

Autobusas Nr. 2_ Techninis pasas ir COC sertifikatas

Markė, modelis: MAN Lion's Coach
Kėbulo numeris: WMAR10ZZ9LT032926
Pagamintas 2020/ pirma registracija: 16.01.2020 (B grafa)/ 53 sėdimos vietos (S.1 grafa) / 11 stovimų vietų (S.2 grafa)

Pateikiame šio autobuso Čekijos respublikos registracijos liudijimą.

Kadangi visų šalių registracijos liudijimai žymimi bendra ES nustatyta raidžių ir skaičių šifruote – taip pat pateikiame Lietuvos Respublikos Registracijos liudijimo raidžių ir skaičių šifruočių reikšmes lietuvių kalba.

EVROPSKÉ SPOLEČENSTVÍ
OSVĚDČENÍ O REGISTRACI VOZIDLA.
ČÁST I.

ČESKÁ REPUBLIKA
A. REGISTRACNÍ ZNAČKA VOZIDLA
B. DATUM PRVNÍ REGISTRACE VOZIDLA
16.01.2020

C.1.1. a C.1.2. PROVOZOVATEL (PŘÍJMENÍ A JMÉNO NEBO OBCHODNÍ JMÉNO)
C.1.3. ADRESA POBYTU / SÍDLO
C.4. PROVOZOVATEL JE VLASTNÍKEM VOZIDLA a) ANO, b) NE **NE** I. DATUM **11.01.2023**

UBF 699478 PODPIS

Polia Kazitka

| | | | | | | | | | | | | | | | | | | | | |
|--|----|----|----|----|-------------------------|----|----|----|----|---|----|----|----|----|-------------|----|--|--|--|--|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | | | | | | |
| D.1. TOVÁRNÍ ZNAČKA, D.2. TYP, VARIANTA, VERZE | | | | | | | | | | | | | | | I | | | | | |
| MAN, B.2007.46.006, R1022AZZZ, JOACE | | | | | | | | | | | | | | | | | | | | |
| D.3. OBCHODNÍ OZNAČENÍ | | | | | | | | | | E. IDENTIFIKAČNÍ ČÍSLO VOZIDLA (VIN) | | | | | II | | | | | |
| LION'S COACH | | | | | | | | | | WMAR10ZZ9LT032926 | | | | | III | | | | | |
| 1. DRUH VOZIDLA | | | | | | | | | | POV. HMOTNOST PŘÍVĚSU [kg]: O.1.BRZD./O.2.NEBRZD. | | | | | IV | | | | | |
| AUTOBUS | | | | | | | | | | 3 000/750 | | | | | | | | | | |
| HMOTNOST [kg]: F.1. NEJVĚTŠÍ TECHNICKY PŘÍPUSTNÁ / F.2. POVOLENÁ / G. PROVOZNÍ / F.3. SOUPRAVY | | | | | | | | | | | | | | | V | | | | | |
| 19 700/19 500/14 513/22 700 | | | | | | | | | | | | | | | | | | | | |
| P.1. ZDVIHOVÝ OBJEM [cm ³] | | | | | P.3. PALIVO | | | | | P.2. MAX. VÝKON [kW] / OT. [min. ⁻¹] | | | | | VI | | | | | |
| 12 419.0 | | | | | NM | | | | | 346/1 800 | | | | | | | | | | |
| S.1. POČET MÍST K SEZENÍ | | | | | S.2. POČET MÍST K STÁNÍ | | | | | Q. POMĚR VÝKON / HMOTNOST [kW.kg ⁻¹] | | | | | VII | | | | | |
| 53 | | | | | 11 | | | | | | | | | | | | | | | |
| T. NEJVYŠŠÍ RYCHLOST [km.h ⁻¹] | | | | | | | | | | 29. ŘAZENÍ PŘEVODOVKY | | | | | R. BARVA | IX | | | | |
| 100 | | | | | | | | | | AUT | | | | | BÍLÁ | | | | | |
| 19. SPOJOVACÍ ZARÍZENÍ | | | | | | | | | | H. PLATNOST DO | | | | | X | | | | | |
| TRÍDA A50-X | | | | | | | | | | | | | | | | | | | | |
| JINÉ ZÁZNAMY | | | | | | | | | | | | | | | XI | | | | | |
| | | | | | | | | | | | | | | | XII | | | | | |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | | | | | |

Státní tiskárna cenin, s.p.

Autobusas Nr. 2_ Techninis pasas ir COC sertifikatas



LIETUVOS RESPUBLIKA
LT
Valstybės įmonė „Regitra“
REGISTRACIJOS LIUDIJIMAS

Circulație în permisiuni / Permiso de circulație / Ověřeni o registraci / Registrationscertifikat / Zulassungsbuchstempel /
Registrazioniommatustas / Άδεια κυκλοφορίας / Πρωτογενικό Έγγραφο / Registration certificate / Certificat d'immatriculation /
Prometna dozvola / Tevnia Clăritate / Carta di circolazione / Registrācijas apliecība / Forgalini engedély /
Certifikat / Registrācijas / Komercijbevojs / Dovář Registracijn / Certificado de matrícula / Certificat de înmatriculare /
Doveřeni o evidenci / Prometna dovoljenje / Rekvizitarni listina / Registrationsbescheinigung

EUROPOS SĄJUNGA
X 000000

A XXX000 **E** XXXXXXXXXXXXXXXXXXXX

D.1 XXXXX
D.2 XXXXX / XXXXX / XXXXX
D.3 XXXXX

C1=C2
C.1.1 PAVARDENIS
C.1.2 VARDENIS
C.1.3 VILNIUS, LIEPKALNIO G. 97

B XXXX-XX-XX **(B.1)** XXXX-XX-XX **(B.2)** XXXX

F.1 XXXX kg **F.2** XXXX kg **(F.4)** XXXX kg
(F.5) XXXX kg **G** XXXX kg **H** XXXX-XX-XX

I XXXX-XX-XX **(I.1)** XXXX-XX-XX XXXXXXXX

J XX **(J.1)** XX **(J.2)** XX

K XX+XXXX/XX*XXXX*XX

X.1 --

P.1 XXXX cm³ **P.2** XXX kW
P.3 XXXXXXXX
P.4 XXXX m³n⁻³
P.5 XXX

Q -- **R** XXXXX

T XXX km/h **V.7** XXX g/km

V.9 XXXXXXXXX
(V.10) XX **S.1** X **S.2** X

Žymos XXXXXXXXXXXX

Pastabos

A – valstybinis registracijos numeris
B – pirmosios registracijos data
(B.1) – pirmosios registracijos Lietuvoje data
(B.2) – modelio metai
C.1 – transporto priemonės valdytojas
C.1.1 – valdytojo fizinio asmens pavardė arba juridinio asmens pavadinimas
C.1.2 – valdytojo fizinio asmens vardas
C.1.3 – valdytojo fizinio asmens gyvenamosios vietos arba juridinio asmens buveinės adresas
(C.1.4) – valdytojo juridinio asmens kodas
C.2 – transporto priemonės savininkas
C.2.1 – savininko fizinio asmens pavardė arba juridinio asmens pavadinimas
C.2.2 – savininko fizinio asmens vardas
C.2.3 – savininko fizinio asmens gyvenamosios vietos arba juridinio asmens buveinės ES valstybėje narėje adresas
(C.2.4) – savininko juridinio asmens kodas
D.1 – gamybinė markė (gamintojo prekės pavadinimas)
D.2 – tipas / variantas / versija
D.3 – komercinis pavadinimas
E – identifikavimo numeris
F.1 – didžiausia techniškai leidžiama pakrautos transporto priemonės masė (išskyrus L kategorijos)
F.2 – didžiausia leistina pakrautos transporto priemonės, kuri eksploatuojama registracijos valstybėje, masė
(F.4) – puspriekabės leidžiamos maksimalios masės ir puspriekabės vilkiko apkrovos suma
(F.5) – puspriekabės ašims tenkanti didžiausia techniškai leidžiama pakrautos transporto priemonės masės dalis
G – parengtos eksploatuoti transporto priemonės masė
H – galiojimo laikas
I – šio dokumento išdavimo data
(I.1) – transporto priemonės registracijos jos valdytojo vardu numeris ir data
J – kategorija arba klasė
(J.1) – kėbulo kodas (nacionalinis)
(J.2) – kėbulo kodas (ES)
K – tipo patvirtinimo numeris
(K.1) – nacionalinis tipo patvirtinimo arba individualaus patvirtinimo (leidimo) numeris
P.1 – variklio darbinis tūris
P.2 – didžiausia naudingoji galia ir (arba) didžiausia nuolatinė elektrinio variklio vardinė galia
P.3 – degalų tipas arba galios šaltinis
P.4 – vardinis sūkių skaičius
P.5 – variklio kodas ir (arba) variklio numeris
Q – galios ir masės santykis (rašoma tik motociklams)
R – spalva
T – didžiausias leidžiamas greitis
V.7 – CO₂ (bendra vertė)
V.9 – išmetamų teršalų lygis ir (arba) EB tipo patvirtinimui taikomo pagrindinio norminio akto ir naujausio iš dalies keičiančio norminio akto numeris
(V.10) – hibridinė (taip, ne)
S.1 – sėdimųjų vietų skaičius, įskaitant vairuotojo vietą
S.2 – stovimų vietų skaičius

PAVYZDYS
Registracijos Nr.

Autobus Nr. 2_ Techninis pasas ir COC sertifikatas

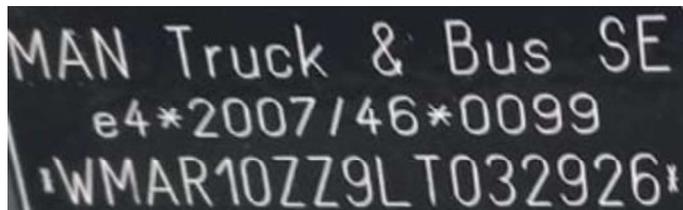
Gamintojo „MAN Truck & Bus SE“ COC sertifikatas:

| ALLGEMEINE KONSTRUKTIONSMERKMALE GENERAL CONSTRUCTION CHARACTERISTICS | | | |
|--|--|-----------------|--|
| 1. ANZAHL DER AXEN UND RÄDER NUMBER OF AXLES AND WHEELS | 2 / 6 | | |
| 1.1. ANZAHL UND LAGE DER AXEN MIT DOPPELBEREIFUNG NUMBER AND POSITION OF AXLES WITH TWIN WHEELS | 1 / 2. | | |
| 2. GELENKTE AXSEN (ANZAHL, LAGE) STEERED AXLES (NUMBER, POSITION) | 1 / 1. | | |
| 3. ANGETRIEBENE AXSEN (ANZAHL, LAGE, GEGENSEITIGE VERBINDUNG) POWERED AXLES (NUMBER, POSITION, INTERCONNECTION) | 1 / 2, / - | | |
| 3.1. ANZAHL DER DAS FAHRZEUG NICHT AUTOMATISIERTEILAUTOMATISIERTE/ VOLLAUTOMATISIERTE IST SPECIFY IF THE VEHICLE IS NON-AUTOMATED/AUTOMATED/FULLY AUTOMATED | - | | |
| ABMESSUNGEN MAIN DIMENSIONS | | | |
| 4. RADSTAND WHEELBASE | 7050 | MM | |
| 4.1. ABSCHNITTSTAND AXLE SPACING | A1-A2: 7050, A2-A3: -, A3-A4: -, A4-A5: - | MM | |
| 5. LÄNGE LENGTH | 13091 | MM | |
| 5.2. VERLÄNGERTES FÜHRERHAUS ENTSPRECHEND ARTIKEL 9A DER RICHTLINIE 96/53/EG ELONGATED CAB COMPLING WITH ARTICLE 9A OF DIRECTIVE 96/53/EC | YES/NO | | |
| 5.3. FAHRZEUG AN DER FRONT MIT AERODYNAMISCHER LUFTLEITENRICHTUNG ODER AUSRÜSTUNG AUSGESTATTET VEHICLE EQUIPPED WITH AERODYNAMIC DEVICE OR EQUIPMENT ON THE FRONT/REAR/NOT EQUIPPED | - | | |
| 6. BREITE WIDTH | 2550 | MM | |
| 7. HOHE HEIGHT | 3870 | MM | |
| 8. SATTELVORMASSE DES SATTELZUGFAHRZEUGS (HÖCHST- UND MINDESTWERT) FIFTH WHEEL LEAD FOR SEMI-TRAILER TOWING VEHICLE (MAXIMUM AND MINIMUM) | - | MM | |
| 9. ABSTAND ZWISCHEN DER FAHRZEUGFRONT UND DEM MITTELPUNKT DER ANHÄNGERVORRICHTUNG (MAXIMUM UND MINIMUM) DISTANCE BETWEEN THE FRONT END OF THE VEHICLE AND THE CENTER OF THE COUPLING DEVICE (MAXIMUM AND MINIMUM) | 13227 - 13227 | MM | |
| 11. LÄNGE DER LADEFLÄCHE LENGTH OF LOADING AREA | - | MM | |
| 12. ÜBERHANG HINTEN REAR OVERHANG | 3305 | MM | |
| MASSEN MASSES | | | |
| 13. MASSE IN FAHREBETRIEBEM ZUSTAND MASS IN RUNNING ORDER | 14513 | KG | |
| 13.1. VERTEILUNG DIESER MASSE AUF DIE AXSEN DISTRIBUTION OF THIS MASS AMONGST THE AXLES | T1/A1: 5319, T2/A2: 9194, T3/A3: -, A4: -, A5: - | KG | |
| 13.2. TATSÄCHLICHE MASSE DES FAHRZEUGS ACTUAL MASS OF THE VEHICLE | 14513 | KG | |
| 13.3. ZUSÄTZLICHE MASSE FÜR ALTERNATIVEN ANTRIEB ADDITIONAL MASS FOR ALTERNATIVE PROPULSION | - | KG | |
| 16. TECHNISCH ZULASSIGE HÖCHSTMASSEN TECHNICALLY PERMISSIBLE MAXIMUM MASSES | 19700 | KG | |
| 16.1. TECHNISCH ZULASSIGE GESAMTMASSE IN BELADENEM ZUSTAND TECHNICALLY PERMISSIBLE MAXIMUM MASS IN LOADED STATE | 19700 | KG | |
| 16.2. TECHNISCH ZULASSIGE MAXIMALE MASSE JE AXSE TECHNICALLY PERMISSIBLE MASS ON EACH AXLE | A1: 8000, A2: 12600, A3: -, A4: -, A5: - | KG | |
| 16.3. TECHNISCH ZULASSIGE MAXIMALE MASSE JE ACHSGRUPPE TECHNICALLY PERMISSIBLE MASS ON EACH AXLE GROUP | T1: -, T2: -, T3: - | KG | |
| 16.4. TECHNISCH ZULASSIGE GESAMTMASSE DER FAHRZEUGKOMBINATION TECHNICALLY PERMISSIBLE MAXIMUM MASS OF THE COMBINATION | 22700 | KG | |
| 17. FÜR DIE ZULASSUNGEN BETRIEB IM INNERSTÄÄTLICHEN/GRENZÜBERSCHREITENDEN VERKEHR VORGEGEHENE INTENDED REGISTRATION IN SERVICE MAXIMUM PERMISSIBLE MASSES IN NATIONAL/INTERNATIONAL TRAFFIC | 96/53/EC, C2 | KG | |
| 17.1. FÜR DIE ZULASSUNGEN BETRIEB VORGEGEHENE ZULASSIGE GESAMTMASSE IN BELADENEM ZUSTAND INTENDED REGISTRATION IN SERVICE MAXIMUM PERMISSIBLE LOADED MASS | 19500, 19500 | KG | |
| 17.2. FÜR DIE ZULASSUNGEN BETRIEB VORGEGEHENE ZULASSIGE GESAMTMASSE IN BELADENEM ZUSTAND JE AXSE INTENDED REGISTRATION IN SERVICE MAXIMUM PERMISSIBLE LOADED MASS ON EACH AXLE | A1: 8000, A2: 11500, A3: 11500, A4: -, A5: - | KG | |
| 17.3. FÜR DIE ZULASSUNGEN BETRIEB VORGEGEHENE ZULASSIGE GESAMTMASSE IN BELADENEM ZUSTAND JE ACHSGRUPPE INTENDED REGISTRATION IN SERVICE MAXIMUM PERMISSIBLE LOADED MASS ON EACH AXLE GROUP | T1: -, T2: -, T3: - | KG | |
| 17.4. FÜR DIE ZULASSUNGEN BETRIEB VORGEGEHENE ZULASSIGE GESAMTMASSE DER FAHRZEUGKOMBINATION INTENDED REGISTRATION IN SERVICE MAXIMUM PERMISSIBLE MASS OF THE COMBINATION | 96/53/EC, C2, 22500, 22500 | KG | |
| 18. TECHNISCH ZULASSIGE MAXIMALE ANHÄNGEMASSE DES ZUGFAHRZEUGS MIT TECHNICALLY PERMISSIBLE MAXIMUM TOWABLE MASS IN CASE OF | - | KG | |
| 18.1. DECKSELANHÄNGER DRAWBAR TRAILER | - | KG | |
| 18.2. SATTELANHÄNGER SEMI-TRAILER | - | KG | |
| 18.3. ZENTRALACHSANHÄNGER (NICHT DURCHG./DURCHG.) CENTRE AXLE TRAILER (NOT CONT./CONT.) | 3000 / - | KG | |
| 18.3.1. STARREDECKSELANHÄNGER RIGID DRAWBAR TRAILER | - | KG | |
| 18.4. UNGEBREMSTET ANHÄNGER UNBRAKED TRAILER | 750 | KG | |
| 19. TECHNISCH ZULASSIGE MAXIMALE STÜTZLAST AM KÜPPLUNGSPUNKT TECHNICALLY PERMISSIBLE MAXIMUM STATIC MASS AT THE COUPLING POINT | 2500 | KG | |
| ANTRIEBSMASCHINE POWER PLANT | | | |
| 20. HERSTELLER DER ANTRIEBSMASCHINE MANUFACTURER OF THE ENGINE | 1: MAN, 2: - | | |
| 21. BAUMUSTERBEZEICHNUNG GEMÄSS KENNZEICHNUNG AM MOTOR ENGINE CODE AS MARKED ON THE ENGINE | D2676LOH39 | | |
| 22. ARBEITSVERFAHREN WORKING PRINCIPLE | Selbstzündung Compression ignition | | |
| 23. REINER ELEKTRO ANTRIEB PURE ELECTRIC | nein no | | |
| 23.1. KATEGORIE DES HYBRID(ELEKTRO)FAHRZEUGS: OVC-HEV/NOVC-NEVOVC-FCHV/NOVC-FCHV CLASS OF HYBRID (ELECTRIC) VEHICLE: OVC-HEV/NOVC-NEVOVC-FCHV/NOVC-FCHV | nein no | | |
| 24. ANZAHL UND ANORDNUNG DER ZYLINDER NUMBER AND ARRANGEMENT OF CYLINDERS | 6 in Reihe stehend 6 in line vertical | | |
| 25. FÜHRERRAUM ENGINE CAPACITY | 12419 | CM ³ | |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|-----------|------|------|------|-------|------|------|------|-----|-----|-----|------|-------|------|------|------|------|------|------|------|------|-----|------|------|------|------|------|------|-----|-----|-----|-----|-----|------|---|---|---|---|-------|------|---|---|
| 26. KRAFTSTOFF FUEL | DIESEL DIESEL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.1. EINSTOFFMOTOR/BIVALENTER ANTRIEB/FLEXFUELMOTOR MONO FUEL/BIFUEL/FLEX FUEL MOTOR | Ein-Stoffbetrieb mono fuel | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26.2. NUR ZWEISTOFFMOTOREN TYP 1A/TYP 1B/TYP 2A/TYP 2B/TYP 3B DUAL FUEL ONLY TYPE 1A/TYP 1B/TYP 2A/TYP 2B/TYP 3B | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27. HÖCHSTLEISTUNG MAXIMUM POWER | 346 ; 1800 1/min | KW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.1. HÖCHSTE NUTZLEISTUNG MAXIMUM NET POWER | - | KW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.2. HÖCHSTE NUTZLEISTUNG MAXIMUM NET POWER | - | KW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.3. HÖCHSTE NUTZLEISTUNG MAXIMUM NET POWER | - | KW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.4. HÖCHSTE 30 MINUTEN-LEISTUNG MAXIMUM 30 MINUTES POWER | - | KW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28. GETRIEBE (TYP) GEARBOX (TYPE) | automatisiertes Schaltgetriebe automated manual gear box | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28.1. ÜBERSCHNITTVERHÄLTNISS GEARBOX RATIOS | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>1.G</td><td>2.G</td><td>3.G</td><td>4.G</td><td>5.G</td><td>6.G</td><td>7.G</td><td>8.G</td><td>9.G</td><td>10.G</td> </tr> <tr> <td>12.92</td><td>9.98</td><td>7.60</td><td>5.94</td><td>4.57</td><td>3.53</td><td>2.83</td><td>2.19</td><td>1.68</td><td>1.3</td> </tr> <tr> <td>11.G</td><td>12.G</td><td>13.G</td><td>14.G</td><td>15.G</td><td>16.G</td><td>1.R</td><td>2.R</td><td>3.R</td><td>4.R</td> </tr> <tr> <td>1.0</td><td>0.77</td><td>-</td><td>-</td><td>-</td><td>-</td><td>12.03</td><td>9.29</td><td>-</td><td>-</td> </tr> </table> | | | 1.G | 2.G | 3.G | 4.G | 5.G | 6.G | 7.G | 8.G | 9.G | 10.G | 12.92 | 9.98 | 7.60 | 5.94 | 4.57 | 3.53 | 2.83 | 2.19 | 1.68 | 1.3 | 11.G | 12.G | 13.G | 14.G | 15.G | 16.G | 1.R | 2.R | 3.R | 4.R | 1.0 | 0.77 | - | - | - | - | 12.03 | 9.29 | - | - |
| 1.G | 2.G | 3.G | 4.G | 5.G | 6.G | 7.G | 8.G | 9.G | 10.G | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.92 | 9.98 | 7.60 | 5.94 | 4.57 | 3.53 | 2.83 | 2.19 | 1.68 | 1.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.G | 12.G | 13.G | 14.G | 15.G | 16.G | 1.R | 2.R | 3.R | 4.R | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.0 | 0.77 | - | - | - | - | 12.03 | 9.29 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28.1.1. ÜBERSCHNITTVERHÄLTNISS FINAL DRIVE RATIO | 2.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28.1.2. ÜBERSCHNITTVERHÄLTNISS FINAL DRIVE RATIO | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>1.G</td><td>2.G</td><td>3.G</td><td>4.G</td><td>5.G</td><td>6.G</td><td>7.G</td><td>8.G</td><td>9.G</td><td>10.G</td> </tr> <tr> <td>11.G</td><td>12.G</td><td>13.G</td><td>14.G</td><td>15.G</td><td>16.G</td><td>1.R</td><td>2.R</td><td>3.R</td><td>4.R</td> </tr> <tr> <td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td> </tr> </table> | | | 1.G | 2.G | 3.G | 4.G | 5.G | 6.G | 7.G | 8.G | 9.G | 10.G | 11.G | 12.G | 13.G | 14.G | 15.G | 16.G | 1.R | 2.R | 3.R | 4.R | - | - | - | - | - | - | - | - | - | - | | | | | | | | | | |
| 1.G | 2.G | 3.G | 4.G | 5.G | 6.G | 7.G | 8.G | 9.G | 10.G | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.G | 12.G | 13.G | 14.G | 15.G | 16.G | 1.R | 2.R | 3.R | 4.R | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| - | - | - | - | - | - | - | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HÖCHSTGESCHWINDIGKEIT MAXIMUM SPEED | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29. HÖCHSTGESCHWINDIGKEIT MAXIMUM SPEED | 100 | KM/H | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ACHSEN UND AUFHÄNGUNG AXLES AND SUSPENSION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30.1. SPURWEITE JEDER GELENKTEN AXSE TRACK OF EACH STEERED AXLE | A1: 2062, A2: -, A3: -, A4: -, A5: - | MM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30.2. SPURWEITE ALLER ÜBRIGEN AXSEN TRACK OF ALL OTHER AXLES | 1840 | MM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31. LAGE DER HUBACHSEN POSITION OF RETRACTABLE AXLES | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32. LAGE DER BELASTBAREN AXSEN POSITION OF LOADABLE AXLES | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 33. ANTRIEBSACHSEN MIT LUFTFEDERUNG ODER GLEICHWERTIGER LUFTAUFHÄNGUNG DRIVE AXLES FITTED WITH AIR SUSPENSION OR EQUIVALENT | ja yes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 35. ANGEBRACHTE REIFEN/RADKOMBINATIONEN ENERGIEEFFIZIENZKLASSE VON HOLLWIDERSTANDSKOEFFIZIENTEN (IRWG) UND REIFENKLASSE - ZUR BESTIMMUNG DER CO2-EMISSIONEN (FALLS ZUTREFFEND) FITTED TYRE/WHEEL COMBINATIONS/ENERGY EFFICIENCY CLASS OF ROLLING RESISTANCE COEFFICIENTS (IRWG) AND TYRE CATEGORY USED FOR CO2 DETERMINATION (IF APPLICABLE) | A1 315/70R22.5 156/- / 22.5x9.00 A2 315/70R22.5 - / 150 L - / 22.5x9.00 A3 - - - - - / - A4 - - - - - / - A5 - - - - - / - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ABWEICHENDE LOAD- UND SPEEDINDIZES IN ABHÄNGIGKEIT DER TECHNISCHEN TRAGLASTEN UND HÖCHSTGESCHWINDIGKEIT ZULÄSSIG OTHER LOAD- AND SPEEDINDEXES ARE TOLERABLE IF THEY COMPLY TO THE TECHNICALLY PERMISSIBLE MASSES AND THE MAXIMUM SPEED | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BREMSANLAGE BRAKES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 36. ANHÄNGER BREMSANSCHLÜSSE MECHANISCH/ELEKTRO/PNEUMATISCH/ HYDRAULISCH TRAILER BRAKE CONNECTIONS MECHANICAL/ELECTRIC/PNEUMATIC/HYDRAULIC | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 37. DRUCK IN DER VERSORGNUNGSLINIEN DES ANHÄNGER BREMSSYSTEMS PRESSURE IN FEED LINE FOR TRAILER BRAKING SYSTEM | - / - | kPA / BAR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AUFBAU BODYWORK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 38. CODE DES AUFBAUS CODE FOR BODYWORK | CA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 39. FAHRZEUGKLASSE CLASS OF VEHICLE | Klasse II + III | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 41. ANZAHL UND ANORDNUNG DER TÜREN NUMBER AND CONFIGURATION OF DOORS | 2 2 rechts 2 2 right | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 42. ANZAHL DER SITZPLATZE (EINSCHLIESSLICH DES FAHRERSITZES) NUMBER OF SEATING POSITIONS (INCLUDING THE DRIVER) | 53 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 42.1. SITZE, DIE NUR ZUR VERWENDUNG BEI STATIONÄREM FAHRZEUG BESTIMMT SIND (SEAT(S) DESIGNATED FOR USE ONLY WHEN THE VEHICLE IS STATIONARY) | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 42.2. ANZAHL DER SITZPLATZE: UNTERES / OBERES FAHRERSTEUERDECK (EINSCHLIESSLICH DES FAHRERSITZES) NUMBER OF PASSENGER SEATING POSITIONS: LOWER DECK / UPPER DECK (INCLUDING THE DRIVER) | 53 / 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 42.3. ANZAHL DER FÜR ROLLSTÜHLFAHRER ZUGÄNGLICHE SITZPLATZE NUMBER OF WHEELCHAIR USER ACCESSIBLE POSITIONS | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 43. ANZAHL DER STEHPLATZEN NUMBER OF STANDING PLACES | 11 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VERBINDUNGSEINRICHTUNG COUPLING DEVICE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 44. NUMMERE DES TYPENHEINLEGNUNGSSYMBOLS ODER GENEHMIGUNGSZEICHEN DER ANHÄNGERVORRICHTUNG (SOFF IN ANGEBAUT) APPROVAL NUMBER OR APPROVAL MARK OF COUPLING DEVICE (IF FITTED) | - / - - / - / E4 55R-01 0100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 45.1. KENNWERTE D/V/S/U CHARACTERISTICS VALUES DVSU | D: 27.5, V: 0.0, S/U: 250 / - | KN/KG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| UMWELTVERTRÄGLICHKEIT ENVIRONMENTAL PERFORMANCES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 46. GERÄUSCH- / WEGEL / STANDGERÄUSCH BEI MOTORFÜHRER / FAHRERGERÄUSCH SOUND LEVEL / STATIONARY AT ENGINE SPEED / DRIVE BY | 87 ; 1350 1/min / 77 | DB(A) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 47. ABGASFORM EXHAUST EMISSION LEVEL | EURO VI D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 47.2.3. BEGRENZTE GESCHWINDIGKEIT JA/NEIN CAPPED SPEED YES/NO | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Autobus Nr. 2_ Techninis pasas ir COC sertifikatas

| 48. M3N2M3 | ABGASEMISSIONEN / NUMMER DES BASISREGULATIONS AKTS UND DES LETZTEN QUALITÄTIGEN ÄNDERUNGS AKTS EXHAUST EMISSIONS / NUMBER OF THE BASE REGULATORY ACT AND LATEST AMENDING REGULATORY ACT APPLICABLE | VO 595/2009 VO 2018/932 D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|--|---|------------------|--------------------------|--|------------------------|--|-----------|---|----|--------------------|----|---|------|------|------|-------|--------|----|-----|---|---------------------------------|-----|-----|------|-------|--------|-----------------|---------------------|------|--|--|------|---|---|--------|--------------------------|------|-----|--|--|-----------------|---|---|--------|--|---|-----------------|--|--|-----------------|--------|--------|--------|--|--|--------------------------|--|--|-----------------|------|------|-----|---|--|--|--|--|---------|------|------|--------|--|--|--|--|--|----------|---------|---------|-------|--|
| | <table border="1"> <thead> <tr> <th>ESC / Type 1</th> <th>1.1. / 1.2. TYP 1 (WLTP-HÖCHSTWERTE)</th> <th>ETC**</th> <th>2.1.</th> <th></th> <th>EURO 6</th> <th>1.2. WHSC (EURO VI)</th> <th>2.2. WHTC</th> <th></th> </tr> </thead> <tbody> <tr> <td>CO</td> <td>HC+NO_x</td> <td>CO</td> <td></td> <td>G/</td> <td>CO</td> <td>8.24</td> <td>20.55</td> <td>MG/KWH</td> </tr> <tr> <td>HC</td> <td>THC</td> <td>NO_x</td> <td></td> <td>KWH</td> <td>THC</td> <td>6.68</td> <td>10.05</td> <td>MG/KWH</td> </tr> <tr> <td>NO_x</td> <td>THC+NO_x</td> <td>NMHC</td> <td></td> <td></td> <td>NMHC</td> <td>-</td> <td>-</td> <td>MG/KWH</td> </tr> <tr> <td>PARTIKEL PARTICULATES</td> <td>NMHC</td> <td>THC</td> <td></td> <td></td> <td>CH₄</td> <td>-</td> <td>-</td> <td>MG/KWH</td> </tr> <tr> <td>REIHKONZENTR. ELU/ M³ SMOKE DENSITY ELU/ M³</td> <td>PARTIKEL MASSE PARTICULATES MASS</td> <td>CH₄</td> <td></td> <td></td> <td>NO_x</td> <td>275.79</td> <td>236.56</td> <td>MG/KWH</td> </tr> <tr> <td></td> <td></td> <td>PARTIKEL PARTICULATES</td> <td></td> <td></td> <td>NH₃</td> <td>2.35</td> <td>1.51</td> <td>PPM</td> </tr> <tr> <td colspan="5">*NUR FÜR # EURO3; ** ETC NUR FÜR # EURO4 *ONLY FOR # EURO3; **ETC ONLY FOR # EURO4</td> <td>PT mass</td> <td>0.46</td> <td>0.69</td> <td>MG/KWH</td> </tr> <tr> <td colspan="5"></td> <td>PT value</td> <td>0.69E11</td> <td>0.82E11</td> <td>1/KWH</td> </tr> </tbody> </table> | ESC / Type 1 | 1.1. / 1.2. TYP 1 (WLTP-HÖCHSTWERTE) | ETC** | 2.1. | | EURO 6 | 1.2. WHSC (EURO VI) | 2.2. WHTC | | CO | HC+NO _x | CO | | G/ | CO | 8.24 | 20.55 | MG/KWH | HC | THC | NO _x | | KWH | THC | 6.68 | 10.05 | MG/KWH | NO _x | THC+NO _x | NMHC | | | NMHC | - | - | MG/KWH | PARTIKEL PARTICULATES | NMHC | THC | | | CH ₄ | - | - | MG/KWH | REIHKONZENTR. ELU/ M ³ SMOKE DENSITY ELU/ M ³ | PARTIKEL MASSE PARTICULATES MASS | CH ₄ | | | NO _x | 275.79 | 236.56 | MG/KWH | | | PARTIKEL PARTICULATES | | | NH ₃ | 2.35 | 1.51 | PPM | *NUR FÜR # EURO3; ** ETC NUR FÜR # EURO4 *ONLY FOR # EURO3; **ETC ONLY FOR # EURO4 | | | | | PT mass | 0.46 | 0.69 | MG/KWH | | | | | | PT value | 0.69E11 | 0.82E11 | 1/KWH | |
| ESC / Type 1 | 1.1. / 1.2. TYP 1 (WLTP-HÖCHSTWERTE) | ETC** | 2.1. | | EURO 6 | 1.2. WHSC (EURO VI) | 2.2. WHTC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CO | HC+NO _x | CO | | G/ | CO | 8.24 | 20.55 | MG/KWH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HC | THC | NO _x | | KWH | THC | 6.68 | 10.05 | MG/KWH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NO _x | THC+NO _x | NMHC | | | NMHC | - | - | MG/KWH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PARTIKEL PARTICULATES | NMHC | THC | | | CH ₄ | - | - | MG/KWH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| REIHKONZENTR. ELU/ M ³ SMOKE DENSITY ELU/ M ³ | PARTIKEL MASSE PARTICULATES MASS | CH ₄ | | | NO _x | 275.79 | 236.56 | MG/KWH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | PARTIKEL PARTICULATES | | | NH ₃ | 2.35 | 1.51 | PPM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| *NUR FÜR # EURO3; ** ETC NUR FÜR # EURO4 *ONLY FOR # EURO3; **ETC ONLY FOR # EURO4 | | | | | PT mass | 0.46 | 0.69 | MG/KWH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | PT value | 0.69E11 | 0.82E11 | 1/KWH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 48.1. M3N2M3 | RAUCH (KORRIGIERTER WERT DES ABSORPTIONSKOEFFIZIENTEN) SMOKE (CORRECTED ABSORPTION COEFFICIENT) | 0,36 | M ¹ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 49. N2N3M3 | CO ₂ -EMISSIONEN/KRAFTSTOFFVERBRAUCH/STROMVERBRAUCH CO ₂ EMISSIONS/FUEL CONSUMPTION/ELECTRIC ENERGY CONSUMPTION | 1. ALLE ANTRIEBSARTEN AUSSER EXTERN AUFLADBARE HYBRIDELEKTROFAHRZEUGE ALL POWERTRAINS EXCEPT OVC HYBRID ELECTRIC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | WLTP VALUES | <table border="1"> <thead> <tr> <th>REGRD LOW</th> <th>MITTEL MEDIUM</th> <th>HOCH HIGH</th> <th>HOCHSTWERT EXTRA HIGH</th> <th>STADT CITY</th> <th>KOMBINIERT COMBINED</th> <th></th> </tr> </thead> <tbody> <tr> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>g/km</td> </tr> <tr> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>l/100km M3/100KM KG/100KM</td> </tr> <tr> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>Wh/km</td> </tr> </tbody> </table> | REGRD LOW | MITTEL MEDIUM | HOCH HIGH | HOCHSTWERT EXTRA HIGH | STADT CITY | KOMBINIERT COMBINED | | - | - | - | - | - | - | g/km | - | - | - | - | - | - | l/100km M3/100KM KG/100KM | - | - | - | - | - | - | Wh/km | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| REGRD LOW | MITTEL MEDIUM | HOCH HIGH | HOCHSTWERT EXTRA HIGH | STADT CITY | KOMBINIERT COMBINED | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| - | - | - | - | - | - | g/km | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| - | - | - | - | - | - | l/100km M3/100KM KG/100KM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| - | - | - | - | - | - | Wh/km | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 2. ELEKTRISCHE REICHWEITE FÜR FAHRZEUGE MIT REINEM ELEKTROANTRIEB ELECTRIC RANGE OF PURE ELECTRIC VEHICLES | ELEKTRISCHE REICHWEITE ELECTRIC RANGE | ELEKTRISCHE REICHWEITE INNEORTS ELECTRIC RANGE CITY | Wh/km | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 3. FAHRZEUG MIT ÖKOINNOVATIONEN AUSGESTATTET VEHICLE FITTED WITH ECO-INNOVATIONS | 3.1 ALLGEMEINER CODE DER ÖKOINNOVATIONEN GENERAL CODE OF THE ECO-INNOVATIONS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 3.2 GESAMTEINSPARUNGEN VON CO ₂ -EMISSIONEN DURCH DIE ÖKOINNOVATIONEN TOTAL CO ₂ EMISSIONS SAVINGS DUE TO THE ECO-INNOVATIONS | | G/km | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 3.2.2 WLTP EINSPARUNGEN WLTP SAVINGS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 4. EXTERN AUFLADBARE HYBRIDELEKTROFAHRZEUGE OVC HYBRID ELECTRIC VEHICLES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | LADUNGSERHALTUNG CHARGE SUSTAINING | ENTLADUNG CHARGE DEPLETING | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| REGRD LOW | MITTEL MEDIUM | HOCH HIGH | HOCHSTWERT EXTRA HIGH | STADT CITY | KOMBINIERT COMBINED | KOMBINIERT KOMBIERT WEIGHTED COMBINED | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| - | - | - | - | - | - | g/km | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| - | - | - | - | - | - | l/100km M3/100KM KG/100 KM Wh/km | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 5. ELEKTRISCHE REICHWEITE EXTERN AUFLADBARER HYBRIDELEKTROFAHRZEUGE ELECTRIC RANGE OF OVC HYBRID ELECTRIC VEHICLES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | GLEICHWERTIGE ELEKTROMOTORISCHE REICHWEITE (EAER) EQUIVALENT ELECTRIC RANGE | GLEICHWERTIGE ELEKTROMOTORISCHE REICHWEITE, INNEORTS (EAER CITY) EQUIVALENT ELECTRIC RANGE CITY | Wh/km M3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | VOLLELEKTRISCHE REICHWEITE (AER) ELECTRIC RANGE | VOLLELEKTRISCHE REICHWEITE, INNEORTS (AER CITY) ELECTRIC RANGE CITY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 49.1. N2N3M3 | KRYPTOGRAPHISCHER HASH DER AUF ZEICHNUNGSDATEI DES HERSTELLER CRYPTOGRAPHIC HASH OF THE MANUFACTURER'S RECORD FILE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 49.2. N2N3M3 | EMISSIONSFREIES SCHWERLASTFAHRZEUG (JA/NEIN) ZERO EMISSION HEAVY DUTY VEHICLE (YES/NO) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 49.3. N2N3M3 | ARBEITSFAHRZEUG (JA/NEIN) OCCASIONAL VEHICLE (YES/NO) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 49.4. N2N3M3 | KRYPTOGRAPHISCHER HASH DER KUNDENINFORMATIONSDATEI CRYPTOGRAPHIC HASH OF THE CUSTOMER INFORMATION FILE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 49.5. N2N3M3 | SPEZIFISCHE CO ₂ -EMISSIONEN SPECIFIC CO ₂ EMISSIONS | | GCO ₂ /TKM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 49.5.1. M2N2 | SPEZIFISCHE CO ₂ -EMISSIONEN SPECIFIC CO ₂ EMISSIONS (IF APPLICABLE) | | g/pkm | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 49.6. M3 | DURCHSCHNITTliche BELEGUNG (ANZAHL DER PERSONEN) AVERAGE OCCUPANCY (NUMBER OF PERSONS) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 49.6.1. M3 | DURCHSCHNITTliche BELEGUNG (ANZAHL DER PERSONEN) AVERAGE OCCUPANCY (NUMBER OF PERSONS) | | p | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 49.7. N2N3M3 | FAHRZEUGUNTERGRUPPE/-GRUPPE VEHICLE SUBGROUP/GRUPPE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | DIVERSES MISCELLANEOUS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50. N2N3 | TIPTYPENHMIT NACH DEN KONSTRUKTIONS- VORSCHRIFTEN FÜR DIE BEFORDERUNG GEFÄHRLICHER GÜTER TYPE APPROVED ACCORDING TO THE DESIGN REQUIREMENTS FOR TRANSPORTING DANGEROUS GOODS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51. M3N2N3 | BETRIEBSFAHRZEUGEN MIT BESONDERER ZWECKBESTIMMUNG BEZEICHNUNG GEMÄSS ANHANG II NUMBERS 5 FOR SPECIAL PURPOSE VEHICLES: DESIGNATION IN ACCORDANCE WITH ANNEX II SECTIONS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 52. M3N2N3 | ANMERKUNGEN REMARKS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | BEI BESEZUNG UND BELADUNG HOCHSTLASTEN BEACHTEN ZIFF. 16/17 * 100 KM/H ZULASSUNG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | FOLLOW RESTRICTIONS FOR LOADS IN NO. 16/17. W. FREIGHT AND PASSENGERS' F. 100 KM / H ON MOTORWAY SUITABLE * | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 54. M3N2N3 | FAHRZEUG AUSGESTATTET MIT VEHICLE FITTED WITH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 55. M3N2N3 | NACH DER UN-REGELUNG NR. 155 ZERTIFIZIERTES FAHRZEUG VEHICLE CERTIFIED IN ACCORDANCE WITH UN REGULATION NO 155 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 56. M3N2N3 | NACH DER UN-REGELUNG NR. 156 ZERTIFIZIERTES FAHRZEUG VEHICLE CERTIFIED IN ACCORDANCE WITH UN REGULATION NO 156 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



Columns in the COC certificate~ *englisch* ~

- 5. Length_13 091mm
- 6. Width_2 550mm
- 7. Height_3 870mm
- 17.1. intended registration/in servicemaximum permissible laden mass_19 500kg
- 17.2. intended registration/in servicemaximum permissible laden mass on each axle/A2_11 500kg
- 24. number and arrangement of cylinders_6 in line vertical
- 27.1. maximum net power_346 kW
- 28. gearbox (TYPE)_ automated manual gearbox
- 29. maximum speed_ 100km/h
- 42. number of seating position (including the driver)_ 53
- 42.3. number of wheelchair user accessible position _2
- 43. number of standing places_11
- 47. exhaust emission level_ EURO 6 D

~ *lietuvių kalba* ~**Grafos COC sertifikate**

- 5. ilgis_13 091mm
- 6. plotis_2 550mm
- 7. aukštis_3 870mm
- 17.1. numatyta registracija/eksplotacija, didžiausia leistina pakrauta masė_19 500kg
- 17.2. numatyta registracija/eksplatuojant didžiausia leistina pakrautos masės kiekvienai ašiai/A2_11500kg
- 24. cilindrų skaičius ir išdėstymas_6 vertikaloje linijoje
- 27.1. maksimali naudingoji galia_346 kW
- 28. pavarų dėžė (tipas)_ automatinė su mechaniniu perjungimu pavarų dėžė
- 29. maksimalus greitis 100 km/val
- 42. sėdimųjų vietų skaičius (įskaitant vairuotoją)_ 53
- 42.3. neįgaliojo vežimėliui pritaikytos vietos skaičius _2
- 43. stovimų vietų skaičius_11
- 47. išmetamųjų dujų lygis_ EURO 6 D