



Car Import Fees
Ref. ID: 829774278
AB01CDE - 01/11/2026

Vehicle Details

Reg:	AB01CDE
Vehicle:	Audi A4
Engine:	2.00 Diesel 163 BHP
Transmission:	Manual
Colour & Bodytype:	Black 4 dr Saloon (5 seats)
VIN No.:	WAU**********123
Wheelbase:	2650
Year:	2015
Estimated Vehicle Value:	€ 11,000

VRT Details

Vehicle:	AUDI A4 2.0 TDI
Version:	SE ULTRA 163PS 4DR
Odometer:	57200 Miles (the average value)
Vehicle Registration Date:	31/03/2015
CO2:	112 g/km
WLTP CO2:	140.59 g/km
Revenue OMSP:	€ 39,244
Depreciation Code:	A6
Rate of Depreciation:	83%
Monthly Adjustment:	N/A
Odometer Reduction:	€ 0
Current OMSP:	€ 6,671

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Statistical Code:	**44188150**
Rate of CO2 charge:	20%
Estimated Revenue CO2 charge:	**€ 1,334**

NOx emissions:	139 mg/km
Matched vehicle:	Audi A4, 2.0 TDI SE ULTRA 163PS 4DR, Diesel, 1968 cc, Manual, CO2 em. 112 g/km, 2015
NOx rates:	**NOx emissions (mg/km)** — **Amount payable per mg/km** The first 0-40 mg/km — € 5 The next 40 mg/km or part thereof up to 80 mg/km — € 15 The remainder above 80 mg/km — € 25 Maximum charges: diesel vehicles: € 4,850, all others: € 600. If satisfactory evidence of NOx emissions cannot be provided the maximum charges above will apply.
NOx calculation:	40 × € 5 = € 200 40 × € 15 = € 600 59 × € 25 = € 1,475 Total: € 2,275
Estimated NOx charge:	**€ 2,275**

Estimated Revenue CO2 charge:	**€ 1,334**
Estimated NOx charge:	**€ 2,275**
Total Estimated Revenue VRT payable	**€ 3,609**

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Revenue's Alternative Matches

Match #1

Vehicle:	AUDI A4 2.0 TDI
Version:	SE TECHNIK ULTRA 163PS 4DR
Revenue OMSP:	€ 40,880
Depreciation Code:	A6
Rate of Depreciation:	83%
Monthly Adjustment:	N/A
Odometer Reduction:	€ 0
Current OMSP:	€ 6,950
Statistical Code:	**44288150**
Rate of CO2 charge:	20%
Estimated Revenue CO2 charge:	**€ 1,390**
Estimated NOx charge:	**€ 2,275**
Total Estimated Revenue VRT payable	**€ 3,665**

Match #2

Vehicle:	AUDI A4 2.0 TDI
Version:	S LINE ULTRA 163PS 4DR
Revenue OMSP:	€ 42,620
Depreciation Code:	A6
Rate of Depreciation:	83%
Monthly Adjustment:	N/A
Odometer Reduction:	€ 0
Current OMSP:	€ 7,245
Statistical Code:	**44388150**
Rate of CO2 charge:	20%
Estimated Revenue CO2 charge:	**€ 1,449**
Estimated NOx charge:	**€ 2,275**
Total Estimated Revenue VRT payable	**€ 3,724**

VRT based on estimated Valuation

Vehicle Category:	Passenger vehicle (e.g. Saloon, Estate, Hatchback, Coupe, SUV, MPV, Minibus)
CO2:	112 g/km
NEDC CO2:	112 g/km
WLTP CO2:	140.59 g/km
Rate of VRT:	20%
Odometer:	57200 Miles (the average value)
Estimated Vehicle Value:	€ 11,000
Estimated CO2 charge:	€ 2,200

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NOx emissions:	139 mg/km
Matched vehicle:	Audi A4, 2.0 TDI SE ULTRA 163PS 4DR, Diesel, 1968 cc, Manual, CO2 em. 112 g/km, 2015

NOx rates:	NOx emissions (mg/km)	Amount payable per mg/km
	The first 0-40 mg/km	€ 5
	The next 40 mg/km or part thereof up to 80 mg/km	€ 15
	The remainder above 80 mg/km	€ 25
	Maximum charges: diesel vehicles: € 4,850, all others: € 600. If satisfactory evidence of NOx emissions cannot be provided the maximum charges above will apply.	

NOx calculation:	40 × € 5 = € 200 40 × € 15 = € 600 59 × € 25 = € 1,475 Total: € 2,275
Estimated NOx charge:	**€ 2,275**
Estimated CO2 charge:	**€ 2,200**
Total Estimated VRT payable:	**€ 4,475**

Customs Duty & VAT Calculator

Market Destination and Country of First Registration:	United Kingdom
Manufactured in / Country of Origin:	Germany
Date Of First Registration:	31/07/2015
Date Of Registration in Northern Ireland:	30/11/2020
Purchase Price of Vehicle (Sterling):	£ 9,445
Sterling Euro exchange rate:	1.16462
Purchase Price of Vehicle:	€ 11,000
Import Tariff's:	No
Customs Duty Rate:	0%
Customs Duty:	€ 0
VAT Rate:	0%

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VAT:	€ 0
Total Estimated Vehicle Importation Costs:	€ 0
Total Estimated Overall Vehicle Cost:	€ 11,000

Car Import Fees summary

Estimated Vehicle Value:	€ 11,000
VRT:	€ 4,475
Customs Duty:	€ 0
VAT:	€ 0
Estimated Overall Vehicle Cost:	€ 15,475

IMPORTANT

Vehicles that were previously in use in NI

A vehicle that has previously been in use in NI without liability to additional Customs Duties and VAT. Proof will be required that the vehicle has been in private ownership for a reasonable period of time.

Proof that the vehicle was previously in use in NI prior to purchase includes:

- a copy of the V5C showing the last registered keeper in NI and a date of registration to that keeper
- a Ministry of Transport (MOT) test history in NI.

Vehicles that were not previously in use in NI

Vehicles bought from NI dealers that have not previously been in use in NI will require proof that the vehicle has been imported to NI in accordance with the requirements of the Windsor Framework. A copy of the Customs Declaration lodged in NI, which clearly identifies the vehicle being registered, must be provided.

DISCLAIMER

Please be advised that in certain circumstances with vehicles between the years 2018 and 2020, the VRT estimation given could be estimated to a higher or lower rate than may actually be the case. Revenue could apply the equation below for calculation of CO2 to an already determined WLTP value resulting in a transposition of VRT to a higher percentage rate than may be expected.

CO2 tax is calculated based on the new Worldwide Harmonised Light Vehicle Test Procedure (WLTP) for new Category A vehicles (passenger cars and SUVs). All vehicles manufactured before September 2018 were subject to the NEDC test and it is assumed that all vehicles manufactured since then have been tested under the WLTP.

CO2 For diesel vehicles = **(NEDC CO2 figure x 1.1405) + 12.858**.
CO2 For non-diesel vehicles = **(NEDC CO2 figure x 0.9227) + 34.554**.

To bring all these used vehicles in line with new cars, the above formula is now applied to all the pre-September 2018 vehicles. It is necessary to implement this calculation to bring older vehicles into line with the new test. Based on EU methodology, the line equations act as multipliers which raise NEDC CO2 values to be equivalent with WLTP. The new equations show that diesel engines

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have a lower overall CO2 level than petrol engines.

Vehicles may have previously been registered based on the now discredited New European Driving Cycle (NEDC) figures and so to compensate for the newer WLTP data, Revenue will apply the above formula which is used to calculate a CO2 figure and to assign a CO2 tax band. If an exact CO2 rate is not determinable, we will attempt to search for an alternative rate with the closest CO2.

Thank you for being a valued customer. We are grateful for your continued support for the Only Fully Irish Owned Vehicle Data Provider.

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