown in Schedule 4 to this Order and shall contain, by insertion in permanent and legible characters in the appropriate spaces, the following information—

(*a*) a distinctive reference to the models, that is to say descriptions of cars, to which the relevant official tests relate, and

(*b*) information as to the fuel consumption expressed in miles per gallon of the class of cars to which the tests relate as determined by the tests simulating urban driving and the tests at a constant speed of 90 kilometres per hour and any tests at a constant speed of 120 kilometres per hour as recorded in an official fuel economy certificate.

(4) For the purposes of paragraphs (1) and (3) above, amendments or amplifications made to an official fuel economy certificate shall be disregarded if they are made less than 2 months before the car for the first purchaser of which the manual or handbook is issued or, as the case may be, to which the label is to be affixed leaves the factory.

Exemptions

11. The Secretary of State may exempt any manufacturer or importer of cars (or any class of manufacturer or importer of cars) from any of the requirements of this Order either unconditionally or subject to conditions and with or without a limit in time and may vary or revoke any such exemption.

John Cunningham,
Parliamentary Under Secretary of State,
Department of Energy.

1st October 1977.

Article 3

SCHEDULE 1

LIST OF TECHNICAL CHARACTERISTICS

Reference Weight within the meaning of item 1.2 of Annex I to the Directive (*Note:* For the purposes of this Order a difference in Reference Weight shall not be regarded as material if it lies within the limits of an entry in the table in item 3.2.1.1.4 of Annex I to the Directive).

Cubic capacity of engine.

Number of cylinders in engine.

Maximum power of engine and engine speed at which this occurs.

Cooling system.

Type of aspiration.

Fuel feed system.

Ignition system.

Exhaust system.

Lubricant specification recommended by manufacturer.

Type of gear change.

Speed of car for each gear ratio (including overdrive) at an engine speed of 1000 r.p.m.

Tyres ordinarily fitted by manufacturer.

SCHEDULE 2 Articles 4(1) and 6(1)

FUEL CONSUMPTION TESTS

Introductory

1.—(1) The tests for determination of fuel consumption of passenger cars shall be tests on the dynamometer bench simulating urban driving and tests either on the dynamometer bench or on the road—

(*a*) at a constant speed of 90 km/h, or

(*b*) at a constant speed of 90 km/h and at a constant speed of 120 km/h,

carried out on a car which conforms in all respects with a type approved as complying with the type approval requirements with regard to gaseous pollutants from the engine contained in the Directive (as amended by Council Directive No. 74/290/EEC of 28th May 1974(**a**)) or the Directive (as amended by Council Directive No. 74/290/EEC of 28th May 1974 and Commission Directive No. 77/102/EEC of 30th November 1976(**b**)) or ECE Regulation 15 of 11th March 1970 (as amended 11th December 1974) or ECE Regulation 15 of 11th March 1970 (as amended 11th December 1974 and 1st March 1976) and in respect of which no alteration affecting its performance is made during the conduct of the tests.

(2) In sub-paragraph (1) above the references to ECE Regulation 15 are references to the Regulation so numbered which is annexed to the Agreement concerning the adoption of uniform conditions of approval for motor vehicle equipment and parts and reciprocal recognition thereof concluded at Geneva on 20th March 1958(**c**), as amended(**d**), to which the United Kingdom is a party(**e**).

Preparation of the car

2.—(1) The car to be tested shall—

(*a*) be clean,

(*b*) have its windows and air intakes closed,

(*c*) have any manually controlled device on the carburettor inlet for air heating in the "Summer" position, and

(*d*) have in use only the equipment necessary for its normal operation.

(2) Any temperature controlled radiator fan and any supercharger fitted to the car shall be in normal operating condition.

(3) The car's passenger compartment heating system and any air conditioner system (but so that its compressor functions normally) shall be switched off.

3. The car shall have been run in and have been driven for at least 3000 km.

(**a**) O.J. No. L159, 15.6.74, p. 61.
(**b**) O.J. No. L32, 3.2.77, p. 32.
(**c**) Cmnd 2535.
(**d**) Cmnd 3562.
(**e**) By instrument of accession deposited with the Secretary General of the United Nations on 15th January 1963.

4. The car's tyres shall be of a type ordinarily fitted by the manufacturer and shall be inflated to a pressure recommended by the manufacturer having regard to the expected test loads and speeds subject to any necessary adaptation for dynamometer bench testing.

5.—(1) For the tests simulating urban driving the weight of the car shall be the Reference Weight within the meaning of item 1.2 of Annex I to the Directive.

(2) For the tests at a constant speed of 90 km/h and at a constant speed of 120 km/h the weight of the car shall be its total unladen weight with all the tanks full except the fuel tank which shall be filled to at least 90 per cent of its capacity as specified by the manufacturer and with a set of tools and spare wheel and an additional 180 kg or half of the full load specified by the manufacturer whichever is the greater.

6.—(1) Fuel shall be supplied to the car's engine by a device capable of measuring the quantity of fuel supplied within an accuracy of 2 per cent which does not interfere with the supply of fuel to the engine.

(2) Switching from the normal supply system to the measuring supply system shall be effected by a valve system and shall take no more than 0.2 second.

7. The fuel used in the car shall be the reference fuel specified in Annex VI to the Directive and the lubricants used shall be lubricants recommended by the manufacturer.

Air Density

8. The air density when the car is tested shall not differ by more than 7.5% from the air density if the atmospheric pressure were 1000 mbar and the temperature were 20°C (hereafter in this Schedule called "the reference conditions") when calculated by the formula—

$$d_T = d_o \times \frac{H_T}{H_o} \times \frac{273 + T_o}{273 + T_T}$$

where—

d_T is the air density in test conditions,

d_o is the air density in reference conditions,

H_o is the reference pressure (1000 mbar),

H_T is the atmospheric pressure during the test in mbar,

T_o is the reference temperature (20°C),

T_T is the ambient air temperature during the test in °C.

Calculation of fuel consumption

9.—(1) Where the amount of fuel consumed during the test is measured gravimetrically the fuel consumption (C) shall be derived from the measurement (M) expressed in kg by the formula—

$$C = \frac{100M}{D \times Sg} \text{ litres/100 km}$$

where—

Sg is the specific weight of the fuel in reference conditions expressed in kg/litre,

D is the distance in km covered during the test.

(2) Where the amount of fuel consumed during the test is measured volumetrically the fuel consumption (C) shall be calculated by the formula—

$$C = \frac{V\ (1 + 0.001\ (T_o - T_F)) \times 100}{D} \text{ litres 100/km}$$

where—

V is the measured volume of fuel consumed in litres,

T_o is the reference temperature (20°C),

T_F is the temperature of the fuel in the measuring system in °C,

D is the distance in km covered during the test.

Determination of fuel consumption by test simulating urban driving

10.—(1) The car to be tested shall be placed on a dynamometer bench equipped with a brake and fly-wheel and, subject to sub-paragraph (4) below, submitted to operating cycles of the kind described in Annex III to the Directive. The brake of the dynamometer bench shall be set in the manner described in item 4 of Annex III to the Directive.

(2) Fuel consumption shall be determined in accordance with paragraph 11 below by measuring the quantity of fuel consumed during consecutive pairs of operating cycles carried out immediately after the carrying out of five operating cycles or (where the test is carried out in conjunction with tests of type I and II described in Annexes III and IV to the Directive) immediately after the carrying out of those tests.

(3) The temperature of the engine of the car shall be kept within its normal operating range by a cooling device.

(4) For facilitating the measurement of fuel consumed, the idling period immediately before the carrying out of the operating cycles for determining fuel consumption and between each consecutive pairs of those cycles may be extended by not more than 60 seconds.

11. The fuel consumption shall be determined by establishing the arithmetic mean of the amount of fuel consumed measured in accordance with paragraph 9 above during each of three consecutive pairs of operating cycles save that, if the difference between the extreme measurements is more than 5 per cent of the mean value of the three measurements, further measurements shall immediately be made in respect of a maximum of 7 further pairs of consecutive operating cycles to obtain a degree of accuracy of measurement at least equal to 5 per cent calculated by the formula—

$$\text{Accuracy} = k \times \frac{s}{\sqrt{n}} \times \frac{100}{\overline{C}} \text{ per cent.}$$

where—

k is found from the following table:

Number of measurements	4	5	6	7	8	9	10
k	3.2	2.8	2.6	2.5	2.4	2.3	2.3

n is the number of measurements,

$$s = \sqrt{\frac{\sum_{i=1}^{n} (\overline{C} - C_i)^2}{n - 1}}$$

C is the amount of fuel consumed during a consecutive pair of operating cycles,

$\overline{C}$ is the arithmetic mean of n values of C.

12. If an accuracy of measurement at least equal to 5 per cent is not obtained after 10 measurements are made under paragraph 11 above any results obtained under this Schedule in respect of the car being tested shall be disregarded for the purposes of this Order.

Determination of fuel consumption by test at a constant speed of 90 km/h or at a constant speed of 120 km/h

13. Where the car to be tested at a constant speed of 90 km/h or at a constant speed of 120 km/h is provided with a manual gear change, the gear ratio used during the test shall be the highest recommended by the manufacturer to be used at the speed in question.

14.—(1) Any road on which a car is to be so tested shall be such as to permit a steady speed to be maintained for a distance of at least 2 km. The surface of the road shall be in good condition and the gradient between any two points shall not exceed 1 : 50.

(2) The weather conditions for any test on a road shall be such that the relative humidity does not exceed 95 per cent, the road is free of any significant film of water, the average wind speed is less than 3 m/s and gusts of wind are less than 8 m/s.

15.—(1) The brake of the dynamometer bench on which any car is to be so tested shall be set in the manner described in item 4 of Annex III to the Directive save that the speed to be reproduced shall be 90 km/h or 120 km/h as the case may be, the weight of the car shall be the weight specified in paragraph 5(2) above and the weather conditions shall be those specified in paragraph 14(2) above.

(2) The temperature of the engine of the car and the lubricants shall be kept within normal operating ranges for a speed of 90 km/h or 120 km/h as the case may be.

(3) The car shall be driven for at least the equivalent of 2 km as measured by a revolution counter on the bench.

16.—(1) No measurements for testing at a constant speed of 90 km/h or at a constant speed of 120 km/h shall be made until the car has run at a similar speed for a time sufficient for the normal running temperature to be reached but in any case for a distance, or as the case may be, the equivalent of a distance, of at least 10 km.

(2) Where the test is conducted on a dynamometer bench sufficiently accurate to enable a constant speed to be maintained throughout the test, measurements of the amount of fuel consumed in accordance with paragraph 9 above shall be made during a test run equivalent to at least 2 km at a constant speed of 90 km/h or 120 km/h as the case may be.

(3) Where the test is conducted on any other bench or on a road, measurements of the amount of fuel consumed in accordance with paragraph 9 above shall be made during each of four test runs of at least 2 km at a speed kept steady to within $\pm$ 2 km/h; two such runs shall be made at an average speed between 88 and 90 km/h or (as the case may be) 118 and 120 km/h and two such runs shall be made at an average speed between 90 and 92 km/h or (as the case may be) 120 and 122 km/h.

(4) Where the test is conducted on a road forming a circuit, each run shall comprise a whole number of circuits and where the test is conducted on a road not forming a circuit, the two runs in each of the speed ranges shall be carried out in opposite directions over the same length of road.

(5) Where the test is conducted on a road forming a circuit and the difference between the measurements in a speed range exceeds 5 per cent of the average of those measurements, a further run in that range may be carried out so as to obtain two measurements in the range whose difference does not exceed 5 per cent of their average.

(6) Where the test is conducted on a road which does not form a circuit and the difference between the measurements in a speed range exceeds 5 per cent of the average of those measurements, not more than two further runs in the range may be carried out so as to obtain two measurements in the range resulting from runs made in opposite directions over the same length of road whose difference does not exceed 5 per cent of their average.

(7) If, after carrying out any additional runs permitted under sub-paragraphs (5) and (6) above, the required measurements are not obtained, any results obtained under this Schedule in respect of the car being tested shall be disregarded for the purposes of this Order.

(8) Where more than one test run is made, the fuel consumption at 90 km/h or 120 km/h shall be derived by calculating the average fuel consumption and average speed for, respectively, the two measurements made above and the two measurements made below 90 km/h or 120 km/h as the case may be and from the figures so obtained deducing the fuel consumption at 90 km/h or 120 km/h by linear interpolation.

Accuracy of measurements

17. For the purposes of this Schedule, any inaccuracy in a measurement of distance which does not exceed 0.5 per cent and any inaccuracy in a measurement of time which does not exceed 0.2 second shall be disregarded.

SCHEDULE 3 Article 4(2)

PARTICULARS OF TEST

1. Name and address of manufacturer.

2. Trade appellation and body description of car on which tests have been carried out.

3. Such information as to the car, or the tests on it, as is specified in Annex II to the Directive and information as to the type of tyres.

4. Reference Weight (within the meaning of item 1.2 of Annex I to the Directive) and maximum weight of car when tested.

5. Particulars of car's gear box (stating whether manual or automatic), number of gear ratios and speed of car for each gear ratio (including overdrive) at an engine speed of 1000 r.p.m.

6. Date when tests were carried out.

7. Location and type of dynamometer and, in case of road testing, location of test track.

8. The number of test runs made for each dynamometer constant speed testing.

9. Tyre pressures used in dynamometer tests.

10. Name and address of person (if not manufacturer) by whom tests were carried out.

11. Fuel consumption determined in litres/100 km and miles/gallon by

    (*a*) tests simulating urban driving,

    (*b*) tests at constant speed of 90 km/h,

    (*c*) tests (if any) at constant speed of 120 km/h

    stating in each case whether measurements made volumetrically or gravimetrically.

    (*Note:* the amount of fuel consumption in miles/gallon should be obtained from the amount in litres/100 km by dividing 282.481 by the latter. Both amounts should then be expressed to 1 decimal place by ignoring any amount less than 0.05 and treating any amount between 0.05 and 0.1 as 0.1.).

12. Trade appellation, body description and Reference Weight (within the meaning of item 1.2 of Annex I to the Directive) of all descriptions of cars comprised in the class of cars to which the car tested belongs.

Article 10(3)

SCHEDULE 4
FORM OF LABEL

PASSENGER CAR FUEL CONSUMPTION ORDER 1977

FUEL CONSUMPTION TESTS

MODEL/MODELS

The results recorded in an official fuel economy certificate of the officially approved tests for determining fuel consumption carried out on a car of this model/range of models are as follows:

SIMULATED URBAN DRIVING ..... **mpg**

CONSTANT SPEED DRIVING
90 kph (56 mph) ..... **mpg**

CONSTANT SPEED DRIVING
120 kph (75 mph) ..... **mpg**

IMPORTANT NOTE

The results given above do not express or imply any guarantee of the fuel consumption of the particular car to which this label is attached. The car itself has not been tested and there are inevitably differences between individual cars of the same model. In addition, this car may incorporate particular modifications. Furthermore the driver's style and road and traffic conditions, as well as the extent to which the car has been driven and the standard of maintenance, will all affect its fuel consumption.

Information as to the results of officially approved tests on all cars tested is available for inspection by customers on the premises where this car is displayed.

EXPLANATORY NOTE

(*This Note is not part of the Order.*)

This Order makes provision for the fuel consumption of passenger cars to be determined by officially approved tests and for the results of the tests to be furnished to the Secretary of State for recording in official fuel economy certificates and publication. The tests are to be carried out on specimen cars of each of the classes of cars in relation to which the Order applies and there is provision for the tests to be carried out abroad at places approved by the Secretary of State. Provision is also made for the repetition of tests if the Secretary of State so requires or if manufacturers or importers so arrange.

The Order also appoints 1st April 1978 as the date as from which the obligations imposed on manufacturers and importers and dealers in new cars by section 15(3) of the Energy Act 1976 take effect and prescribes the information as to the results of the officially approved tests which must be provided by such persons as well as the form of the label to be affixed to new cars displayed for sale.

Among the kinds of passenger cars excluded from the provisions of the Order are cars with less than four wheels, cars for use by disabled persons and cars using fuels other than motor spirit.

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