

VEHICLE REGISTRATION TAX

SECTION 8 MANUAL

VALUATION SYSTEM

FOR

NEW AND USED VEHICLES

March 2011

8.1	INTRODUCTION.....	3
8.2	VALUATION OF NEW VEHICLES.....	3
8.2.1	<i>New vehicles, which are the subject of declarations by sole wholesale distributors.....</i>	<i>3</i>
8.2.2	<i>Other new vehicles, which are not the subject of declarations by sole wholesale distributors.....</i>	<i>3</i>
8.2.3	<i>Unique/esoteric (mainly high value luxury) “grey” imports.....</i>	<i>4</i>
8.3	VALUATION OF USED VEHICLES.....	5
8.3.1	<i>Determination of the OMSP.....</i>	<i>5</i>
8.3.1.1	<i>Used vehicles where it is possible to determine values on the basis of market values within the State.....</i>	<i>5</i>
8.3.1.2	<i>Used cars where it is not possible to determine values on direct comparison with market values in the State.....</i>	<i>6</i>
8.3.2.	<i>Assign a Depreciation Table.....</i>	<i>6</i>
8.3.3.	<i>Establish the value of any optional extras.....</i>	<i>7</i>
8.3.4.	<i>Establish the age.....</i>	<i>8</i>
8.3.5.	<i>Establish the condition of the vehicle as ‘good’, ‘fair’ or ‘poor’.....</i>	<i>8</i>
8.3.6.	<i>Ascertain the mileage.....</i>	<i>9</i>
8.3.7.	<i>Calculate the VRT.....</i>	<i>9</i>
8.4	EXAMPLE OF A VRT CALCULATION.....	9
	APPENDIX 1 DEPRECIATION TABLES.....	11
	APPENDIX 2 CALCULATIONS FOR RECENTLY REGISTERED VEHICLEA.....	15
	APPENDIX 3 VRT PRE-REGISTRATION SELF ESTIMATE FOR MODELS NOT LISTED ON ROS.....	19
	APPENDIX 4 EXAMPLE OF COMPLETED VRT PRE-REGISTRATION SELF ESTIMATE FOR MODELS NOT LISTED ON ROS.....	20

8.1 Introduction.

[Section 133 of the Finance Act, 1992](#) as amended, provided that the rate of vehicle registration tax (VRT) to be charged on an EU Classification M1 (passenger) or N1 (Commercial) vehicle would be calculated by reference to the value of the vehicle and that the value would be taken to be the open market selling price (OMSP) of the vehicle at the time of the charging of the tax.

This section of the manual describes the method used by Revenue in determining the OMSP of the various makes, models and versions of vehicles on presentation for registration.

8.2 Valuation of New Vehicles

For the purpose of valuation, new vehicles may be segregated into three groups. ,

- those which are the subject of declarations by sole wholesale distributors
- grey imports i.e. new vehicles coming into the State outside the distributor network
- unique/esoteric (mainly high value luxury) “grey” imports.

8.2.1 New vehicles, which are the subject of declarations by sole wholesale distributors.

The value for VRT for a new vehicle on sale in the State which is supplied by a manufacturer or sole wholesale distributor, is the price, inclusive of all taxes and duties, declared to the Commissioners, in the prescribed manner, by the manufacturer or distributor, which, in his/her opinion, a vehicle of that model and specification, including any enhancements or accessories fitted or attached thereto or supplied therewith by such manufacturer or distributor, might reasonably be expected to fetch on a first arm’s length sale thereof in the open market in the State by retail.

In the absence of a declaration or where, in the opinion of the Commissioners the market value is higher or lower than that declared, then the Commissioners may determine a value.

8.2.2 Other new vehicles, which are not the subject of declarations by sole wholesale distributors.

The value for VRT is the price, inclusive of all taxes and duties, which in the opinion of a Revenue official, would be declared by a manufacturer or sole wholesale distributor in relation to that vehicle if it were on sale in the State

following supply by a manufacturer or sole wholesale distributor in the State. In determining the OMSP the official will be guided by:-

- OMSPs standing declared by manufacturers or sole wholesale distributors for similar vehicles
- Market prices as published in Price lists, Trade Guides, Websites and other publications
- Values in UK/NI for vehicles for which values are not available in the State but which can be compared with models of similar type that are available in both UK/NI and the State, having particular regard to characteristics such as price range, body type, engine capacity, transmission, fuel type, CO₂ emissions,

8.2.3 Unique/esoteric (mainly high value luxury) “grey” imports.

For luxury vehicles such as Aston Martin, Bentley, Hummer etc. the values of a number of vehicles which are in the same market segment and also available in the Irish market are researched and an average value of UK and Irish retail selling prices is calculated. This data will then be used to determine a ratio between UK/NI and the State markets which will be applied to the UK/NI value in order to determine an OMSP.

8.3 Valuation of Used Vehicles

8.3.1 Determination of the OMSP

In order to calculate the amount of VRT to be applied to a used vehicle imported into the State, Revenue is required to determine the price, inclusive of all taxes and duties, which, in the opinion of the Commissioners, the vehicle might reasonably be expected to fetch on a first arm's length sale thereof in the State by retail. This is known as the Open Market Selling Price (OMSP):

Used vehicles may be divided into 3 groups.

1. Used vehicles where the identical model is currently available new and for which an OMSP has been declared by a manufacturer or sole wholesale distributor.
2. Used vehicles where the identical model, while not currently available, was available at some stage in the past; and for which an OMSP was declared by a manufacturer or sole wholesale distributor.
3. Used vehicles where the identical model was not available on the Irish market and for which an OMSP was never declared by a manufacturer or sole wholesale distributor.

This group will include

- Vehicles for which “similar models” are or were available in the UK or Northern Ireland market, but not in the State
- Used vehicles from Japan,
- Used vehicles from other countries,
- Modified vehicles,
- Motor caravans,
- Classic/collectible vehicles,

8.3.1.1 Used vehicles where it is possible to determine values on the basis of market values within the State

This will normally apply in the case of vehicles, referred to at 1 & 2 above, which are or were at some time distributed as new vehicles in the State and were at some time the subject of a declaration of OMSP by a sole wholesale distributor.

OMSPs of used vehicles will be directly related to the current market prices for vehicles of the same make, model and version with equivalent specification in the State. These prices will be determined following research of trade data (e.g. price lists, sales guides, websites, direct enquiries with trade sources). For vehicles that are no longer available as new vehicles, the last retail price as new, will be used as the current OMSP.

8.3.1.2 Used cars where it is not possible to determine values on direct comparison with market values in the State.

Where an identical vehicle is not available for comparison purposes, a “similar” model will be identified, having particular regard to characteristics such as price range, body type, engine capacity, transmission, fuel type, CO₂ emissions etc; by reference to the general motor vehicle guides available at the time of declaration; by consultation where necessary with trade sources; and by reference to established precedents. An OMSP will be determined by comparison to the value of the “similar” model, with adjustments being made for increased or decreased specification as appropriate.

To assist in the calculation of the likely VRT due using this method, a VRT estimate form has been devised. Using this form, one can estimate the VRT due on a particular vehicle by establishing retail ratios between similar models that are on sale in both the UK and Ireland. By applying an average of those ratios to the particular vehicle, one can estimate to a degree of confidence the likely OMSP that may be determined by Revenue officials for this vehicle when presented for registration and then the expected VRT liability. The form and instructions on its use are included at Appendix 3. A completed sample is attached at Appendix 4.

For vehicles from other countries for which there is no market and for which it is difficult to identify a “similar” model and therefore no base for calculating what the vehicle might reasonably be expected to fetch on a first arm’s length sale, a method of “grossing up” may be used. The original purchase price (or an average purchase price) of the imported model is taken as a starting point. This is then grossed up by reference to the exchange rate between the country of purchase and Ireland and the differences in the tax base, (e.g. different VAT rates and dealers profit margin). This process will yield a figure, from which the current OMSP for VRT purposes can be derived.

For unique vehicles, e.g. classic/collectible vehicles, limousines, kit/reconstructed vehicles and other exotic vehicles, which, by their unique characteristics are not capable of being valued by reference to other vehicles on sale in the State, Revenue seeks the opinion of an automotive consultant retained by Revenue. The OMSP is then determined taking his opinion and any other relevant information (including documentation provided by the person presenting the vehicle for registration) into account.

8.3.2. Assign a Depreciation Table

Having established the OMSP, the valuation officer must then establish the correct rate of depreciation for the vehicle. This is done by examining the source literature available for the particular vehicle (or similar model) in order to establish what a vehicle of that type would fetch on first arm’s length sale

by retail in the State. The literature should be able to indicate what a similar model of various ages would fetch.

The valuation officer will then use a depreciation calculator to operate the OMSP against a set of depreciation tables maintained by Revenue (Appendix 1) to produce a set of values based on those tables. The valuation officer will then compare the research findings against these values to find the closest possible match between the research and a particular depreciation table set of values. This corresponding depreciation table will be assigned to this model. (See Appendix 1 for further details.)

The OMSP and depreciation table relating to this vehicle will then be added to the Revenue database of used vehicles, so that the VRT charge for all future vehicles of this particular make, model, version and variant can be calculated at registration. This data becomes the cornerstone of Revenue’s on-line VRT calculator, which is available to the public on Revenue’s website at <https://www.ros.ie/VRTEnquiryServlet/showVRT>.

8.3.3. Establish the value of any optional extras.

The next step in the valuation process is to establish if the particular vehicle has additional extras and, if so, to attach a value to them. This is done by reference to trade guides, supplier catalogues and other relevant source material. The extras are depreciated (at an accelerated basis) over the first 5 years of the life of the vehicle.

Age of vehicle	Reduction in OMSP of extras
Less than 3 months	0%
1 but less than 2 years	10%
2 but less than 3 years	25%
3 but less than 4 years	40%
4 but less than 5 years	55%
Over 5 years	100%

This depreciation in the value of extras is based on the age of the vehicle, which is calculated using a specific “extras” formula, which is different from that used to calculate the age of the car. First, the age of the vehicle in years is calculated using the formula

$$\text{Age in years} = \text{Year of registration in the Stats} - \text{Year of first registration}$$

Then the age in months is calculated using the formula

$$\text{Age in months} = (\text{age in years} * 12 + (\text{Month of registration in the State} - \text{Month of first registration}))$$

Using these two pieces of information, the Year for depreciation purposes is calculated by using the formula

$$\text{Year} = (\text{age in months}/12) + 1$$

Using this formula, a vehicle with a first date of registration of 20/01/2009 that was presented for registration in the State on 10/10/2009 would be deemed to one year but less than two years old, i.e.

$$\text{Age in years} = \text{Year of registration in the Stats} - \text{Year of first registration}$$

$$\text{Age in years} = 2007 - 2007 = 0$$

$$\text{Age in months} = (\text{age in years} * 12 + (\text{Month of registration in the State} - \text{Month of first registration}))$$

$$\text{Age in months} = (0 * 12) + (10-01) = 9$$

$$\text{Year} = (\text{age in months}/12) + 1$$

$$\text{Year} = (9/12) + 1 = 1$$

Therefore a depreciation rate of 10% would be applied to the extras

8.3.4. Establish the age

This is a simple process of calculating the number of years from the date of first registration to the date the vehicle is presented for registration and then determining the actual month of registration in the State. In order to refine further the valuation process, a supplementary adjustment is made depending on the month of registration in accordance with the following table.

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
+5%	+4%	+3%	+2%	+1%	0	0	-1%	-2%	-3%	-4%	-5%

This supplementary adjustment applies to vehicles aged between 1 and 10 years old, based on the month within the year in which the vehicles was first registered in the State.

8.3.5. Establish the condition of the vehicle as ‘good’, ‘fair’ or ‘poor’

Used vehicles may be assigned one of three condition headings, i.e. “Good”, “Fair” or “Poor”. Vehicles in good condition would normally exhibit no major body/panel damage or rust, or evidence of mechanical failure. Worn tyres and paintwork blemishes etc. would not constitute evidence of significant/excessive wear and tear and should be disregarded.

Vehicles assigned poor condition will show significant evidence of wear and tear, e.g. body/panel damage; major mechanical failure/damage; severe/extensive rust. However, where assignment of a vehicle condition of “poor” is being considered the vehicle must still be capable of being mechanically propelled to fall within the definition of a “mechanically propelled vehicle” for VRT purposes.

By a process of elimination, vehicles not assigned “good” or “poor” condition are assigned a condition of “fair”.

8.3.6. Ascertain the mileage

The odometer should be read to establish the mileage. An average monthly mileage of 1,300 miles for diesel vehicles and 900 miles for all other vehicle types is taken as the standard. For every additional 1,000 miles in excess of this average that the vehicle has travelled, an additional credit of €77.00 will be allowed up to a maximum credit which is the lesser of €1,270 or 10% of the value of the vehicle.

8.3.7. Calculate the VRT

Having established the variables, the VRT due on the vehicle is calculated based on the OMSP and depreciation rates for the particular make, model, version and variant, adjusted to reflect the extras, condition and mileage for each individual vehicle presented for registration.

8.4 Example of a VRT Calculation

The example below uses an EU Classification MI (passenger) petrol engine vehicle that emits 160 grams of CO₂ per kilometre and is therefore charged VRT at 24% that is presented for registration in June 2009.

In practice, when a vehicle is presented for registration and the vehicle category and CO₂ emissions have been established, the valuation process takes place as set out below. (If the same make, model version and variant has previously been valued, steps 1 and 2 will have been previously been carried out by a valuation officer).

- Step 1 **Establish an OMSP** for the particular make, model version and variant. For this example, let us assume the OMSP is €20,000.
- Step 2 **Establish a rate of depreciation** for the particular make, model version and variant. For this example let us assume the rate of depreciation is similar to table T3 at Appendix 1.
- Step 3 **Establish the extras** on the vehicle. It has been established that this particular vehicle has a package of extras valued at €1,000.

- Step 4 **Establish the age** of the vehicle. Assuming the vehicle was first registered in July 2006, it is now 3 years old. Furthermore, the month of registration in the State is June. (If the date of registration in the State was any month other than June or July a supplementary adjustment would be made depending on the month of registration.)
- Step 5 **Establish the condition** of the car. We can quickly ascertain that the condition is “fair”.
- Step 6 **Establish the mileage.** The odometer reading is 45,000 miles and the age in months is 35 (July 2006 – June 2009).

Activity		Value €
Step 1	Has verified an OMSP of 20,000	20,000
Step 2	Has assigned depreciation table Appendix 2	
Step 3	Has established an extras package of 1,000 but this is depreciated by 40%% as the vehicle is two but less than three years old	600
	Adjusted OMSP of the vehicle	20,600
Step 4	Has established that the vehicle is 3 years old, and in conjunction with Step 2 that the vehicle has depreciated to 14,626. It should be noted here that if the vehicle was registered in March a supplementary adjustment of +3% would be included increasing the OMSP to €15,064 but if the vehicle was registered in October the supplementary adjustment of -3% would decrease the OMSP to €14,187.	14,626
Step 5	Calculates a reduction of 5% for “fair” condition	731
Step 6	Imposes a reduction for excess mileage 45,000- 31,500 (900 x 35 months) = 13 x 77	1,001
	Total for VRT	12,894
	VRT due @ 24%	3,094

In practice, once the make, model, version and variant has been previously valued; the vehicle characteristics, the OMSP, the vehicle classification, levels of CO₂ emissions and the rate of depreciation for that model are recorded on the Revenue valuation database. Then the software operates the individual vehicle characteristics of extras, age, mileage and condition against that data to calculate a VRT charge.

Appendix 1 Depreciation Tables

Prior to the introduction of Vehicle Registration Tax, Revenue officials conducted extensive research into the used car market in the State to determine if there was a pattern to the depreciation of used vehicles. This examination showed that a number of different patterns could be identified and that often, different models within the same marque depreciated at different rates. As a result of this examination, the officials developed a set of tables. They then validated these tables against the used vehicle trade in the State. Following a number of iterations, the officials were satisfied that the tables accurately reflected the market conditions at the time and the depreciation tables became a part of the valuation process. Since then, the tables have been constantly monitored and refined to ensure that they reflect the market conditions. In this way they have retained currency with the used vehicle market.

When a vehicle of a model or variant not previously valued by Revenue officials is presented for registration, it is valued by Revenue valuation officials. Part of the valuation process is to determine, by examination of various sources of information (including the Car Sales Guide, motoring magazines and the internet, etc), what vehicles of various ages of that or a similar model might fetch on first arm's length sale by retail in the State. Having established a range of values, depending on age, the valuation officer will try to model those values against the 24 valuation tables until one with the closest match to that range of values is identified. This depreciation table is then assigned to that particular model or variant. For example, vehicle X is presented for registration. Part of the research into that vehicle has shown that a 2-year-old version depreciates on average by 68%, a 3 year old by 62% and a 4-year-old version by 53%. The table matching those depreciation characteristics most closely is Table 6 (T6) with rates of 69%, 61% and 52% for 2, 3 and 4 year old models respectively. Therefore, this table is allocated to vehicle X. Thus if, in the future a 6 year old example of vehicle X is imported, the VRT will be calculated based on 37% of the OMSP as, according to Table 6, a six year old vehicle has depreciated to that level.

In this way, the Revenue systems can calculate the VRT due on all subsequent vehicles of that particular model or variant, irrespective of the age of the actual vehicle presented, because the valuation officer has already established the depreciation characteristics for that particular model or variant.

For completeness, Revenue officials regularly review the valuation of all vehicles on the database. A significant part of this review is to determine if the depreciation characteristics previously assigned to a particular model or variant still reflect the actual depreciation of that model. Where the literature indicates that the depreciation characteristics have changed, a new depreciation table - one that best reflects the current market conditions - is assigned. The review also highlights situations where a table might reflect the depreciation of a range of models over a number of years but not the full range. The depreciation table itself is then examined by reference to the market and elements may be adjusted as a result of this examination.

100	T1	T2	T3	T4	T5	T6	T7	T8	T9	T10	T11	T12		
0..3mths	100	100	100	100	100	100	100	100	100	100	100	100	100	0..3mths
3..6mths	98	97	96	95	93	92	90	89	87	86	84	82	82	3..6mths
6..12mths	96	94	92	90	88	86	83	81	79	77	74	72	72	6..12mths
Year 1	94	91	88	85	82	79	76	73	70	67	64	63	63	2008
Year 2	85	82	79	75	72	69	65	63	60	57	54	51	51	2007
Year 3	76	73	71	67	63	61	55	54	50	47	44	41	41	2006
Year 4	68	65	62	59	55	52	46	45	42	39	36	33	33	2005
Year 5	60	57	54	51	46	44	39	38	34	30	27	24	24	2004
Year 6	51	48	46	44	39	37	32	31	27	23	20	16	16	2003
Year 7	43	40	38	37	32	30	26	25	21	17	14	11	11	2002
Year 8	38	35	33	31	27	25	20	19	15	11	8	6	6	2001
Year 9	31	28	27	25	23	20	17	16	11	6	6	5	5	2000
Year 10	24	22	21	20	19	15	13	11	7	4	4	4	4	1999
Year 11	17	16	15	14	13	9	8	7	4	4	4	4	4	1998
Year 12	10	10	9	9	7	5	5	5	4	4	4	3	3	1997
13-30yrs	9	9	9	7	6	5	4	3	3	3	3	3	3	13..30yrs

<u>100</u>	T13	T14	T15	T16	T17	T18	T19	T20	T21	T22	T24	T24	
0..3mths	100	100	100	100	100	100	100	100	100	100	100	100	0..3mths
3..6mths	98	97	96	95	93	92	90	89	87	86	84	82	3..6mths
6..12mths	95	93	91	89	87	85	82	80	78	76	73	70	6..12mths
Year 1	92	89	86	83	80	77	74	71	68	65	62	58	2008
Year 2	83	80	75	72	68	65	61	59	55	51	48	44	2007
Year 3	73	70	64	61	57	53	49	47	44	41	38	34	2006
Year 4	63	60	53	52	47	43	39	37	35	33	30	26	2005
Year 5	54	51	43	43	38	34	30	28	26	25	22	19	2004
Year 6	46	43	35	34	31	27	23	22	21	19	16	12	2003
Year 7	38	35	27	27	24	20	17	16	14	13	10	7	2002
Year 8	32	29	21	21	18	14	12	11	9	7	6	5	2001
Year 9	27	25	18	14	14	11	7	7	5	5	5	4	2000
Year 10	21	20	14	10	10	7	5	5	4	4	4	3	1999
Year 11	15	13	10	7	7	5	5	5	4	4	4	3	1998
Year 12	9	9	8	7	6	5	5	4	4	4	4	2	1997
13..30yrs	9	9	8	7	6	5	4	3	3	3	3	2	13..30yrs

Appendix 2 Calculations for recently registered vehicles

Example 1

Make/Model/Version:	4 door Saloon (Option 1)
CO₂	153g/Km giving VRT rate 20%
Date of 1st Registration	24.10.2007
Date of registration in the State:	04.01.2010
Mileage	19,767 miles (No OMSP reduction for excess mileage)
Condition of Vehicle	Good (OMSP reduction for only for Fair = 5% & Poor = 10%)
Top level OMSP	€44,595
Depreciation Table	T9
Age for Extras (primary) depreciation	(Year = Divide age in months by 12 and add 1) = 3 years = 40% depreciation (residual 60%)
Age for vehicle depreciation	(Year = Subtract year of registration in the State from year of 1 st registration) = 3 years @ table T9 = 50% depreciation (residual 50%)
Age for excess Mileage adjustment	27 months
Standard Mileage	27 months x 1,300 miles per month = 35,100 miles
Excess Mileage allowance	€7 per 1000 miles above standard mileage subject to a maximum of the lesser of €1,270 or 10% of the OMSP
OMSP Monthly adjustment	+ 5% for January registration

Calculation

Extras €67 x 60% (primary depreciation)	€80
Vehicle Top level OMSP	€44,595
Combined top level value	€45,175
x 50% (Yearly element of depreciation)	€22,587
x 105% (monthly adjustment for January)	€23,716
Condition adjustment	0
Excess Mileage Adjustment (less than standard)	0
OMSP =	€23,716
VRT @ 20% =	€4,743

Example 2

Make/Model/Version:	4 door Saloon (Option 2)
CO₂	153g/Km giving VRT rate 20%
Date of 1st Registration	24.10.2007
Date of registration in the State	04.01.2010
Mileage	59,767 miles (OMSP reduction for excess mileage)
Condition of Vehicle	Fair (OMSP reduction for Fair = 5% & Poor = 10%)
Top level OMSP	€44,595
Depreciation Table	T9
Age for Extras (primary depreciation)	Year = Divide age in months by 12 and add 1) 3 years = 40% depreciation (residual 60%)
Age for vehicle depreciation	3 years @ table T9 = 50% depreciation (residual 50%)
Age for excess Mileage adjustment	27 months
Standard Mileage	27 months x 1,300 miles per month = 35,100miles
Excess Mileage allowance	= €77 per 1000 miles above standard mileage subject to a maximum of the lesser of €1,270 or 10% of the OMSP
OMSP Monthly adjustment	+ 5% for January registration

Calculation

Extras €67 x 60% (primary depreciation)	€80
Vehicle Top level OMSP	€44,595
Combined top level value	€45,175
x 50% (Yearly element of depreciation)	€22,587
x 105% (monthly adjustment for December)	€23,716
x 95% Condition adjustment 5% Fair	€22,530
Excess Mileage Adjustment	
59,767 mileage - 35,100 standard = 24,667 miles 24,000 @€7 per 1,000 = €1,848. Maximum allowance of €1,270 applies	-€1,270
OMSP =	€21,260
VRT @ 20%	€4,252

Appendix 3 VRT pre-registration self estimate for models not listed on ROS

VRT PRE-REGISTRATION SELF-ESTIMATE FOR MODELS NOT LISTED AT WWW.ROS.IE
NOT FOR USE FOR MAKES COMMONLY DISTRIBUTED IN IRELAND

EVIDENCE OF OWNERSHIP AND NCTS VRT BOOKING MUST BE ATTACHED IF SUBMITTING TO CENTRAL VEHICLE OFFICE. ADDITIONAL VRT MAY BE PAYABLE IF THE VEHICLE IS FITTED WITH CHARGEABLE ENHANCEMENTS/ACCESSORIES. ENSURE ENTRIES AND SELECTIONS ARE EFFECTIVE BY CLICKING "FINISHED" LAST. LATEST VERSION OF ADOBE READER RECOMMENDED. VISIT WWW.ADOBE.COM

NAME OR COMPANY NAME TEL
 FAX EMAIL DATE
 SIGNATURE..... NAME & POSITION

VIN CO2 g/km MILEAGE KM MILES
 REG. NUMBER DATE FIRST REG MAKE
 MODEL FURTHER DESCRIPTION

Step 1. Select four models listed in both Glass's Guide (UK) and The Car Sales Guide (ROI) which match the subject vehicle closely under the engine/fuel/transmission/bodytype headings.

VEHICLE	MAKE/MODEL	ENGINE CC	FUEL	TRANSMISSION	BODY
1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
2	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
3	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
4	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	SUBJECT VEHICLE	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Step 2. Enter Glass's Guide details from the current edition for all five models; enter Car Sales Guide (CSG), current edition, details for the closest equivalents to the four UK "comparison" models; calculate & enter the ratios of UK to ROI prices to find the average ratio. If the subject model is not listed in Glass's, equivalent evidence of UK selling price should be referenced and attached. VRT calculator details may be used instead of CSG details.

	GLASS'S GUIDE MONTH & PAGE	REVENUE STATISTICAL CODE or CSG MONTH & PAGE	GLASS'S GUIDE UK PRICE £	REVENUE OMSP or CSG ROI PRICE €	RATIO OF UK TO ROI PRICE
VEHICLE 1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
VEHICLE 2	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
VEHICLE 3	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
VEHICLE 4	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
SUBJECT	<input type="text"/>		<input type="text"/>	AVERAGE RATIO	<input type="text"/>

Step 3. The OMSP is calculated by applying the average ratio to the Glass's Guide price of the subject vehicle.

	UK PRICE £	AVG RATIO	ROI PRICE € (OMSP)
SUBJECT VEHICLE	<input type="text"/>	<input type="text"/>	<input type="text"/>
GLASS'S (OR EQUIVALENT) PRICE	<input type="text"/>	<input type="text"/>	<input type="text"/>

Step 4. Apply rate of VRT per CO2 emissions of subject vehicle to OMSP to calculate VRT estimate.

OMSP	% RATE	VRT ESTIMATE
<input type="text"/>	<input type="text"/>	<input type="text"/>

Evidence of ownership is attached Evidence of NCTS VRT booking is attached FINISHED

Appendix 4 Example of completed VRT pre-registration self estimate for models not listed on ROS

VRT PRE-REGISTRATION SELF-ESTIMATE FOR MODELS NOT LISTED AT WWW.ROS.IE
 NOT FOR USE FOR MAKES COMMONLY DISTRIBUTED IN IRELAND

EVIDENCE OF OWNERSHIP AND NCTS VRT BOOKING MUST BE ATTACHED IF SUBMITTING TO CENTRAL VEHICLE OFFICE. ADDITIONAL VRT MAY BE PAYABLE IF THE VEHICLE IS FITTED WITH CHARGEABLE ENHANCEMENTS/ACCESSORIES. ENSURE ENTRIES AND SELECTIONS ARE EFFECTIVE BY CLICKING "FINISHED" LAST. LATEST VERSION OF ADOBE READER RECOMMENDED. VISIT WWW.ADOBE.COM

NAME OR COMPANY NAME TEL
 FAX EMAIL DATE
 SIGNATURE _____ NAME & POSITION _____

VIN CO2 g/km MILEAGE KM MILES
 REG. NUMBER DATE FIRST REG MAKE
 MODEL FURTHER DESCRIPTION

Step 1. Select four models listed in both Glass's Guide (UK) and The Car Sales Guide (ROI) which match the subject vehicle closely under the engine/fuel/transmission/bodytype headings.

VEHICLE	MAKE/MODEL	ENGINE CC	FUEL	TRANSMISSION	BODY
1	<input type="text" value="AUDI S5 4.2 FSI QUATTRO"/>	<input type="text" value="4163"/>	<input type="text" value="PETROL"/>	<input type="text" value="AUTO"/>	<input type="text" value="COUPE"/>
2	<input type="text" value="JAGUAR XK V8 5.0 PORTFOLIO"/>	<input type="text" value="5000"/>	<input type="text" value="PETROL"/>	<input type="text" value="AUTO"/>	<input type="text" value="COUPE"/>
3	<input type="text" value="BMW M3 4.0A"/>	<input type="text" value="3999"/>	<input type="text" value="PETROL"/>	<input type="text" value="AUTO"/>	<input type="text" value="COUPE"/>
4	<input type="text" value="MERCEDES BENZ 4.7 CL500 BE"/>	<input type="text" value="4863"/>	<input type="text" value="PETROL"/>	<input type="text" value="AUTO"/>	<input type="text" value="COUPE"/>
	SUBJECT VEHICLE	<input type="text" value="4163"/>	<input type="text" value="PETROL"/>	<input type="text" value="AUTO"/>	<input type="text" value="COUPE"/>

Step 2. Enter Glass's Guide details from the current edition for all five models; enter Car Sales Guide (CSG), current edition, details for the closest equivalents to the four UK "comparison" models; calculate & enter the ratios of UK to ROI prices to find the average ratio. **If the subject model is not listed in Glass's, equivalent evidence of VAT inclusive UK selling price should be referenced and attached. VRT calculator details may be used instead of CSG details.**

VEHICLE	GLASS'S GUIDE MONTH & PAGE	REVENUE STATISTICAL CODE or CSG MONTH & PAGE	GLASS'S GUIDE UK PRICE £	REVENUE OMSP or CSG ROI PRICE €	RATIO OF UK TO ROI PRICE
VEHICLE 1	<input type="text" value="PAGE 36 FEB 2011"/>	<input type="text" value="PAGE 21 FEB 2011"/>	<input type="text" value="43340"/>	<input type="text" value="74700"/>	<input type="text" value="1.7235"/>
VEHICLE 2	<input type="text" value="PAGE 76 FEB 2011"/>	<input type="text" value="PAGE 42 FEB 2011"/>	<input type="text" value="64440"/>	<input type="text" value="123480"/>	<input type="text" value="1.9162"/>
VEHICLE 3	<input type="text" value="PAGE 45 FEB 2011"/>	<input type="text" value="PAGE 28 FEB 2011"/>	<input type="text" value="54875"/>	<input type="text" value="101158"/>	<input type="text" value="1.8434"/>
VEHICLE 4	<input type="text" value="PAGE 93 FEB 2011"/>	<input type="text" value="PAGE 51 FEB 2011"/>	<input type="text" value="91475"/>	<input type="text" value="181985"/>	<input type="text" value="1.9894"/>
SUBJECT	<input type="text" value="PAGE 86 FEB 2011"/>			AVERAGE RATIO	<input type="text" value="1.8681"/>

Step 3. The OMSP is calculated by applying the average ratio to the Glass's Guide price of the subject vehicle.

SUBJECT VEHICLE	UK PRICE £	AVG RATIO	ROI PRICE € (OMSP)
GLASS'S (OR EQUIVALENT VAT INCLUSIVE UK) PRICE £	<input type="text" value="57750"/>	<input type="text" value="1.8681"/>	<input type="text" value="107882"/>

Step 4. Apply rate of VRT per CO2 emissions of subject vehicle to OMSP to calculate VRT estimate.

OMSP	% RATE	VRT ESTIMATE
<input type="text" value="€107882"/>	<input type="text" value="36"/>	<input type="text" value="€38837"/>

Evidence of ownership is attached Evidence of NCTS VRT booking is attached FINISHED