

## Content

Title : Fuel Economy Standards and Regulations on Vehicle Inspection and Administration [Ch](#)

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Content : **Article 1**

These regulations are formulated in accordance with Article 15 of the Energy Administration Act.

Any matters not provided for in these regulations herein shall be subject to the provisions of other applicable laws and regulations.

### **Article 2**

The term "Competent Authority" referred hereinafter denotes the Ministry of Economic Affairs, and the Bureau of Energy of the Ministry of Economic Affairs is authorized to be the executive agency under these regulations.

### **Article 3**

The term "Transportation Management Authority" referred hereinafter denotes the Ministry of Transportation and Communications.

### **Article 4**

4.1 Any passenger car (including sedans and station wagons) with a gasoline or diesel engine, manufactured or imported by the entity shall comply with the following 4.1.1 or 4.1.2 regarding the standards governing the fuel economy of vehicles (hereinafter referred to as the Fuel Economy Standards):

4.1.1 Fuel economy testing is conducted in accordance with the Federal Test Procedure (FTP-75) of the United States:

4.1.1.1 Fuel Economy Standards

Class of Vehicles Engine Displacement (cubic centimeters)	Fuel Economy Standards (kilometers/liter)
Below 1200	16.2
Over 1200 to 1800	13.0
Over 1800 to 2400	11.4
Over 2400 to 3000	10.0
Over 3000 to 3600	9.2
Over 3600 to 4200	8.5
Over 4200 to 5400	7.2
Over 5400	6.5

4.1.1.2 The combined fuel economy value for passenger cars (including sedans and station wagons) is calculated by the following equation:

Combined fuel economy value (kilometers/liter, km/L) =

$$\frac{1}{\frac{0.55}{\text{City fuel economy(km/L)}} + \frac{0.45}{\text{Highway fuel economy(km/L)}}}$$

4.1.2 Fuel economy testing is conducted in accordance with Directive 1999/100/EC and subsequent amendments:

4.1.2.1 Fuel Economy Standards

Class of Vehicles Engine Displacement (cubic centimeters)	Fuel Economy Standards (kilometers/liter)
Below 1200	14.1
Over 1200 to 1800	11.3
Over 1800 to 2400	9.9
Over 2400 to 3000	8.7
Over 3000 to 3600	8.0
Over 3600 to 4200	7.4
Over 4200 to 5400	6.3
Over 5400	5.7

4.1.2.2 The combined fuel economy value for passenger cars (including sedans and station wagons) is calculated by the following equation:

Combined fuel economy value (kilometers/liter, km/L) =

$$\frac{\text{Urban test mileage (km)} + \text{Extra urban test mileage (km)}}{\frac{\text{Urban test mileage (km)}}{\text{Urban fuel economy (km/L)}} + \frac{\text{Extra urban test mileage (km)}}{\text{Extra urban fuel economy (km/L)}}}$$

4.2 Effective from Jan.1, 2016 for manufactured or imported passenger car (including sedans and station wagons) with a gasoline or diesel engine by any entity to apply for vehicle type fuel economy certificates shall be tested in accordance with the test procedures prescribed in the European directive 1999/100/EC and its subsequent revisions; effective from Jan. 1, 2017, the previous mentioned vehicles shall comply with the following requirements:

4.2.1 The average fuel economy value of the manufacturer sold vehicles shall be higher than the required average fuel economy target value.

4.2.2 The average fuel economy limits corresponding to different vehicle types prescribed by the required average fuel economy target value are as follows. But if the previous year sales of a brand by the vehicle entity were less than 200 units and the brand's world annual production is less

were less than 500 units and the brand's world annual production is less than 10,000 units, a proposal for its fuel economy improvement may be submitted and being approved by the central competent authority to execute its improvement project announced by the central competent authority, and not applicable for the average fuel economy limits prescribed herein.

4.2.2.1 The average fuel economy limits effective from Jan. 1, 2017 till Dec. 31, 2021:

Class of vehicle reference mass (kg)	Average fuel economy limits (km/liter)
Below 850	19.2
Over 850 to 965	18.2
Over 965 to 1080	17.4
Over 1080 to 1190	16.6
Over 1190 to 1305	15.7
Over 1305 to 1420	15.0
Over 1420 to 1530	14.1
Over 1530 to 1640	13.3
Over 1640 to 1760	12.5
Over 1760 to 1870	11.8
Over 1870 to 1980	11.2
Over 1980 to 2100	10.5
Over 2100 to 2210	9.7
Over 2210 to 2380	9.3
Over 2380 to 2610	8.4
Over 2610	7.2

4.2.2.2 The average fuel economy limits effective from Jan. 1, 2022:

Class of vehicle reference mass (kg)	Average fuel economy limits (km/liter)
Below 850	23.3
Over 850 to 965	23.3
Over 965 to 1080	23.3
Over 1080 to 1190	22.2
Over 1190 to 1305	21.3
Over 1305 to 1420	20.4
Over 1420 to 1530	19.6
Over 1530 to 1640	18.9
Over 1640 to 1760	18.2
Over 1760 to 1870	17.5
Over 1870 to 1980	16.9
Over 1980 to 2100	16.1
Over 2100 to 2210	15.6
Over 2210 to 2380	15.2

Over 2210 to 2500	13.2
Over 2380 to 2610	14.3
Over 2610	13.7

4.2.3 The average fuel economy value and average fuel economy target values prescribed in 4.2.1 shall be calculated by using the following formula:

4.2.3.1 Average fuel economy value:

$$\text{Average Fuel Economy Value (km/liter)} = \frac{\sum_{i=1}^N v_i \times w_i}{\sum_{i=1}^N v_i}$$

i: manufactured or imported vehicle type's sequence number.

FCi: fuel economy test value (km/liter) for manufactured or imported vehicle type i.

Vi: sales number (units) of manufactured or imported vehicle type i.

Wi : Correspond Credit Multiplier for Vehicle Type i

4.2.3.2 Average fuel economy target value:

$$\text{Average Fuel Economy Target Value (km/liter)} = \frac{\sum_{i=1}^N v_i}{\sum_{i=1}^N v_i \times t_i}$$

i: manufactured or imported vehicle type's sequence number.

Ti: average fuel economy limit (km/liter) of the manufactured or imported vehicle type i in accordance with 4.2.2 of this Article.

Vi: sales number (units) of manufactured or imported vehicle type i.

4.2.4 The average fuel economy values for each individual manufacturer shall be calculated by the central competent authority by using the fuel economy test values registered by each individual manufacturer; different manufacturers may be combined for their average fuel economy value calculation, if being approved by the central competent authority.

4.2.5 Vehicle entities pursued 4.2.4 may consent to end their combined calculation of average fuel economy value; their previous earned credits from exceed the required target value may continue to be used by the assigned manufacturer through agreement; the deficiency from under their target value shall be managed in accordance with 4.2.8 of this Article.

4.2.6 The same vehicle entity manufactured or imported different brands of vehicles, may calculate the fuel economy values separately for different brands, if being approved by the central competent authority.

4.2.7 Vehicle entities with annual sales number over 100 units or values over 100 million NT dollars being approved by the central

competent authority may use their annual sales number for the calculation of average fuel economy value. If the calculated average fuel economy is over the target value, the earned credits may be accumulated for the calculation of next 3 year's average fuel economy values. After this amended regulation becomes effective upon its promulgation in 2018, if the calculated average fuel economy is over the target value, the earned credits may be accumulated for the calculation of the next 4 year's average fuel economy values.

4.2.8 For vehicle entities mentioned in the previous paragraph 4.2.7, if their calculated fuel economy values are under their required target values at specific year, their subsequent market sold vehicles must comply with the average fuel economy limits being defined by 4.2.2 of this Article until the difference of calculated and target values are being complemented or acquired from other entities' credits to regain their average fuel economy calculation by their annual sales numbers.

4.2.9 For Electric vehicles or Fuel Cell vehicles (sedans and station wagons) that being sold by the vehicle entity, its sales may be multiplied by 10 as the correspond sales and being used in the calculation of average fuel economy value; for Plug-In Hybrid Electric sedans and station wagons with pure electric travel mileage over 50 kilometers, their correspond sales multiplier may be set as 5. The provisions 4.2.2 to 4.2.8 are also applicable and the fuel economy test values shall be rated by the competent authority in other provisions.

4.2.10 Effective from Jan. 1, 2022, for the sedans or station wagons that being sold by the vehicle entity, if its fuel economy value is higher than the correspond average fuel economy target value as listed in provision 4.2.2.2, the multipliers for the calculation of average fuel economy value are set as follows :

- 4.2.10.1 Over by 10%, set as 1.5;
- 4.2.10.2 Over by 20%, set as 2;
- 4.2.10.3 Over by 30%, set as 2.5;
- 4.2.10.4 Over by 40%, set as 3;
- 4.2.10.5 Over by 50%, set as 3.5.

4.3 The fuel economy standards listed in Article 6 are applicable to vehicles with importer provided the listing of US certificate being classified as LDT model or with the EU certificate being classified as M1G model.

## Article 5

5.1 Any motorcycle manufactured or imported by any entity shall comply with the following Fuel Economy Standards:

Class of Vehicles Engine Displacement (cubic centimeters)	Fuel Economy Standards (kilometer/liter)
Below 50	48.2
Over 50 to 100	40.6
Over 100 to 150	38.0

Over 150 to 250	28.0
Over 250 to 500	21.1
Over 500 to 750	16.6
Over 750 to 1000	15.8
Over 1000 to 1250	14.7
Over 1250 to 1500	13.1
Over 1500	12.8

5.2 The combined fuel economy value for motorcycles is calculated by the following equation:

Combined fuel economy value (kilometers/liter, km/L) =

$$\frac{1}{\frac{0.6}{\text{Urban fuel economy(km/L)}} + \frac{0.4}{\text{Constant speed fuel economy(km/L)}}}$$

Urban fuel economy(km/L)    Constant speed fuel economy(km/L)

5.3 Effective from Jan.1, 2016 for manufactured or imported motorcycles by any entity to apply for vehicle type fuel economy certificates shall comply with the following requirements:

5.3.1 The average fuel economy value of the manufacturer sold vehicles shall be higher than the required average fuel economy target value.

5.3.2 The average fuel economy limits corresponding to different vehicle types prescribed by the required average fuel economy target value are as follows.

5.3.2.1 The average fuel economy standards effective from Jan. 1, 2016 till Dec. 31, 2021:

Class of Vehicles Engine Displacement (cubic centimeters)	Average fuel economy limits (kilometer/liter)
Below 50	54.5
Over 50 to 100	46.7
Over 100 to 150	43.8
Over 150 to 250	31.0
Over 250 to 500	26.5
Over 500 to 750	18.7
Over 750 to 1000	18.1
Over 1000 to 1250	15.8
Over 1250 to 1500	14.7
Over 1500	14.1

5.3.2.2 The average fuel economy standards effective from Jan. 1, 2022:

Class of Vehicles Engine Displacement (cubic centimeters)	Average fuel economy limits (kilometer/liter)
Below 50	61.0
Over 50 to 100	52.3
Over 100 to 150	48.2
Over 150 to 250	34.1

Below 50	61.0
Over 50 to 100	52.3
Over 100 to 150	48.2
Over 150 to 250	34.1

Over 250 to 500	28.1
Over 500 to 750	19.8
Over 750 to 1000	19.2
Over 1000 to 1250	16.7
Over 1250 to 1500	15.6
Over 1500 to 1750	14.9
Over 1750 to 2000	14.3
Over 2000	13.8

5.3.3 The average fuel economy value and average fuel economy target values prescribed in 5.3.1 shall be calculated by using the following formula:

5.3.3.1 Average fuel economy value:

$$\text{Average Fuel Economy Value (km/liter)} = \frac{\sum_{i=1}^N V_i \times w_i}{\sum_{i=1}^N V_i}$$

i: manufactured or imported vehicle type's sequence number.

FCi: fuel economy test value (km/liter) for manufactured or imported vehicle type i.

Vi: sales number (units) of manufactured or imported vehicle type i.

Wi : Correspond Credit Multiplier for Vehicle Type i.

5.3.3.2 Average fuel economy target value:

$$\text{Average Fuel Economy Target Value (km/liter)} = \frac{\sum_{i=1}^N V_i}{\sum_{i=1}^N V_i \times T_i}$$

i: manufactured or imported vehicle type's sequence number.

Ti: average fuel economy limit (km/liter) of the manufactured or imported vehicle type i in accordance with 5.3.2 of this Article.

Vi: sales number (units) of manufactured or imported vehicle type i.

5.3.4 The calculation of average fuel economy value and average target value for vehicle entity with combined reporting or end of their combined reporting, the qualification for using annual average fuel economy value calculation and credit accumulation, and the handling process for vehicle entities failed to comply with their required annual average fuel economy target values shall be in accordance with stipulations in Article 4.

5.3.5 For electric motorcycles being sold by the vehicle entity, the sales may be multiplied by 2.5 then being used for the calculation of average fuel economy value, and the previous provisions are also applicable. The fuel economy test value for electric vehicle shall be rated by the competent authority in other provisions

## Article 6

6.1 Any light-duty truck of a gross weight less than 2,500 kilograms, commercial vehicle and passenger car (not sedans or station wagons) with gasoline or diesel engine manufactured or imported by the entity shall comply with the following 6.1.1 or 6.1.2 regarding standards governing fuel economy of vehicles:

6.1.1 Fuel economy testing is conducted in accordance with the Federal Test Procedure (FTP-75) of the United States:

### 6.1.1.1 Fuel Economy Standards

Class of Vehicles Engine Displacement (cubic centimeters)	Fuel Economy Standards (kilometers/liter)
Below 1200	10.9
Over 1200 to 1800	9.9
Over 1800 to 2400	8.9
Over 2400 to 3000	8.6
Over 3000 to 3600	7.6
Over 3600 to 4200	7.0
Over 4200 to 5400	6.7
Over 5400	6.1

6.1.1.2 The combined fuel economy value for light-duty trucks of a gross weight less than 2,500 kilograms, commercial vehicles and passenger cars (not sedans or station wagons) is calculated by the following equation:

Combined fuel economy value (kilometers/liter, km/L) =

$$\frac{1}{\frac{0.55}{\text{City fuel economy(km/L)}} + \frac{0.45}{\text{Highway fuel economy(km/L)}}}$$

6.1.2 Fuel economy testing is conducted in accordance with Directive 1999/100/EC and subsequent amendments:

### 6.1.2.1 Fuel Economy Standards

Class of Vehicles Engine Displacement (cubic centimeters)	Fuel Economy Standards (kilometer/liter)
Below 1200	9.5
Over 1200 to 1800	8.6
Over 1800 to 2400	7.7
Over 2400 to 3000	7.5
Over 3000 to 3600	6.6
Over 3600 to 4200	6.1
Over 4200 to 5400	5.8
Over 5400	5.3

6.1.2.2 The combined fuel economy value for light-duty trucks of a gross weight less than 2,500 kilograms, commercial vehicles and passenger cars (not sedans or station wagons) is calculated by the following equation:

Combined fuel economy value (kilometers/liter, km/L) =

$$\text{Urban test mileage (km)} + \text{Extra urban test mileage (km)}$$

Urban test mileage (km)	Extra urban test mileage (km)
+	
Urban fuel economy (km/L)	Extra urban fuel economy (km/L)

6.2 Effective from Jan. 1, 2016 for manufactured or imported light-duty truck of a gross weight less than 2,500 kilograms, commercial vehicle and passenger car (not sedans or station wagons) with gasoline or diesel engine by any entity to apply for vehicle type fuel economy certificates shall be tested in accordance with the test procedures prescribed in the European directive 1999/100/EC and its subsequent revisions; effective from Jan. 1, 2017, the previous mentioned vehicles shall comply with the following requirements:

6.2.1 The average fuel economy value of the manufacturer sold vehicles shall be higher than the required average fuel economy target value.

6.2.2 The average fuel economy limits corresponding to different vehicle types prescribed by the required average fuel economy target value are as follows.

6.2.2.1 The average fuel economy standards effective from Jan. 1, 2017 till Dec. 31, 2021:

Class of vehicle reference mass (kg)	Average fuel economy limits (km/liter)
Below 850	15.2
Over 850 to 965	14.4
Over 965 to 1080	13.7
Over 1080 to 1190	13.1
Over 1190 to 1305	12.4
Over 1305 to 1420	11.9
Over 1420 to 1530	11.1
Over 1530 to 1640	10.5
Over 1640 to 1760	9.9
Over 1760 to 1870	9.3
Over 1870 to 1980	8.8
Over 1980 to 2100	8.3
Over 2100 to 2210	7.7
Over 2210 to 2380	7.3
Over 2380 to 2610	6.6
Over 2610	5.7

6.2.2.2 The average fuel economy standards effective from Jan. 1, 2022:

Class of vehicle reference mass (kg)	Average fuel economy limits (km/liter)
Below 850	18.6
Over 850 to 965	18.6

Over 965 to 1080	18.6
Over 1080 to 1190	17.8
Over 1190 to 1305	17.0
Over 1305 to 1420	16.3
Over 1420 to 1530	15.7
Over 1530 to 1640	15.1
Over 1640 to 1760	14.6
Over 1760 to 1870	14.0
Over 1870 to 1980	13.5
Over 1980 to 2100	12.9
Over 2100 to 2210	12.5
Over 2210 to 2380	12.2
Over 2380 to 2610	11.4
Over 2610	11.0

6.2.2.3 For vehicles that comply with the truck standards stipulated in the “Vehicular Air Pollutant Emission Standards” by Taiwan EPA, effective from Jan.1, 2022 shall comply with the average fuel economy standards as follows:

Class of vehicle reference mass (kg)	Average fuel economy limits (km/liter)
Below 850	15.8
Over 850 to 965	15.8
Over 965 to 1080	15.8
Over 1080 to 1190	15.1
Over 1190 to 1305	14.5
Over 1305 to 1420	13.9
Over 1420 to 1530	13.3
Over 1530 to 1640	12.8
Over 1640 to 1760	12.4
Over 1760 to 1870	11.9
Over 1870 to 1980	11.5
Over 1980 to 2100	11.0
Over 2100 to 2210	10.6
Over 2210 to 2380	10.4
Over 2380 to 2610	9.7
Over 2610	9.4

6.2.3 The average fuel economy value and average fuel economy target value prescribed in 6.2.1 shall be calculated by using the following equation:

6.2.3.1 Average fuel economy value:

$$\frac{\sum Vi \times wi}{\sum Vi}$$

Average Fuel Economy Value (km/liter) =  $\frac{\sum Vi \times wi}{\sum Vi}$

1 FCi

i: manufactured or imported vehicle type's sequence number.

FCi: fuel economy test value (km/liter) for manufactured or imported vehicle type i.

Vi: sales number (units) of manufactured or imported vehicle type i.

Wi : Correspond Credit Multiplier for Vehicle Type i.

6.2.3.2 Average fuel economy target value:

N

$\Sigma V_i$

1

Average Fuel Economy Target Value (km/liter) =  $\frac{N}{\Sigma V_i}$

$\Sigma$

$1 T_i$

i: manufactured or imported vehicle type's sequence number.

Ti: average fuel economy limit (km/liter) of the manufactured or imported vehicle type i in accordance with 6.2.2 of this Article.

Vi: sales number (units) of manufactured or imported vehicle type i.

6.2.4 The calculation of average fuel economy value and average target value for vehicle entity with combined reporting or end of their combined reporting, the calculation of average fuel economy value for different brands under the same vehicle entity, the qualification for using annual average fuel economy value calculation and credit accumulation, and the handling process for vehicle entities failed to comply with their required annual average fuel economy target values shall be in accordance with stipulations in Article 4.

6.2.5 For Electric or Fuel Cell light-duty trucks, commercial vehicles and passenger cars (not sedans or station wagons) that being sold by the vehicle entity, its sales may be multiplied by 10 as the correspond sales and being used in the calculation of average fuel economy values; for Plug-In Hybrid Electric light-duty truck, commercial vehicle and passenger car (not sedans or station wagons) with pure electric travel mileage over 50 kilometers, the correspond sales multiplier may be set as 5; and the previous mentioned provisions are also applicable and the fuel economy test values shall be rated by the competent authority in other provisions.

6.2.6 Effective from Jan. 1, 2022, for light-duty trucks, commercial vehicles and passenger cars (not sedans or station wagons) that being sold by the vehicle entity, if its fuel economy value is

higher than the correspond average fuel economy target value as listed in provision 4.2.2.2, the multipliers for the calculation of average fuel economy value are set as follows :

6.2.6.1 Over by 10%, set as 1.5;

6.2.6.2 Over by 20%, set as 2;

6.2.6.3 Over by 30%, set as 2.5;

6.2.6.4 Over by 40%, set as 3;

6.2.6.5 Over by 50%, set as 3.5.

#### **Article 6-1**

6-1.1 Effective from Jan. 1, 2022, for the vehicle entity developed eco-innovation technology or product with proof of energy-saving capability that can improve the fuel efficiency of vehicles, and the central competent authority has approved a certain amount of related credit value for the calculation of the entity's average fuel economy value, the vehicle entity may add the approved credit value to the sold vehicle for the average fuel economy calculation. The eco-innovation technologies, products and their related amount of credit values for the calculation of average fuel economy shall be set and promulgated by the central competent authority.

#### **Article 7**

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#### **Article 8**

Vehicle entities should implement the energy consumption and efficient labeling (herein referred as energy efficient label) for the manufactured or imported gasoline (diesel) passenger cars, light duty trucks, SUVs and motorcycles.

The previously described energy efficient label should include the following contents:

1. Annual fuel consumption,
2. Vehicle type,
3. Name of manufacturer,
4. Certified vehicle model,
5. Fuel economy: including test method, test results, urban fuel economy, and highway/extra-urban/constant-speed fuel economy, and
6. The energy efficiency ranking.

The format for the energy efficient label should be provided by the Competent Authority.

#### **Article 9**

9.1 The energy efficient labeling should be implemented by the vehicle entities as described in the following:

9.1.1 Starting from July 1, 2010, vehicles displayed at the show room or selling location should affix the energy efficient label at the following spots:

9.1.1.1 Cars: on the windshield of front passenger side or driver side, with contents facing outside.

9.1.1.2 Motorcycles: when affix on the seat, the contents facing upward; when affix on front fender the contents facing forward; without front fender the label should be affixed on the fuel tank, the contents facing upward.

9.1.2 Starting from July 1, 2010, the vehicle catalog at displaying or selling locations should contain the energy efficient label; if only text or tables were used in the vehicle catalog, then the vehicle annual fuel consumption, fuel economy test results, and energy efficient ranking should be listed in the catalog.

9.1.3 Starting from September 1, 2010, the vehicles for sale should be affixed with the energy efficient label or have the label printed or attached in the owner's manual.

9.2 The contents of printed or affixed energy efficient label should follow the format of samples that approved by the Competent Authority, contents

modification, hide, impair or using other methods to make the label indistinguishable are not allowed. When printed in the catalog or owner's manual to describe the energy efficiency information, the label is allowed to be enlarged or shrunk as long as it is clear and recognizable.

### **Article 10**

Fuel economy testing and retesting should be performed by test agencies or vehicle manufacturers (hereinafter referred to as Accredited Agencies) authorized by the Competent Authority. Passenger cars, commercial vehicles, and light-duty trucks shall be tested in accordance with either the Federal Test Procedure (FTP-75) of the United States or Directive 1999/100/EC of the European Union and subsequent amendments; motorcycles shall be tested in accordance with Motorcycle Fuel Economy Test Method (as attachment).

### **Article 11**

11.1 To apply for a certificate license and become an Accredited Agency as mentioned in the proceeding article, a test agency or vehicle manufacturer should provide and submit the following application documents to the Competent Authority. The application procedure for certificate license renewal is the same.

11.1.1 The education and work experience papers for test personnel,  
11.1.2 A quality control plan,  
11.1.3 A test equipment layout,  
11.1.4 The original drawings and specifications of the test equipment, and  
11.1.5 Correlated test results conducted within the past six months.

11.2 If the application documentations stated in Paragraph 11.1 do not conform to the rules or incur deficiencies in the contents, the Competent Authority shall notify the applicant to make corrections by a specified deadline; if the requested corrections are not made by the deadline, the application shall be rejected.

11.3 The Competent Authority shall issue certificate licenses with a valid period of no more than three years to those applicants who pass the review. Anyone who has obtained a certificate and applied for an extension needs to submit the documents required by Paragraph 11.1 180 days prior to the expiration date; the extension period is three years. The applicant must reapply for certification if he was not able to apply for an extension by the time specified above.

11.4 To review the certificate application procedures stated in Paragraph 11.1 and the certificate extension procedures stated in Paragraph 11.3, the Competent Authority may invite relevant experts to form a review group. The review group may examine the testing equipment as well as the status of personnel allocation and operation on site, and request the applicant to conduct a vehicle fuel economy test on a chassis dynamometer if and when the review group deems necessary.

### **Article 12**

12.1 The Competent Authority may, on a regular or an unannounced basis, inspect an Accredited Agency. If there is any defect found during inspection, the Competent Authority shall order the Accredited Agency to make improvements before a specified deadline, and the Competent Authority shall conduct a re-inspection after the deadline has passed.

12.2 If there are any instances of falsification or untruthfulness in the contents of the application documents or related to the allocation of test personnel, the Competent Authority may revoke the certification license and order the Accredited Agency to surrender its certification license before the specified deadline.

12.3 If the Accredited Agency incurs any one of the following events, the Competent Authority may annul its certification license and order the Accredited Agency to surrender its certificate license before the specified deadline.

12.3.1 The Accredited Agency issues an untruth inspection report, record or inspection result.

12.3.2 The data quality control plan is defective or the degree of precision and accuracy of the inspection does not conform to the required scope, and the defects mentioned above are not corrected by the specified deadline.

12.4 When the certificate license is revoked or annulled according to Paragraph 12.2 and Paragraph 12.3, the agency will not be allowed to reapply for a certificate within one year after the date of its license is being revoked or annulled.

### **Article 13**

13.1 Vehicle fuel economy tests designated by the Competent Authority shall be conducted as follows:

13.1.1 Type approval test, and

13.2 The Competent Authority, along with Transportation Management Authority, shall be entitled to assign the personnel or authorize an Accredited Agency to select the test vehicles randomly for the tests mentioned above. The conformity test for any new vehicle specified in this article shall be delivered to the Accredited Agency appointed by the Competent Authority.

13.3 If the vehicle is imported by a manufacturer with an original fuel economy test document (issued by a test agency or by the vehicle manufacturer approved by the local governments where the vehicle was manufactured) to verify this vehicle complies with the fuel economy standards in this Article, the type approval test can be waived. The application shall be filed to the Competent Authority for a fuel economy certificate.

### **Article 14**

The type approval test provided in article 6 means the fuel economy test for any vehicle should follow the procedures listed below:

1. For each model of domestic vehicle manufactured by each entity, one vehicle shall be selected randomly for the test.

2. For each model of vehicle imported by each entity, one vehicle shall be selected randomly for the test.

### **Article 15**

Any vehicle that meets the Fuel Economy Standards in respect to the results of the type approval test shall be deemed as undergoing a model change when any one of the following changes occurs, requiring a new certificate application.

1. Change in the body styling and model name of the vehicle,

2. Change in the weight class of the vehicle,

3. Change in the engine model, engine displacement, number of engine cylinders, engine fuel system (including fuel supply or feedback control system) or turbo-charging of the vehicle,

4. Change in the power train system of the vehicle,

5. Change in the vehicle's country of manufacture, or

6. Any other changes of the vehicle that will affect the results of the fuel economy test.

If the changing of vehicle's specifications or components will not affect the fuel economy test results, which shall be subject to the judgment and approval of the Competent Authority, then this vehicle shall be exempt from the requirement of a type approval test. Nevertheless, the vehicle conformity test specified in Article 6 shall still be conducted.

### **Article 16**

16.1 The conformity test prescribed in Article 13 indicates the fuel economy test for any new vehicle that is being distributed into the market, meets the Fuel Economy Standards in respect to the results of the type approval test, and has obtained a fuel economy certificate.

The Central Competent Authority shall perform the conformity test according to the following procedures:

16.1.1 For domestically manufactured vehicles:

16.1.1.1 For each model of domestic vehicle (including passenger cars

16.1.1.1 For each model of domestic vehicle (excluding passenger cars, light-duty trucks and commercial vehicles) manufactured by each entity, one sample for every one thousand new vehicles shall be selected randomly for testing.

16.1.1.2 For each model of domestic motorcycle manufactured by each entity, one sample for every two thousand new vehicles shall be selected randomly for testing.

16.1.2 For imported vehicles: The selection procedure of the conformity test for imported vehicle shall be the same as the procedure mentioned above for domestic vehicles.

16.2 In the event that the number of vehicles for a particular model of car or truck, produced or imported, is less than one thousand units within six months, one sample shall be selected randomly for testing. In the event that the number of vehicles for a particular model of motorcycle, produced or imported, is less than two thousand units within six months, one sample shall be selected randomly for testing.

16.3 The selection ratio for the conformity test provided in this Article may be subject to adjustment as determined by the Administration Authority.

### **Article 17**

By the twentieth day of each month, the entity that manufactured or imported the vehicles shall, in accordance with Articles 14 and 16, furnish its manufacturing and import plan for the following month and the actual manufacturing/sales or importing/sales data of the preceding month to the Competent Authority for fuel economy test purposes. Upon the selection of test vehicles, the entity that manufactured or imported the vehicles shall send the test vehicles to the Accredited Agency for the test within twenty-eight days.

In the event of any change in the manufacturing/sales or importing/sales plan or data mentioned previously in this Article, a written notice should be given to the Competent Authority within three days upon the date of such change.

The Central Competent Authority, along with the Transportation Management Authority, shall be entitled to review the actual manufacturing/sales or importing/sales data raised by the above mentioned entity.

### **Article 18**

For any manufactured or imported vehicle that meets the Fuel Economy Standards in respect to the results of the type approval test, and comply with the EPA in charged vehicle emissions standards, the Competent Authority shall issue a certificate of conformity with respect to that vehicle model.

In no event shall the Transportation Management Authority issue a vehicle license to any vehicle without a certificate of conformity.

The Competent Authority may consign an approved agency to issue and approve the certificate of conformity mentioned in the first paragraph of this Article.

### **Article 19**

Starting from July 1, 2010, the competent authority may not issue the fuel economy certificates if the vehicle entities failed to submit the following auditing documents for the manufactured or imported vehicles:

1. The sample energy efficient label fabricated according to Article 8.
2. The name, address and telephone number of the domestic manufacturer, importer, distributor or display location; E-mail contact information should also be provided if available.

If the previous described document contents were changed, vehicle entity should deliver the related documents to the Competent Authority for reference within 30 days.

The Competent Authority may commission agency for the energy efficient labeling auditing as described in paragraph 1.

### **Article 20**

of the manufactured or imported new vehicles already obtained fuel

For manufacturers or importers new vehicles already obtained fuel economy certificates before June 30, 2010, the vehicle entities should deliver the required documents that described in Article 19 paragraph 1 and 2 for the Central Competent Authority to audit and implement the energy efficient labeling according to Article 9 to get the permit for displaying and selling in the market starting from July 1, 2010.

### **Article 21**

The vehicle type or vehicle fuel economy certificate which is being issued to a specific manufacturer or importer may transfers to specific entity, if the vehicle original manufacturer promises to provide vehicles with the same specifications and quality as the certified vehicles to the entity.

### **Article 22**

For any vehicle which does not meet the Fuel Economy Standards in respect to the results of the conformity test provided in Article 4, Article 5 and Article 6, the entity who applied for the type approval test may apply for a retest. The retest shall be performed according to the following procedures:

1. The results of three retests for the original sample test vehicle shall be averaged to a single value (hereinafter referred to Y).
2. Y and all of the one-time retest results for each vehicle requested for retesting by the application entity and selected by the Competent Authority shall be averaged to determine a single value (hereinafter referred to X).
3. In the event that the difference of X and the product of statistical parameter times the standard deviation is not smaller than the Fuel Economy Standards, the vehicles covered by the application shall be regarded as meeting the Fuel Economy Standards. The standard deviation is calculated by the following equation:

$$\text{Standard Deviation} = \sqrt{\frac{\sum (\text{Fuel Economy Value} - X)^2}{\text{Number of Sample Vehicles} - 1}}$$

The statistical parameters are to be determined based on the number of sample test vehicles, as in the following table:

Number of Sample Vehicles	2	3	4	5	6	7
Statistical Parameter	0.973	0.613	0.489	0.421	0.376	0.342
Number of Sample Vehicles	8	9	10	11	12	13
Statistical Parameter	0.317	0.296	0.279	0.265	0.253	0.242

	14	15	16	17	18	19
Number of Sample Vehicles						
Statistical Parameter	0.233	0.224	0.216	0.210	0.203	0.198

If the number of sample test vehicles is equal to or greater than 20, then

Statistical Parameter =	0.860
	Number of Sample Vehicles

In the event that the entity does not apply for retesting, or the results of the retesting do not meet the Fuel Economy Standards under this Article, the certificate of conformity in respect to the vehicle or the model of vehicle covered by the certificate shall be annulled. The Competent Authority shall forthwith withhold from the entity the right to sell the vehicles and order the entity to take actions to improve the fuel economy of the vehicles. The Transportation Management Authority shall not issue vehicle licenses to the vehicles of the model concerned or to any entity who commits a breach of Article 10 as well. The entity applying for a retest as described in paragraph 1 of this article shall deliver the vehicles to the Accredited Agency appointed by the Competent Authority.

### Article 23

If the conformity test results for the domestic-manufactured or imported vehicles that failed to reach within 92% of the energy efficient label listed values, the entity should be noticed by the Competent Authority to process energy efficiency retest.

The Competent Authority officers should be accompanied by the personnel of the Accredited Agency to the vehicle storage location, and pick up at least twice the number of the previous sampled vehicle type that failed to reach within 92% of the energy efficiency label value. The selected vehicles should be delivered to the Accredited Agency by the vehicle entity to perform the energy efficiency retest.

According to Article 21 of Energy Management Act, should the vehicle entities failed to meet the deadline to perform energy efficiency retests or the mean value of the test results for the delivered sample vehicles failed to reach within 92% energy efficient label value will be notified by the Competent Authority for improvements.

### Article 24

The same test method should be used for the vehicle type approval test, conformity test as described in Article 13, paragraph 13.1, for the retest as defined in Article 22, and for the energy efficiency retest as described in Article 23.

The same Accredited Agency that conduct the test should be used for the conformity test as described in Article 13, paragraph 13.1.2, for the retest as defined in Article 22, and for the energy efficiency

retest as described in Article 23.

**Article 25**

The Competent Authority shall periodically publish the fuel economy test results.

**Article 26**

These Regulations shall become effective upon promulgation.

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Data Source : Ministry of Economic Affairs R.O.C.(Taiwan) Laws and Regulations Retrieving System