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A7-0210/ 001-109

AMENDMENTS 001-109

by the Committee on Transport and Tourism

Report

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A7-0210/2013

Roadworthiness tests for motor vehicles and their trailers

Proposal for a regulation (COM(2012)0380 – C7-0186/2012 – 2012/0184(COD))

Amendment 1

Proposal for a regulation

Recital 3

Text proposed by the Commission

(3) Roadworthiness testing is a part of a wider regime ensuring that vehicles are kept in a safe and environmental acceptable condition during their use. This regime should cover periodic roadworthiness tests for all vehicles and roadside technical inspection for vehicles used for commercial road transport activities as well as provisions on a vehicle registration procedure to ensure *that* vehicles which constitute an immediate risk to road safety *are not used on roads*.

Amendment

(3) Roadworthiness testing is a part of a wider regime ensuring that vehicles are kept in a safe and environmental acceptable condition during their use. This regime should cover periodic roadworthiness tests for all vehicles and roadside technical inspection for vehicles used for commercial road transport activities as well as provisions on a vehicle registration procedure. ***Periodic testing should be the main tool to ensure roadworthiness. Roadside inspections of commercial vehicles should only be complementary to periodic tests and should be targeted at*** vehicles which constitute an immediate risk to road safety.

Amendment 2

Proposal for a regulation

Recital 3 a (new)

Text proposed by the Commission

Amendment

(3a) All vehicles used on public roads, without prejudice to requirements of periodic roadworthiness testing, are required to be roadworthy at all times when they are used.

Justification

Periodic technical inspections are part of a wider roadworthiness regime where the first requirement is for vehicle owners to ensure their vehicle is roadworthy at all time when it is used.

Amendment 3

Proposal for a regulation

Recital 3 b (new)

Text proposed by the Commission

Amendment

(3b) Enforcement of roadworthiness measures should include awareness campaigns focusing on vehicle owners and aimed at developing good practices and habits resulting from basic checks on their vehicle.

Justification

Education of vehicle owners as regards to basic checks such as tyre check is an important part of the roadworthiness regime which should be emphasized.

Amendment 4

Proposal for a regulation

Recital 4

Text proposed by the Commission

Amendment

(4) A number of technical standards and requirements on vehicle safety have been adopted within the Union. It is however necessary to ensure, through a regime of periodic roadworthiness tests, that after being placed on the market, vehicles

(4) A number of technical standards and requirements on vehicle safety have been adopted within the Union. It is however necessary to ensure, through a regime of periodic roadworthiness tests, that after being placed on the market, vehicles

continue to meet safety standards throughout their lifetime. ***This regime should apply to*** categories of vehicles as defined in Directive 2002/24/EC of the European Parliament and of the Council of 18 March 2002 relating to the type-approval of two or three-wheel motor vehicles and repealing Council Directive 92/61/EEC, Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval for motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles and Directive 2003/37/EC of the European Parliament and of the Council of 26 May 2003 on type-approval of agricultural or forestry tractors, their trailers and interchangeable towed machinery, together with their systems, components and separate technical units and repealing Directive 74/150/EEC.

continue to meet safety standards throughout their lifetime. ***Member States might introduce national requirements concerning roadworthiness tests for*** categories of vehicles as defined in Directive 2002/24/EC of the European Parliament and of the Council of 18 March 2002 relating to the type-approval of two or three-wheel motor vehicles ; ***that national roadworthiness regime should apply to categories of vehicles as defined in*** Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval for motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles and Directive 2003/37/EC of the European Parliament and of the Council of 26 May 2003 on type-approval of agricultural or forestry tractors, their trailers and interchangeable towed machinery, together with their systems, components and separate technical units .

Amendment 5

Proposal for a regulation Recital 5 a (new)

Text proposed by the Commission

Amendment

(5a) Early disclosure of a motor-vehicle roadworthiness deficiency helps to remedy that deficiency and hence prevent accidents, and accident-related costs saved should be used to part-fund the establishment of a bonus scheme.

Amendment 6

Proposal for a regulation Recital 6

Text proposed by the Commission

Amendment

(6) A large fraction of total emissions of road transport, in particular CO₂ emissions, is due to a minority of vehicles with malfunctioning emission control

(6) A large fraction of total emissions of road transport, in particular CO₂ emissions, is due to a minority of vehicles with malfunctioning emission control

systems. It is estimated that 5% of the vehicle fleet causes 25% of all pollutant emissions. Therefore, a periodic regime of roadworthiness tests would also contribute to improve the environment through the reduction of the average vehicle emissions.

systems. It is estimated that 5% of the vehicle fleet causes 25% of all pollutant emissions. ***This also applies to an increase in particulates and NOx emissions from engines of modern design which require a more comprehensive emissions test, including a check, by means of an electronic control device, of the integrity and functionality of the vehicle's own on-board diagnostic (OBD) system, verified by existing tailpipe testing to ensure a complete emissions system test, since testing by reference to the OBD alone is not reliable.*** Therefore, a periodic regime of roadworthiness tests would also contribute to improve the environment through the reduction of the average vehicle emissions.

Amendment 7

Proposal for a regulation

Recital 7

Text proposed by the Commission

Amendment

(7) Solid investigation results show that 8% of the accidents involving motorcycles are caused or linked to technical defects. Motorcycle riders are the group of road users with the highest safety risk, with rising trend in the number of fatalities. Moped drivers are overrepresented in the number of fatalities, with more than 1,400 drivers killed on the roads in 2008. The scope of vehicles to be tested shall therefore be extended to the highest risk group of road users, the powered two- or three-wheel vehicles.

deleted

Justification

In line with the subsidiarity and proportionality principles, it should be left to the Member States to decide whether roadworthiness testing requirements should also cover two- and three-wheel motor vehicles.

Amendment 8

Proposal for a regulation

Recital 8

Text proposed by the Commission

(8) Agricultural vehicles with a maximum design speed exceeding 40 km/h are **more and more** used to replace trucks **in local transport activities. Their risk potential is comparable to that of trucks and therefore this vehicle category should be** treated in the same way as trucks regarding roadworthiness testing.

Amendment

(8) Agricultural vehicles with a maximum design speed exceeding 40 km/h are **in some instances being** used to replace trucks **for commercial road haulage purposes. It is important to ensure, where agricultural vehicles are used in this way, that they are** treated in the same way as trucks regarding roadworthiness testing.

Justification

The Commission's proposed wording would capture the vast majority of tractors, even those that rarely travel on public roads and lead to significant consequences for the farming industry and rural communities across Europe.

Amendment 9

Proposal for a regulation

Recital 9

Text proposed by the Commission

(9) Vehicles of historic interest **are supposed to** conserve heritage of the *époque* **they have been** built **and considered to be hardly used on public roads**, it should be left to Member States to extend the period of periodic roadworthiness testing for such vehicles. It should also be for Member States to regulate roadworthiness testing of other types of specialised vehicles.

Amendment

(9) Vehicles of historic interest conserve heritage of the *age in which they were* built, **are maintained in a historically correct condition and are rarely used as everyday vehicles.** It should be left to Member States to extend the period of periodic roadworthiness testing for such vehicles **or to otherwise regulate the regime for testing their roadworthiness.** It should also be for Member States to regulate roadworthiness testing of other types of specialised vehicles.

Justification

It relates to AMs 15, 16 and 17.

Amendment 10

Proposal for a regulation

Recital 10

Text proposed by the Commission

(10) Roadworthiness testing is a sovereign activity and should ***therefore*** be done by the Member ***States*** or by ***entrusted bodies under their supervision***. Member States should ***remain responsible for roadworthiness testing in any cases even if the national system allows for authorisation of private bodies, including those involved in performing repairs.***

Amendment

(10) Roadworthiness testing is a sovereign activity and ***as such*** should be done by the Member ***State concerned***, or by ***a public body entrusted with that task by the State or by bodies or establishments designated and directly supervised by the State, including duly authorised private bodies. In particular, where establishments designated as vehicle testing centres also perform motor vehicle repairs***, Member States should ***make every effort to ensure the objectivity and high quality of the vehicle testing.***

Justification

This wording is taken from Article 2 of the current directive, 2009/40/EC, the aim being to continue to ensure that there are different functioning forms of roadworthiness testing.

Amendment 11

Proposal for a regulation

Recital 10 a (new)

Text proposed by the Commission

Amendment

(10a) With a view to better application of the principle of free movement within the Union, the roadworthiness certificate issued in the original Member State of registration should be mutually recognised among Member States for the purpose of re-registration.

Justification

As a first step towards the PTI internal market, it is proposed that Member States would mutually recognise the roadworthiness certificates in case of cross-border re-registration. This amendment is linked to amendment 26.

Amendment 12

Proposal for a regulation Recital 10 b (new)

Text proposed by the Commission

Amendment

(10b) When there is evidence that harmonisation of roadworthiness testing has been achieved to a sufficient degree, provisions for full mutual recognition of roadworthiness certificates throughout the Union should be established.

Justification

Possibilities for further development of PTI internal market, where holders of vehicles registered in one Member State could undergo roadworthiness testing in other Member State should be explored. This would enable to allow unnecessary journey back to the Member States of registration for commercial vehicles used in international transport.

Amendment 13

Proposal for a regulation Recital 11

Text proposed by the Commission

Amendment

(11) For the inspection of vehicles and especially for their electronic safety components it is crucial to have access to the technical specifications of each single vehicle. Therefore vehicle manufacturers should not only provide the complete set of data as covered by the certificate of conformity (CoC) but also the access to data necessary for verification of the functionality of safety and environmental related ***components. The provisions related to access to repair and maintenance information should be applied similarly for this purpose, allowing inspection centres to have access to those information-elements necessary for roadworthiness testing. This is of crucial importance especially in the field of electronic controlled systems and should cover all elements that have been installed by the manufacturer.***

(11) For the inspection of vehicles and especially for their electronic safety components it is crucial to have access to the technical specifications of each single vehicle. Therefore vehicle manufacturers should not only provide the complete set of data as covered by the certificate of conformity (CoC) but also the access to data necessary for verification of the functionality of safety and environmental related ***systems. The data should include the details that allow the functionality of the vehicle safety systems to be monitored in a way that allows them to be tested in a periodic technical inspection environment, in such a way as to establish a predictable pass or fail rate.***

Amendment 14

Proposal for a regulation

Recital 12

Text proposed by the Commission

(12) To achieve a high quality of testing throughout the Union test equipment to be used during testing, its maintenance and calibration should be specified **on** Union level.

Amendment

(12) To achieve a high quality of testing throughout the Union **of** test equipment to be used during testing, its maintenance and calibration should be specified **at** Union level. ***Incentives should be created for innovations in the areas of testing systems, procedures and equipment, thus making it possible to achieve further cost reductions and improvements in use.***

Amendment 15

Proposal for a regulation

Recital 13

Text proposed by the Commission

(13) Inspectors, when performing roadworthiness tests, should act independently and any conflict of interests should be avoided. ***The result of roadworthiness tests should not thus be linked to salary or any economic or personal benefit.***

Amendment

(13) Inspectors, when performing roadworthiness tests, should act independently and any conflict of interests should be avoided. ***Member States should ensure that assessments are carried out properly and should pay particular attention to their objectivity.***

Amendment 16

Proposal for a regulation

Recital 13 a (new)

Text proposed by the Commission

Amendment

(13a) The quality and impartiality of roadworthiness testing centres is crucial for achieving the target of higher road safety. Therefore, testing centres carrying out roadworthiness tests should, for example, meet the minimum requirements in respect of ISO 17020 on general criteria for the operation of various types of bodies performing inspection.

Amendment 17

Proposal for a regulation

Recital 14

Text proposed by the Commission

(14) Results of a test should not be altered for commercial purposes. Only, if the findings of the roadworthiness test performed by an inspector are manifestly incorrect, the supervising body **should** be able to modify the results of a roadworthiness test.

Amendment

(14) Results of a test should not be altered for commercial purposes. Only if the findings of the roadworthiness test performed by an inspector are manifestly incorrect **should** the supervising body be able to modify the results of a roadworthiness test **and impose the appropriate penalties on the body which issued the certificate.**

Amendment 18

Proposal for a regulation

Recital 15

Text proposed by the Commission

(15) High standards of roadworthiness testing require a high level of skills and competences of the testing personnel. A training system including an initial training and periodic refresher trainings should be introduced. A transitional period should be defined to allow for a smooth transition of existing testing personnel into the periodic training regime.

Amendment

(15) High standards of roadworthiness testing require a high level of skills and competences of the testing personnel. A training system including an initial training and periodic refresher trainings should be introduced. A transitional period should be defined to allow for a smooth transition of existing testing personnel into the periodic training regime. **Member States which already apply more stringent training, competence and testing requirements than the minimum requirements should be allowed to maintain their high standards.**

Justification

Member States should be able to apply more stringent requirements than the minimum standard to examiners operating within their territory.

Amendment 19

Proposal for a regulation

Recital 17

Text proposed by the Commission

(17) Frequency of tests should be adapted according to the type of vehicle ***and to their mileage***. Vehicles are more likely to present technical deficiencies when they reach a certain age ***and, in particular when intensively used, after a certain mileage***. It is therefore appropriate to ***increase the test frequency for older vehicles and for vehicles with high mileage***.

Amendment

(17) Frequency of tests should be adapted according to the type of vehicle. Vehicles are more likely to present technical deficiencies when they reach a certain age. It is therefore appropriate to ***test older vehicles more frequently***.

Amendment 20

Proposal for a regulation
Recital 19

Text proposed by the Commission

(19) Roadworthiness tests should cover all items relevant to the specific design, construction and equipment of the tested vehicle. Within these items and considering the current state of vehicle technology, modern electronic systems should be included in the list of items to be tested. To achieve a harmonisation of roadworthiness testing, testing methods should be provided for each of the test items.

Amendment

(19) Roadworthiness tests should cover all items relevant to the specific design, construction and equipment of the tested vehicle. ***Those items should be updated to take account of evolving research and technical progress on vehicle safety. Substandard wheels fitted onto non-standard axles should be treated as a critical safety item and should therefore be included in roadworthiness testing.*** Within these items and considering the current state of vehicle technology, modern electronic systems should be included in the list of items to be tested. To achieve a harmonisation of roadworthiness testing, testing methods should be provided for each of the test items.

Justification

There are serious liability and safety concerns associated with substandard or damaged wheels, whereby wheels are fitted onto non-standard axles. The testing of wheels not in conformity with the wheel hub should be treated as a safety critical item and therefore included in the list of items to be checked during roadworthiness testing.

Amendment 21

Proposal for a regulation
Recital 20 a (new)

Text proposed by the Commission

Amendment

(20a) Roadworthiness test standards should be set at a common Union-wide high minimum level, allowing those Member States which already have roadworthiness test standards at a level higher than required by this Regulation to maintain their higher standards and to adapt them to technical progress where appropriate.

Justification

The Regulation lays down minimum level of technical standards. Member States may maintain or introduce higher standards.

Amendment 22

Proposal for a regulation Recital 21

Text proposed by the Commission

Amendment

(21) The holder of the registration of a vehicle subject to a roadworthiness test during which deficiencies are found, in particular *those* which *represent* a risk to road safety, should rectify such deficiencies without delay. In case of dangerous deficiencies, the **registration of the** vehicle should be **withdrawn** until those deficiencies are fully rectified.

(21) The holder of the registration of a vehicle subject to a roadworthiness test during which deficiencies are found, in particular *a vehicle* which *represents* a risk to road safety, should rectify such deficiencies without delay. In *the* case of dangerous deficiencies, the vehicle should **not be driven on public roads** until those deficiencies are fully rectified.

Amendment 23

Proposal for a regulation Recital 22

Text proposed by the Commission

Amendment

(22) A roadworthiness certificate should be issued after each test, **including inter alia information related to the identity of the vehicle and information on the results of the test. With a view to ensure a proper follow-up of roadworthiness tests,** Member States should collect and keep such information in a database.

(22) **To ensure the proper follow-up of testing results,** a roadworthiness certificate should be issued after each test **and should also be created in electronic format, with the same level of detail in relation to vehicle identity and test results as is contained in the original test certificate. Furthermore,** Member States should

collect and keep such information in a **centralised** database **in order to ensure that the authenticity of the periodic technical inspection results can be easily verified.**

Justification

Roadworthiness certificates should now be delivered in hard copy as well as electronically to avoid forgery or tampering, and to facilitate information exchange which will enable the development of the Electronic Vehicle Information Platform.

Amendment 24

Proposal for a regulation

Recital 22 a (new)

Text proposed by the Commission

Amendment

(22a) Since some Member States do not require the registration of certain categories of vehicles, such as light trailers, the information on the successful passing of a roadworthiness test should be made available by a proof of test displayed in a visible manner on the vehicle.

Amendment 25

Proposal for a regulation

Recital 23

Text proposed by the Commission

Amendment

(23) Odometer fraud is considered to affect between 5% and 12% of used *cars* sales, resulting in a very *important* cost to society of several *billions Euros* yearly and in an incorrect evaluation of *a* roadworthiness *condition* of a vehicle. With a view to *combat* odometer fraud, the recording of mileage in the roadworthiness certificate combined with the obligation to present the certificate of the previous test would facilitate the detection of tampering or manipulation of the odometer. Odometer fraud should be more systematically considered as an offence liable to a penalty.

(23) Odometer fraud is considered to affect between 5% and 12% of used *car* sales ***within a single country, while the figure is far higher in the case of cross-border sales,*** resulting in a very *significant* cost to society of several *billion euros* yearly and in an incorrect evaluation of *the* roadworthiness of a vehicle. With a view to *combating* odometer fraud, the recording of mileage in the roadworthiness certificate combined with the obligation to present the certificate of the previous test would facilitate the detection of tampering *with,* or manipulation of, the odometer. ***The establishment of an electronic vehicle information platform recording the***

mileage of vehicles and the serious accidents in which they have been involved throughout their lifetime, with due regard for data protection, would also help to prevent manipulation and to make important information accessible.

Odometer fraud should **moreover** be more systematically considered as an offence liable to a penalty.

Amendment 26

Proposal for a regulation

Recital 25

Text proposed by the Commission

(25) Roadworthiness testing is part of a wider regulatory scheme, governing vehicles throughout their lifetime from approval via registrations, inspections until scrapping. The development and interconnection of national and manufacturers' electronic vehicle databases ***should in principle*** contribute to improve the efficiency of the whole vehicle administrative chain and reduce costs and administrative burdens. ***The Commission should therefore carry out a study on the feasibility, costs and benefits of setting-up a European electronic vehicle information platform for this purpose.***

Amendment

(25) Roadworthiness testing is part of a wider regulatory scheme, governing vehicles throughout their lifetime from approval via registrations, inspections until scrapping. The development and interconnection of national and manufacturers' electronic vehicle databases ***would*** contribute to improve the efficiency of the whole vehicle administrative chain and reduce costs and administrative burdens.

Amendment 27

Proposal for a regulation

Recital 25 a (new)

Text proposed by the Commission

Amendment

(25a) Since the objective of this Regulation should be to encourage further harmonisation and standardisation of periodic roadworthiness testing of vehicles, which should eventually lead to the establishment of a single market for periodic roadworthiness testing in the Union with a system of mutual recognition of roadworthiness testing

certificates which allows vehicles to be tested in any Member State, the Commission should draft a report on progress in the harmonisation process in order to determine when such a mutual recognition system could be established.

Justification

We need a roadmap for achieving a full mutual recognition of roadworthiness certificates which could create a Single Market for roadworthiness testing.

Amendment 28

Proposal for a regulation

Recital 26

Text proposed by the Commission

(26) In order to **supplement** this Regulation **with further technical details**, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission with a view to take into account, when appropriate, evolution of the Union type-approval legislation in relation with vehicle categories, as well as the need to update the Annexes in the light of technical progress. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level. The Commission, when preparing and drawing up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and to the Council.

Amendment

(26) In order to **update** this Regulation, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission with a view to take into account, when appropriate, evolution of the Union type-approval legislation in relation with vehicle categories, as well as the need to update the Annexes in the light of technical progress. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level. The Commission, when preparing and drawing up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and to the Council.

Amendment 29

Proposal for a regulation

Recital 29

Text proposed by the Commission

(29) Since the objective of this Regulation, namely to lay down minimum common requirements and harmonised rules concerning the conduct of roadworthiness

Amendment

(29) Since the objective of this Regulation, namely to lay down minimum common requirements and harmonised rules concerning the conduct of roadworthiness

tests of vehicles within the Union, cannot be sufficiently achieved by the Member States and can therefore be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty. In accordance with the principle of proportionality, as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve that objective.

tests of vehicles within the Union, cannot be sufficiently achieved by the Member States and can therefore be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty. In accordance with the principle of proportionality, as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve that objective. ***Member States may decide to lay down requirements more stringent than the minimum standards.***

Amendment 30

Proposal for a regulation Article 1

Text proposed by the Commission

This Regulation establishes a regime of periodic roadworthiness tests of vehicles.

Amendment

This Regulation establishes a regime of periodic roadworthiness tests of vehicles ***carried out on the basis of minimum technical standards and requirements with the aim of ensuring a high level of road safety and environmental protection.***

Amendment 31

Proposal for a regulation Article 2 – paragraph 1 – indent 1

Text proposed by the Commission

– motor vehicles ***having at least four wheels, used*** for the carriage of ***passengers and with*** not more than eight seats in addition to the driver's seat – vehicle category M1,

Amendment

– motor vehicles ***designed and constructed primarily*** for the carriage of ***persons and their luggage, comprising*** not more than eight seats in addition to the driver's seat – vehicle category M1,

Justification

Terminology adapted to the revision of Directive 2007/46/EC.

Amendment 32

Proposal for a regulation Article 2 – paragraph 1 – indent 2

Text proposed by the Commission

Amendment

– motor vehicles ***used*** for the carriage of ***passengers and with*** more than eight seats, excluding the driver's seat – vehicle category M2 and M3,

– motor vehicles ***designed and constructed primarily*** for the carriage of ***persons and their luggage, comprising*** more than eight seats, excluding the driver's seat – vehicle category M2 and M3,

Justification

Terminology adapted to the revision of Directive 2007/46/EC.

Amendment 33

Proposal for a regulation

Article 2 – paragraph 1 – indent 3

Text proposed by the Commission

Amendment

– motor vehicles ***having at least four wheels, normally used*** for the ***road*** carriage of goods ***and with*** a maximum ***permissible*** mass not exceeding ***3 500 kg*** – vehicle category N1,

– motor vehicles ***designed and constructed primarily*** for the carriage of goods, ***having*** a maximum mass not exceeding ***3,5 tonnes*** – vehicle category N1,

Justification

Terminology adapted to the revision of Directive 2007/46/EC.

Amendment 34

Proposal for a regulation

Article 2 – paragraph 1 – indent 4

Text proposed by the Commission

Amendment

– motor vehicles ***used*** for the carriage of goods ***and*** having a maximum ***permissible*** mass exceeding ***3 500kg*** - vehicle categories N2 and N3,

– motor vehicles ***designed and constructed primarily*** for the carriage of goods, having a maximum mass exceeding ***3,5 tonnes*** – vehicle categories N2 and N3,

Justification

Terminology adapted to the revision of Directive 2007/46/EC.

Amendment 35

Proposal for a regulation

Article 2 – paragraph 1 – indent 5

Text proposed by the Commission

Amendment

– trailers *and semi-trailers with a* maximum *permissible* mass not exceeding **3 500 kg** – vehicle *categories O1 and O2*,

– trailers *designed and constructed for the carriage of goods or of persons as well as for the accommodation of persons, having a* maximum mass *of more than 750 kg but* not exceeding **3,5 tonnes** – vehicle *category O2*

Justification

Terminology adapted to the revision of Directive 2007/46/EC.

Amendment 36

Proposal for a regulation

Article 2 – paragraph 1 – indent 6

Text proposed by the Commission

Amendment

– trailers *and semi-trailers with a* maximum *permissible* mass exceeding **3 500 kg** – vehicle categories **O3 and O4**,

– trailers *designed and constructed for the carriage of goods or of persons as well as for the accommodation of persons, having a* maximum mass exceeding **3,5 tonnes** – vehicle categories **O3 and O4**,

Justification

Terminology adapted to the revision of Directive 2007/46/EC.

Amendment 37

Proposal for a regulation

Article 2 – paragraph 1 – indent 7

Text proposed by the Commission

Amendment

– *two- or three-wheel vehicles – vehicle categories L1e, L2e, L3e, L4e, L5e, L6e and L7e*,

deleted

Amendment 38

Proposal for a regulation

Article 2 – paragraph 1 – indent 8

Text proposed by the Commission

Amendment

– wheeled tractors with a maximum design

– wheeled tractors *of category T5 used*

speed exceeding **40 km/h – vehicle category T5**.

mainly on public roads with a maximum design speed exceeding **40km/h**.

Justification

It is necessary to make a distinction between tractors used solely for agricultural purposes, and those which may also be involved in the road haulage trade.

Amendment 39

Proposal for a regulation
Article 2 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. Mandatory periodic roadworthiness tests may be extended by Member States to other vehicle categories. Member States shall inform the Commission of any extension decisions taken by them, giving reasons for those decisions.

Justification

Should periodic testing of vehicle categories not yet within the scope of this directive prove necessary, Member States must be able to act accordingly at their level.

Amendment 40

Proposal for a regulation
Article 2 – paragraph 2 – indent 2

Text proposed by the Commission

Amendment

– vehicles ***belonging to*** armed forces, fire services, civil protection, emergency or rescue services,

– vehicles ***used by*** armed forces, fire services, civil protection, emergency or rescue services,

Justification

In some cases vehicles used by armed forces are leased or on other forms of contract hire.

Amendment 41

Proposal for a regulation
Article 2 – paragraph 2 – indent 4 a (new)

Text proposed by the Commission

Amendment

– O2 category trailers having a maximum

mass not exceeding 2,0 tonnes but not including O2 category trailers of the trailer caravan type.

Amendment 42

Proposal for a regulation

Article 3 – point 5

Text proposed by the Commission

Amendment

(5) ‘two- or three-wheel vehicles’ means any power-driven vehicle on two wheels with or without sidecar, tricycles and quadricycles;

deleted

Amendment 43

Proposal for a regulation

Article 3 – point 7

Text proposed by the Commission

Amendment

(7) ‘vehicle of historic interest’ means any vehicle which fulfils all the following conditions:

(7) ‘vehicle of historic interest’ means any vehicle which *is considered to be historic by the Member State of registration or one of its appointed authorising bodies and which* fulfils all the following conditions:

- It was manufactured at least 30 years ago,
- *It is maintained by use of replacement parts which reproduce the historic components of the vehicle;*
- *It has not sustained any change in the technical characteristics of its main components such as engine, brakes, steering or suspension and*
- *It has not been changed in its appearance;*

- it was manufactured ***or registered for the first time*** at least 30 years ago;
- *its specific type, as defined by the relevant legal acts of the Union on type approval, is no longer in production;*
- *it is preserved and maintained in a historically correct condition, and therefore has not undergone major changes in its* technical characteristics;

Justification

Member States should get more discretion in defining vehicle of historic interest.

Amendment 44

Proposal for a regulation

Article 3 – point 9

Text proposed by the Commission

(9) ‘roadworthiness test’ means **a verification that the parts and components of a vehicle comply with its** safety and environmental characteristics **in force** at the time of approval, first registration or entry into service, **as well as** at the time of retrofitting;

Amendment

(9) ‘roadworthiness test’ means **an inspection to ensure that a vehicle is safe to be used on public roads and complies with required** safety and environmental characteristics at the time of approval, first registration or entry into service, **or** at the time of retrofitting;

Justification

The definition should be clarified and adapted to the purpose of the periodic technical inspection test, which is to assess the correct functionality of the safety and environmental systems. The type-approval should only be a time-reference to understand what safety and environmental requirements relate to the vehicle. These requirements should not refer to the parts or components themselves.

Amendment 45

**Proposal for a regulation
Article 3 – point 13**

Text proposed by the Commission

(13) ‘inspector’ means a person authorised by a Member State to carry out roadworthiness tests in a testing centre or on behalf of a competent authority ;

Amendment

(13) ‘inspector’ means a person authorised by a Member State **or its competent authority** to carry out roadworthiness tests in a testing centre or on behalf of a competent authority;

Justification

In some Member States, roadworthiness tests fall within the remit of regional authorities.

Amendment 46

**Proposal for a regulation
Article 4 – paragraph 2**

Text proposed by the Commission

2. Roadworthiness tests shall be carried out **only** by the competent authority of **a** Member State or by **testing centres authorised by Member States**.

Amendment

2. Roadworthiness tests shall be carried out, **in principle, in the Member State in which the vehicle is registered** by the competent authority of **that** Member State or by **a public body entrusted with the task by the State or by bodies or establishments certified and supervised by the State,**

including authorised private bodies.

Justification

Clarification that testing centres in a Member State are only responsible for testing vehicles which have been registered in that Member State.

Amendment 47

Proposal for a regulation
Article 4 – paragraph 3

Text proposed by the Commission

3. Vehicle manufacturers shall provide the testing centres or, when relevant, the competent authority, with access to the technical information necessary for roadworthiness testing, as set out in Annex I. The Commission shall adopt detailed rules concerning the procedures on access to the technical information set out in Annex I in accordance with the examination procedure referred to in Article 16(2).

Amendment

3. Vehicle manufacturers shall provide, ***free of charge***, the testing centres ***and test equipment manufacturers*** or, when relevant, the competent authority, with access to the technical information necessary for roadworthiness testing, as set out in Annex I. ***For test equipment manufacturers, that information shall include the information required to allow the test equipment to be used for the purposes of conducting a pass or fail assessment of the functionality of vehicle electronic control systems.*** The Commission shall adopt detailed rules concerning the procedures on access to the technical information set out in Annex I ***and examine the feasibility of a single point of access*** in accordance with the examination procedure referred to in Article 16(2).

Justification

It is important that test equipment manufactures have access to data they need to develop properly functioning equipment.

Amendment 48

Proposal for a regulation
Chapter 3 – title

Text proposed by the Commission

REQUIREMENTS CONCERNING
ROADWORTHINESS TESTS

Amendment

MINIMUM REQUIREMENTS
CONCERNING ROADWORTHINESS
TESTS

Amendment 49

Proposal for a regulation

Article 5 – paragraph 1 – indent 1

Text proposed by the Commission

Amendment

– Vehicles of categories L1e, L2e, L3e, L4e, L5e, L6e and L7e: four years after the date on which the vehicle was first registered, **then two years and thereafter annually**;

deleted

Amendment 50

Proposal for a regulation

Article 5 – paragraph 1 – indent 2

Text proposed by the Commission

Amendment

– Vehicles of category M1, N1 and O2: four years after the date on which the vehicle was first registered, **then two years and thereafter annually**;

– Vehicles of category M1, N1 and O2: four years after the date on which the vehicle was first registered, and thereafter **every two years**;

Justification

The ‘4+2+2’ frequency of testing for these categories of vehicles is proportionate to the objectives pursued.

Amendment 51

Proposal for a regulation

Article 5 – paragraph 1 – indent 3

Text proposed by the Commission

Amendment

– Vehicles of category M1 registered as taxis or ambulances, vehicles of categories M2, M3, N2, N3, **T5**, O3 and O4: one year after the date on which the vehicle was first registered, and thereafter annually.

– Vehicles of category M1 registered as taxis or ambulances, vehicles of categories M2, M3, N2, N3, O3 and O4: one year after the date on which the vehicle was first registered, and thereafter annually;

Amendment 52

Proposal for a regulation

Article 5 – paragraph 1 – indent 3 a (new)

Text proposed by the Commission

Amendment

– Vehicles of category T5 used mainly on public roads: one year after the date on which the vehicle was first registered, and thereafter annually;

Amendment 53

Proposal for a regulation

Article 5 – paragraph 1 – indent 3 b (new)

Text proposed by the Commission

Amendment

– Other categories of vehicles: at intervals defined by the Member State of registration.

Justification

Member States should be allowed to set frequency of testing for categories of vehicles not governed by other provisions of Article 5.

Amendment 54

Proposal for a regulation

Article 5 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. Any Member State may provide funding for roadworthiness tests should a vehicle owner decide to reduce the inspection interval to one year. The funding period shall begin no sooner than 10 years following the date of first registration of the vehicle.

Justification

The number of accidents and the costs related to accidents can be expected to fall if owners of vehicles over ten years old voluntarily decide to have them tested on an annual basis. Part of the savings should be used to fund these measures. This procedure is tantamount to the introduction of a bonus system.

Amendment 55

Proposal for a regulation

Article 5 – paragraph 1 b (new)

Text proposed by the Commission

Amendment

1b. A Member State may require that vehicles of any class registered in its territory be subject to more frequent periodic roadworthiness testing.

Justification

To support road safety this allows any Member State to apply periodic testing to any vehicle. It also explicitly permits more frequent testing for any type of vehicle.

Amendment 56

Proposal for a regulation

Article 5 – paragraph 2

Text proposed by the Commission

Amendment

2. In the case where a vehicle of categories M1 or N1 reaches a mileage of 160 000 km on the first roadworthiness test after the vehicle was first registered, it shall be subject to a roadworthiness test thereafter annually. ***deleted***

Justification

There is a risk of odometers manipulation linked to the proposed provision.

Amendment 57

Proposal for a regulation

Article 5 – paragraph 3

Text proposed by the Commission

Amendment

3. The holder of the registration certificate may request the testing centre, or the competent authority if relevant, to carry out the roadworthiness test during a period extending from the beginning of the month preceding the month of the anniversary date referred to in paragraph 1 until the end of the second month following this date, without affecting the date for the next

3. The holder of the registration certificate may request the testing centre, or the competent authority ***or the bodies or establishments certified and supervised by the State*** if relevant, to carry out the roadworthiness test during a period extending from the beginning of the month preceding the month of the anniversary date referred to in paragraph 1 until the end

roadworthiness test.

of the second month following this date,
without affecting the date for the next
roadworthiness test.

Justification

It is essential that a vehicle always has a valid roadworthiness testing certificate on board. Providing flexibility to undertake the periodic test until after the anniversary date of first registration may not be mutually accepted by all Member States and could lead to unjustified penalties for commercial road transport operators.

Amendment 58

Proposal for a regulation

Article 5 – paragraph 4 – indent 3

Text proposed by the Commission

Amendment

***– in case of a change of the holder of the
registration certificate of a vehicle.*** ***deleted***

Justification

The vehicles holders should be allowed to rely on the valid roadworthiness test in case of re-registration. The cross-border aspect of re-registration is governed by amendment 26.

Amendment 59

Proposal for a regulation

Article 5 – paragraph 4 – indent 3 a (new)

Text proposed by the Commission

Amendment

***– when the vehicle has reached a mileage
of 160 000 km.***

Amendment 60

Proposal for a regulation

Article 6 – paragraph 1

Text proposed by the Commission

Amendment

1. The roadworthiness test shall cover the
areas referred to in Annex II, point 2.

1. The roadworthiness test shall cover ***at
least*** the areas referred to in Annex II,
point 2.

Justification

Clarification needed to show that these are minimum requirements.

Amendment 61

Proposal for a regulation

Article 6 – paragraph 2

Text proposed by the Commission

2. For each area referred to in paragraph 1, the competent authorities of the Member State or the testing centre shall carry out a roadworthiness test covering at least the items and using the method ***applicable to*** the testing of those items, as set out in Annex II, point 3.

Amendment

2. For each area referred to in paragraph 1, the competent authorities of the Member State or the testing centre shall carry out a roadworthiness test covering at least the items and using the method applicable to the testing of those items, as set out in Annex II, point 3, ***or an equivalent alternative approved by a competent authority.***

Justification

The above-mentioned testing methods are minimum requirements taking the form of recommendations. Other equivalent or more stringent testing methods should also be permitted instead of – or in addition to – these methods, in order to cater for possible further developments in testing as well as in vehicle development and electronic systems.

Amendment 62

Proposal for a regulation

Article 8 – paragraph 1

Text proposed by the Commission

1. The testing centre or, if relevant, the competent authority that has conducted a roadworthiness test on a vehicle shall issue a roadworthiness certificate to that vehicle ***that contains*** at least the elements laid down in Annex IV.

Amendment

1. The testing centre or, if relevant, the competent authority that has conducted a roadworthiness test on a vehicle shall issue a roadworthiness certificate to that vehicle, ***which shall also be available in electronic format, containing*** at least the elements laid down in Annex IV. ***To that end, the Commission shall draw up a standard European Union form for roadworthiness tests.***

Amendment 63

Proposal for a regulation

Article 8 – paragraph 2

Text proposed by the Commission

2. The testing centre or, if relevant, the

Amendment

2. ***As soon as the test has been***

competent authority, shall provide the person presenting the vehicle to the test with *the* roadworthiness certificate or, *in case of electronic established roadworthiness certificate, a duly certified printout of such certificate.*

satisfactorily completed, the testing centre or, if relevant, the competent authority shall provide the person presenting the vehicle to the test with *a* roadworthiness certificate or, *where the certificate is in electronic form, shall make available a printout of the test results.*

Amendment 64

Proposal for a regulation

Article 8 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. Where an application for re-registration of a vehicle has been received, and the vehicle originates from another Member State, the registration authorities shall recognise the vehicle's roadworthiness certificate, once its validity has been verified at the time of re-registration. Such recognition shall cover the same period as the original validity period of the certificate, except where that original validity period extends beyond the maximum legal duration in the Member State where the vehicle is being re-registered. In that event, validity shall be aligned downwards, and calculated from the date on which the original roadworthiness certificate was issued for the vehicle. Before the date of application of this Regulation, Member States shall communicate to each other the format of the roadworthiness certificate recognised by their respective competent authorities as well as instructions on how to verify authenticity.

Justification

In order to facilitate the re-registration of motorvehicles across the Union, this amendments introduces a system for the mutual recognition of roadworthiness certificates between Member States, with effect from the date of application of this Regulation.

Amendment 65

Proposal for a regulation

Article 8 – paragraph 4

Text proposed by the Commission

4. For the purposes of checking the odometer reading, and where *this* information was not communicated electronically following the previous roadworthiness test, the inspector shall require the person presenting the vehicle to the test to show the certificate issued following the previous roadworthiness test.

Amendment

4. For the purposes of checking the odometer reading, ***where fitted***, and where *the information on that reading* was not communicated electronically following the previous roadworthiness test, the inspector shall require the person presenting the vehicle to the test to show the certificate issued following the previous roadworthiness test, ***if that certificate has not been issued electronically***.

Amendment 66

Proposal for a regulation

Article 8 – paragraph 5

Text proposed by the Commission

5. The results of the roadworthiness test shall be notified to the registration authority of the vehicle. *This* notification shall contain the information mentioned in the roadworthiness certificate.

Amendment

5. The results of the roadworthiness test shall be notified ***by electronic means*** to the registration authority of the vehicle ***without delay***. *That* notification shall contain the information mentioned in the roadworthiness certificate.

Justification

For the sake of document security and efficiency the report of the test should always be electronically and not demanded from the person presenting the vehicle for test, who often will not be the same as the owner of the vehicle. This should also apply as concerns the access of the enforcement authorities during roadside inspections.

Amendment 67

Proposal for a regulation

Article 9 – paragraph 2

Text proposed by the Commission

2. In the case of major deficiencies, the competent authority ***shall*** decide on the conditions under which a vehicle may be used before undergoing another

Amendment

2. In the case of major deficiencies, the ***national*** competent authority ***may*** decide on the conditions under which a vehicle may be used before undergoing another

roadworthiness test. The latter test shall take place within six weeks following the initial test.

roadworthiness test. The latter test shall take place within six weeks following the initial test.

Justification

In accordance with the principles of subsidiarity, Member States are responsible for deciding whether vehicles should be taken off the road. This should therefore be left to the national authorities.

Amendment 68

Proposal for a regulation Article 9 – paragraph 3

Text proposed by the Commission

3. In the case of dangerous deficiencies, the **vehicle shall not be used on publicly accessible roads and its registration shall be withdrawn in accordance with Article 3a of Directive XXX of the European Parliament and of the Council amending Council Directive 1999/37/EC on the registration documents for vehicles²⁴ until the deficiencies are rectified and a new roadworthiness certificate is issued testifying that the vehicle is in a roadworthy condition.**

Amendment

3. In the case of dangerous deficiencies, the **Member State or the competent authority may prevent or restrict the use of the vehicle on public roads** until **any dangerous** deficiencies are rectified.

Justification

Withdrawal of registration is not appropriate as registration is a complex and separate process not always designed to limit vehicle use. In some Member States withdrawal of registration may be appropriate, in others, a process of prohibition is more suitable to achieve similar, positive, road safety outcomes. Member States need to be able to use the most effective methods without wasting massive amounts money to achieve the same outcome.

Amendment 69

Proposal for a regulation Article 10 – paragraph 1

Text proposed by the Commission

The testing centre or, if relevant, the competent authority of the Member State that has carried out a roadworthiness test on a vehicle registered in its territory shall issue a proof to each vehicle having

Amendment

The testing centre or, if relevant, the competent authority of the Member State that has carried out a roadworthiness test on a vehicle registered in its territory shall issue a proof to each vehicle having

successfully passed such a test. The proof shall indicate the date of the next roadworthiness test.

successfully passed such a test. The proof shall indicate the date of the next roadworthiness test. ***No proof of roadworthiness need be issued if it is possible to indicate in the vehicle registration document that the roadworthiness test has been conducted and the date of the next such test.***

Justification

In accordance with the amendments to Directive 1999/37/EU (concerning vehicle registration documents), which is currently under consideration by the European Parliament, there is no need to issue a separate document as proof of roadworthiness testing if there is an appropriate table in the vehicle registration document in which to record the period of validity of a roadworthiness test and the date of the next such test. This means that testing centres and competent authorities do not need to issue a separate document in evidence of the vehicle's roadworthiness, which vehicle users are required to carry with them.

Amendment 70

Proposal for a regulation Article 10 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

Where the tested vehicle belongs to a vehicle category not subject to registration in the Member State where it has been put into service, the proof of test shall be displayed in a visible manner on the vehicle.

Amendment 71

Proposal for a regulation Article 10 – paragraph 2

Text proposed by the Commission

Amendment

Each Member State shall recognise the proof issued in accordance with paragraph 1.

Each Member State shall recognise the proof issued ***by another Member State*** in accordance with paragraph 1 ***or a corresponding record in the vehicle registration document, provided that it was issued for a vehicle registered in that Member State.***

Amendment 72

Proposal for a regulation

Article 11 – paragraph 1

Text proposed by the Commission

1. Testing facilities and equipment used for carrying out roadworthiness tests shall comply with the minimum technical requirements laid down in Annex V.

Amendment

1. Testing facilities and equipment used for carrying out roadworthiness tests shall comply with ***at least*** the minimum technical requirements laid down in Annex V.

Amendment 73

Proposal for a regulation

Article 11 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. Testing centres in which inspectors perform roadworthiness tests shall be authorised by a Member State or by its competent authority.

Justification

Testing centres for roadworthiness tests must be authorized by a Member State or its competent authority.

Amendment 74

Proposal for a regulation

Article 11 – paragraph 1 b (new)

Text proposed by the Commission

Amendment

1b. Testing centres which have already been authorised by Member States prior to the entry into force of this Regulation shall be retested for compliance with the minimum standards following a period of at least five years from the entry into force of this Regulation.

Amendment 75

Proposal for a regulation

Article 11 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. To meet minimum requirements in terms of quality management, testing centres shall comply with the requirements of the authorising Member State. Testing centres shall ensure the objectivity and the high quality of the vehicle testing.

Justification

Testing centres for roadworthiness tests, whether privately or publicly operated, must meet minimum requirements to ensure good quality management. They must be objective and ensure a high quality of vehicle testing.

Amendment 76

Proposal for a regulation

Article 12 – paragraph 1

Text proposed by the Commission

Amendment

1. Roadworthiness tests shall be carried out by inspectors fulfilling the minimum competence and training requirements laid down in Annex VI.

1. Roadworthiness tests shall be carried out by inspectors fulfilling the minimum competence and training requirements laid down in Annex VI. ***Member States may lay down additional competence and training requirements.***

Justification

The competence and training requirements laid down in Annex VI are the minimum ones and Member States may set additional requirements.

Amendment 77

Proposal for a regulation

Article 12 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. Member States shall prescribe adequate training for inspectors in line with the qualification requirements.

Justification

In line with the qualification requirements, Member States should promote adequate training.

Amendment 78

Proposal for a regulation

Article 12 – paragraph 2

Text proposed by the Commission

2. **Member States** shall deliver a certificate to inspectors who fulfil the minimum competence and training requirements. This certificate shall include at least the information mentioned in Annex VI, point 3.

Amendment

2. **The competent authorities or, where applicable, approved training centres** shall deliver a certificate to inspectors who fulfil the minimum competence and training requirements. This certificate shall include at least the information mentioned in Annex VI, point 3.

Justification

The proposed condition that Member States shall deliver a certificate to inspectors who fulfil the minimum requirements would be too restrictive for Member States. Also approved training centres can provide such a certificate.

Amendment 79

Proposal for a regulation

Article 12 – paragraph 3

Text proposed by the Commission

3. Inspectors employed by competent authorities of the Member States or a testing centre at the date of application of this Regulation shall be exempted from the requirements laid down in Annex VI, point 1. The Member States shall deliver a certificate of equivalence to these inspectors.

Amendment

3. Inspectors employed **or authorised** by competent authorities of the Member States or a testing centre at the date of application of this Regulation shall be exempted from the requirements laid down in Annex VI, point 1. The Member States shall deliver a certificate of equivalence to these inspectors.

Amendment 80

Proposal for a regulation

Article 12 – paragraph 4 a (new)

Text proposed by the Commission

Amendment

4a. A person who has performed repairs or maintenance on a vehicle shall not be involved as an inspector in the subsequent

conducting of a periodic roadworthiness test of that same vehicle unless the supervising body has established to its satisfaction that a high level of objectivity can be guaranteed. Member States may prescribe stronger requirements regarding the separation of activities.

Justification

In order to enhance independency of inspectors it is necessary to ensure that the same person is not involved in both, repairing and maintain the vehicle before testing and testing itself.

Amendment 81

**Proposal for a regulation
Article 12 – paragraph 5**

Text proposed by the Commission

5. The testing centre shall inform the person presenting the vehicle to the test of the ***necessary repairs to be carried out*** and shall not alter the results of the test for commercial purposes.

Amendment

5. The testing centre shall inform the person ***or repair workshop*** presenting the vehicle to the test of the ***deficiencies identified on the vehicle*** and shall not alter the results of the test for commercial purposes.

Justification

Clarification of the differing tasks of inspectors (identification of deficiencies) and repair workshops (performance of repairs to remedy the deficiencies).

Amendment 82

**Proposal for a regulation
Article 13 – paragraph 1 – subparagraph 1 a (new)**

Text proposed by the Commission

Amendment

Each Member State shall ensure that testing centres in its territory are supervised.

Justification

To ensure a high quality of vehicle testing, testing centres must be supervised.

Amendment 83

Proposal for a regulation Article 13 – paragraph 2

Text proposed by the Commission

2. Testing centres directly operated by a competent authority shall be exempted from the requirements regarding authorisation and supervision.

Amendment

2. Testing centres directly operated by a **Member State's** competent authority shall be exempted from the requirements regarding authorisation and supervision.

Justification

This aims at clarifying that the exemption from authorisation and supervision applies only to testing centres directly operated by Member states.

Amendment 84

Proposal for a regulation Article 15

Text proposed by the Commission

The Commission shall examine the **feasibility, costs and benefits of the establishment of** an electronic vehicle information platform with a view to **exchange** information on data related to roadworthiness testing between the competent authorities of Member States responsible for testing, registration and vehicle approval, the testing centres and the vehicle manufacturers.

Amendment

The Commission shall examine the **most efficient and effective way to establish** an electronic vehicle information platform **by taking advantage of existing and already implemented IT solutions with regard to international data exchange so as to minimise costs and avoid duplication. The examination shall consider the most appropriate way to link the existing national systems** with a view to **exchanging** information on data related to roadworthiness testing **and odometer readings** between the competent authorities of Member States responsible for testing, registration and vehicle approval, the testing centres, the test equipment manufacturers and the vehicle manufacturers.

The Commission shall also examine the collection and storage of existing safety-related data concerning vehicles which have been involved in serious accidents. Those data should include at least information concerning components with a safety function which have been

replaced and repaired.

The information on the history of a vehicle should be made available to inspectors testing that vehicle and, in anonymised form, to Member States, so as to help them plan and carry out measures to improve road safety, and also to the holder of the registration certificate or the vehicle owner.

It shall, on the basis of that examination, put forward and evaluate different policy options, including the possibility *to remove* the requirement of a proof of test as provided for in Article 10. Within two years after the date of application of this Regulation, the Commission shall report to the European Parliament and to the Council on the results of the examination, and accompany it with a legislative proposal, if appropriate.

On the basis of that examination, *the Commission shall* put forward and evaluate different policy options, including the possibility *of removing* the requirement of a proof of test as provided for in Article 10 *and the establishment of a system for exchanging information between Member States, in the event of cross-border sales of vehicles, about the mileage readings of, and serious accidents suffered by, those vehicles throughout their lifetime.* Within two years after the date of application of this Regulation, the Commission shall report to the European Parliament and to the Council on the results of the examination, and accompany it with a legislative proposal, if appropriate.

Amendment 85

Proposal for a regulation Article 17

Text proposed by the Commission

The Commission shall be empowered to adopt delegated acts in accordance with Article **19** with a view:

– *to update* Article 2(1) and Article 5(1) and (2) as appropriate *in order to take account of the* changes to the vehicle categories stemming from amendments to the legislation referred to in Article **3(1)**,

– *to update the Annexes in the light of technical progress or in order to take account of the modification in*

Amendment

The Commission shall be empowered to adopt delegated acts in accordance with Article **18** with a view *to updating*:

(a) the designation of vehicle categories in Article 2(1) and Article 5(1) and (2) as appropriate *in the event of* changes to the vehicle categories stemming from amendments to the *type approval* legislation referred to in Article **2(1)**, *without affecting the scope or the frequency of testing*;

international or Union legislation.

(b) point 3 of Annex II in respect of methods and reasons for failure, and Annex V, in the event of the availability of more efficient and effective test methods, and Annex I, should additional information be required in order to carry out roadworthiness tests;

(c) point 3 of Annex II in respect of the list of test items, methods, reasons for failure, Annex III in respect of the assessment of deficiencies, and Annex V, in order to adapt them to developments in Union safety or environmental legislation, and Annex I, should additional information be required in order to carry out roadworthiness tests.

Amendment 86

Proposal for a regulation Article 18 – paragraph 2

Text proposed by the Commission

2. The *delegation of* power referred to in Article 17 shall be conferred *for an indeterminate* period of *time* from [the date of entry into force of this Regulation].

Amendment

2. The power *to adopt delegated acts* referred to in Article 17 shall be conferred *on the Commission for a period of five years* from [the date of entry into force of this Regulation]. *The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the five-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.*

Amendment 87

Proposal for a regulation Article 18 b (new)

Text proposed by the Commission

Amendment

Article 18b

Reporting on two- or three-wheel vehicles

No later than [three years from the date of publication of this Regulation], the Commission shall submit a report to the European Parliament and the Council on the inclusion of two- or three-wheel vehicles in the scope of this Regulation. The report shall assess the road safety situation in the Union for that category of vehicles. In particular, the Commission shall compare road safety results for that category of vehicles in Member States which carry out roadworthiness testing of that category of vehicles with those in Member States which do not test that category of vehicles, in order to assess whether roadworthiness testing of two- or three-wheel vehicles is proportionate to the road safety objectives set. The report shall be accompanied, if appropriate, by legislative proposals.

Amendment 88

**Proposal for a regulation
Article 19 – paragraph 2**

Text proposed by the Commission

2. Each Member State shall take the necessary measures to ensure that **the** manipulation or tampering **of** an odometer is regarded as an offence and is punishable by effective, proportionate, dissuasive and non-discriminatory penalties.

Amendment

2. Each Member State shall take the necessary measures to ensure that manipulation **of**, or tampering **with, vehicle components and systems which have a bearing on compliance with safety and environmental requirements or** an odometer is regarded as an offence and is punishable by effective, proportionate, dissuasive and non-discriminatory penalties, **and to ensure the accuracy of the odometer reading during the entire lifetime of a vehicle.**

Justification

It is essential that member states take all necessary measures to ensure that the odometer reading is reliable and accurate during a vehicle's entire lifetime, recognising that between the date of registration and the first roadworthiness check is the period in which mileage fraud is most likely.

Amendment 89

Proposal for a regulation

Annex I – part 5 – point 5.3 – indent 8 a (new)

Text proposed by the Commission

Amendment

– Recommended tyre pressure

Justification

This information is included in the vehicle's placard label, as well as in the vehicle owner's manual. This will be the benchmark against which the inspectors will determine whether the tyres are properly inflated.

Amendment 90

Proposal for a regulation

Annex II – part 1 – paragraph 4 a (new)

Text proposed by the Commission

Amendment

Where it is not possible to test a vehicle using a recommended test method set out in this Annex, the test centre may conduct the test in accordance with an alternative method which has been approved in writing by the appropriate competent authority. The competent authority must be satisfied that safety and environmental standards will be maintained.

Justification

Testing of specific vehicles such as mobile cranes may require specific methods of testing which should be allowed, if approved by the competent authority.

Amendment 91

Proposal for a regulation

Annex II – part 3 – item 1.8 – point a

Text proposed by the Commission

1.8 Brake fluid

Measuring of boiling temperature or water content

(a) Brake fluid boiling temperature to low ***or water content to high***

Amendment by Parliament

1.8 Brake fluid

Measuring of boiling temperature or water

(a) Brake fluid boiling

content

temperature to low

Justification

It is important to ensure the accurate testing of brake fluid in order to avoid misleading or even dangerous results.

Amendment 92

Proposal for a regulation

Annex II – part 3 – item 3.3 – point a

Text proposed by the Commission

3.3. Rear-view mirrors or devices

Visual inspection.

(a) Mirror or device missing or not fitted according to the requirements⁽¹⁾.

Amendment by Parliament

3.3. Rear-view mirrors or devices

Visual inspection.

(a) Mirror or device missing or not fitted according to the requirements⁽¹⁾ ***including those outlined in Directive 2007/38/EC on the retrofitting of mirrors to heavy goods vehicles registered in the Community.***

Justification

In its Report to the European Parliament and the Council on the implementation of Directive 2007/38/EC on the retrofitting of mirrors to heavy goods vehicles registered in the Community, the Commission outlined that most Member States had no detailed information on how many vehicles failed their roadworthiness test because they failed to comply with the retrofitting requirements. These retrofitting requirements are, however, crucial for road safety and should be included as part of the test.

Amendment 93

Proposal for a regulation

Annex II – part 3 – item 4.1.2

Text proposed by the Commission

4.1.2. Alignment

Determine the horizontal aim of each headlamp on dipped beam using a

Aim of a headlamp not within limits laid down in the requirements.

headlamp aiming device
or a screen.

Amendment by Parliament

4.1.2. Alignment

Determine the horizontal
and vertical aim of each
headlamp on dipped beam
using a headlamp aiming
device **and an electronic
control device in order to
check the dynamic
functionality where
relevant.**

Aim of a headlamp not
within limits laid down in
the requirements.

Amendment 94

Proposal for a regulation Annex II – part 3 – item 4.1.3

Text proposed by the Commission

4.1.3. Switching

Visual inspection and by
operation.

(a) Switch does not
operate in accordance
with the requirements⁽¹⁾
(Number of headlamps
illuminated at the same
time)

(b) Function of control
device impaired.

Amendment by Parliament

4.1.3. Switching

Visual inspection and by
operation, **and using
where appropriate an
electronic control device.**

(a) Switch does not
operate in accordance
with the requirements⁽¹⁾
(Number of headlamps
illuminated at the same
time)

(b) Function of control
device impaired.

Amendment 95

Proposal for a regulation Annex II – part 3 – item 4.1.5

Text proposed by the Commission

4.1.5. Levelling devices

Visual inspection and by

(a) Device not operating.

(where mandatory)	operation <i>if possible</i> .	(b) Manual device cannot be operated from driver's seat.
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Amendment by Parliament

4.1.5. Levelling devices (where mandatory)	Visual inspection and by operation, and using where appropriate an electronic control device .	(a) Device not operating. (b) Manual device cannot be operated from driver's seat.
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Amendment 96

**Proposal for a regulation
Annex II – part 3 – item 4.3.2**

Text proposed by the Commission

4.3.2. Switching	Visual inspection and by operation	(a) Switch does not operate in accordance with the requirements (b) Function of control device impaired.
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Amendment by Parliament

4.3.2 Stop lamps – emergency brake light switching	Visual inspection and by operation, using an electronic control device to vary the brake pedal sensor input value and verify by observation the emergency brake light functionality .	(a) Switch does not operate in accordance with the requirements (b) Function of control device impaired. (ba) Emergency brake light functions fail to operate, or do not operate correctly.
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Justification

A electronic control device should be used to generate brake pedal sensor input signals to verify the correct functionality of the emergency brake light function (including automatic

hazard light actuation), which is then verified by direct observation.

Amendment 97

Proposal for a regulation

Annex II – part 3 – item 4.5.2

Text proposed by the Commission

4.5.2 Alignment (X) ⁽²⁾	by operation and using a headlamp aiming device	Front fog lamp out of horizontal alignment when the light pattern has cut-off line
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Amendment by Parliament

4.5.2 Alignment (X) ⁽²⁾	by operation and using a headlamp aiming device	Front fog lamp out of horizontal and vertical alignment when the light pattern has cut-off line
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Amendment 98

Proposal for a regulation

Annex II – part 3 – item 5.2.2. – point d a (new)

Text proposed by the Commission

5.2.2. Wheels	Visual inspection of both sides of each wheel with vehicle over a pit or on a hoist.	(a) Any fracture or welding defect
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(...)

Amendment by Parliament

5.2.2. Wheels	Visual inspection of both sides of each wheel with vehicle over a pit or on a hoist.	(a) Any fracture or welding defect
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(...)

(da) Wheel not compatible with wheel hub

Justification

There are serious liability and safety concerns associated with substandard or damaged wheels, whereby wheels are fitted onto non-standard axles. The testing of wheels not in conformity with the wheel hub should be treated as a safety critical item and therefore included

in the list of items to be checked during roadworthiness testing.

Amendment 99

Proposal for a regulation

Annex II – part 3 – item 5.2.3. – column 2

Text proposed by the Commission

5.2.3. Tyres	Visual inspection of the entire tyre by either rotating the road wheel with it off the ground and the vehicle over a pit or on a hoist, or by rolling the vehicle backwards and forwards over a pit.
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Amendment by Parliament

5.2.3. Tyres	Visual inspection of the entire tyre by either rotating the road wheel with it off the ground and the vehicle over a pit or on a hoist, or by rolling the vehicle backwards and forwards over a pit.
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Use a pressure gauge to measure tyre pressure and compare it with the values given by the manufacturer.

Justification

The pressure of a tyre cannot be checked without the use of a pressure gauge. The inspector will have to compare whether the tyre pressure is in line with that recommended by the vehicle manufacturer.

Amendment 100

Proposal for a regulation

Annex II – part 3 – item 8.2.1.2

Text proposed by the Commission

8.2.1.2 Gaseous emissions	Measurement using an exhaust gas analyser in accordance with the requirements ⁽¹⁾ .	(a) Either, gaseous emissions exceed the specific levels given by the manufacturer;
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Alternatively, for vehicles equipped with suitable on-board diagnostic systems, the proper functioning of the emission system can be checked by appropriate reading of the OBD device and checks on the proper functioning of the OBD system in place of emission measurements at engine idle in accordance with the manufacturer's conditioning recommendations and other requirements⁽¹⁾.

(b) Or, if this information is not available, the CO emissions exceed,

i) for vehicles not controlled by an advanced emission control system,

– 4.5%, or

– 3.5%

according to the date of first registration or use specified in requirements⁽¹⁾.

ii) for vehicles controlled by an advanced emission control system,

– at engine idle: 0.5%

– at high idle: 0.3%

or

– at engine idle: 0.3%⁶

– at high idle: 0.2%

according to the date of first registration or use specified in requirements⁽¹⁾.

(c) Lambda outside the range 1 ± 0.03 or not in

accordance with the
manufacturer's
specification

(d) OBD readout
indicating significant
malfunction

Amendment by Parliament

8.2.1.2 Gaseous emissions

Measurement using an
exhaust gas analyser in
accordance with the
requirements⁽¹⁾. ***The
tailpipe testing shall
always be the default
method of exhaust
emission assessment,
even if combined with
OBD.***

***For vehicles equipped
with OBD in accordance
with requirements⁽¹⁾,
reading of OBD
information and checks
(readiness) on the proper
functioning of the OBD
system at engine idle in
accordance with the
manufacturer's
recommendations and
other requirements⁽¹⁾.***

***Measurement of NOx
levels by means of a
suitable
equipment/suitably
equipped gas analyser,
using existing tailpipe test
methods.***

(a) Either, gaseous
emissions exceed the
specific levels given by
the manufacturer;

(b) Or, if this information
is not available, the CO
emissions exceed,

i) for vehicles not
controlled by an advanced
emission control system,

– 4.5%, or

– 3.5%

according to the date of
first registration or use
specified in
requirements⁽¹⁾.

ii) for vehicles controlled by an advanced emission control system,

– at engine idle: 0.5%

– at high idle: 0.3%

or

– at engine idle: 0.3%⁶

– at high idle: 0.2%

or

– **at engine idle: 0.2%** ^(6a)

– **at high idle: 0.1%** ^(6a)

according to the date of first registration or use specified in requirements⁽¹⁾.

(c) Lambda outside the range 1 ± 0.03 or not in accordance with the manufacturer's specification

(d) OBD readout indicating significant malfunction **at engine idle speed.**

NOx level not in accordance with the requirements or in excess of the specific levels given by the manufacturer.

^(6a) *Type-approved according to limits of Table 1 of Annex I to Regulation (EC) No 715/2007 or first registered or put into service after 1 July 2007 (Euro 5).*

Amendment 101

Proposal for a regulation

Annex II – part 3 – item 8.2.2.2

Text proposed by the Commission

8.2.2.2 Opacity

Vehicles registered or put

(a) Exhaust gas opacity to

(a) For vehicles registered

into service before 1 January 1980 are exempted from this requirement

be measured during free acceleration (no load from idle up to cut-off speed) with gear lever in neutral and clutch engaged.

(b) Vehicle preconditioning:

1. Vehicles may be tested without preconditioning although for safety reasons checks should be made that the engine is warm and in a satisfactory mechanical condition.

2. precondition requirements:

(i) Engine shall be fully warm, for instance the engine oil temperature measured by a probe in the oil level dipstick tube to be at least 80 °C, or normal operating temperature if lower, or the engine block temperature measured by the level of infrared radiation to be at least an equivalent temperature. If, owing to vehicle configuration, this measurement is impractical, the establishment of the engine's normal operating temperature may be made by other means, for example by the operation of the engine cooling fan.

(ii) Exhaust system shall be purged by at least three free acceleration cycles or by an equivalent method.

or put into service for the first time after the date specified in requirements⁽¹⁾,

opacity exceeds the level recorded on the manufacturer's plate on the vehicle;

(b) Where this information is not available or requirements⁽¹⁾ do not allow the use of reference values,

for naturally aspirated engines: 2.5 m⁻¹,

for turbo-charged engines: 3.0 m⁻¹,

or, for vehicles identified in requirements⁽¹⁾ or first registered or put into service for the first time after the date specified in requirements⁽¹⁾,

(c) Test procedure:

$1.5 \text{ m}^{-1} \text{ }^7$.

1 Engine and any turbocharger fitted, to be at idle before the start of each free acceleration cycle. For heavy-duty diesels, this means waiting for at least 10 seconds after the release of the throttle.

2. To initiate each free acceleration cycle, the throttle pedal must be fully depressed quickly and continuously (in less than one second) but not violently, so as to obtain maximum delivery from the injection pump.

3. During each free acceleration cycle, the engine shall reach cut-off speed or, for vehicles with automatic transmissions, the speed specified by the manufacturer or if this data is not available then two thirds of the cut-off speed, before the throttle is released. This could be checked, for instance, by monitoring engine speed or by allowing a sufficient time to elapse between initial throttle depression and release, which in the case of vehicles of category 1 and 2 of Annex 1, should be at least two seconds.

4. Vehicles shall only be failed if the arithmetic means of at least the last three free acceleration cycles are in excess of the limit value. This may be calculated by ignoring any measurement that departs

significantly from the measured mean, ***or the result of any other statistical calculation that takes account of the scattering of the measurements.*** Member States may limit the number of test cycles.

5. To avoid unnecessary testing, Member States may fail vehicles which have measured values significantly in excess of the limit values after less than three free acceleration cycles or after the purging cycles. Equally to avoid unnecessary testing, Member States may pass vehicles which have measured values significantly below the limits after less than three free acceleration cycles or after the purging cycles

Amendment by Parliament

8.2.2.2 Opacity

Vehicles registered or put into service before 1 January 1980 are exempted from this requirement

(a) Exhaust gas opacity to be measured during free acceleration (no load from idle up to cut-off speed) with gear lever in neutral and clutch engaged. ***The tailpipe testing shall always be the default method of exhaust emission assessment, even if combined with OBD.***

For vehicles equipped with OBD in accordance with requirements ⁽¹⁾, reading of OBD information and checks (readiness) on the proper

(a) For vehicles registered or put into service for the first time after the date specified in requirements⁽¹⁾,

functioning of the OBD system at engine idle in accordance with the manufacturer's recommendations and other requirements ⁽¹⁾.

(b) Vehicle preconditioning:

opacity exceeds the level recorded on the manufacturer's plate on the vehicle;

1. Vehicles may be tested without preconditioning although for safety reasons checks should be made that the engine is warm and in a satisfactory mechanical condition.

(b) Where this information is not available or requirements⁽¹⁾ do not allow the use of reference values,

2. precondition requirements:

for naturally aspirated engines: 2.5 m^{-1} ,

(i) Engine shall be fully warm, for instance the engine oil temperature measured by a probe in the oil level dipstick tube to be at least 80°C , or normal operating temperature if lower, or the engine block temperature measured by the level of infrared radiation to be at least an equivalent temperature. If, owing to vehicle configuration, this measurement is impractical, the establishment of the engine's normal operating temperature may be made by other means, for example by the operation of the engine cooling fan.

for turbo-charged engines: 3.0 m^{-1} ,

(ii) Exhaust system shall be purged by at least three free acceleration cycles or by an equivalent method.

or, for vehicles identified in requirements⁽¹⁾ or first registered or put into service for the first time after the date specified in

requirements⁽¹⁾,

1.5 m⁻¹.⁷

or

(c) Test procedure:

1 Engine and any turbocharger fitted, to be at idle before the start of each free acceleration cycle. For heavy-duty diesels, this means waiting for at least 10 seconds after the release of the throttle.

2. To initiate each free acceleration cycle, the throttle pedal must be fully depressed quickly and continuously (in less than one second) but not violently, so as to obtain maximum delivery from the injection pump.

0.5 m⁻¹ 6a

3. During each free acceleration cycle, the engine shall reach cut-off speed or, for vehicles with automatic transmissions, the speed specified by the manufacturer or if this data is not available then two thirds of the cut-off speed, before the throttle is released. This could be checked, for instance, by monitoring engine speed or by allowing a sufficient time to elapse between initial throttle depression and release, which in the case of vehicles of category 1 and 2 of Annex 1, should be at least two seconds.

4. Vehicles shall only be failed if the arithmetic means of at least the last three free acceleration cycles are in excess of the limit value. This may be calculated by ignoring any

measurement that departs significantly from the measured mean. Member States may limit the number of test cycles.

5. To avoid unnecessary testing, Member States may fail vehicles which have measured values significantly in excess of the limit values after less than three free acceleration cycles or after the purging cycles. Equally to avoid unnecessary testing, Member States may pass vehicles which have measured values significantly below the limits after less than three free acceleration cycles or after the purging cycles

Measurement of NOx levels and particulates by means of suitable equipment/a suitably equipped gas analyser, using existing free acceleration test methods.

NOx level or particulate values not in accordance with the requirements or in excess of the specific levels given by the manufacturer.

^{6a} *Type-approved according to limits of Table 1 of Annex I to Regulation (EC) No 715/2007 or first registered or put into service after 1 July 2007 (Euro 5).*

Amendment 102

Proposal for a regulation Annex III – item 1.8 – point a

Text proposed by the Commission

1.8 Brake fluid

(a) Brake fluid boiling temperature too low **or water content too high**

Amendment by Parliament

1.8 Brake fluid

(a) Brake fluid boiling

temperature too low

Justification

It is important to ensure the accurate testing of brake fluid in order to avoid misleading or even dangerous results.

Amendment 103

Proposal for a regulation

Annex III – item 5.2.2 – point d a (new)

Text proposed by the Commission

		Minor	Major	Dangerous
5.2.2. Wheels	(a) Any fracture or welding defect. (...)			x

Amendment by Parliament

		Minor	Major	Dangerous
5.2.2. Wheels	(a) Any fracture or welding defect. (...) (da) Wheel not compatible with wheel hub.		x	x

Justification

There are serious liability and safety concerns associated with substandard or damaged wheels, whereby wheels are fitted onto non-standard axles. The testing of wheels not in conformity with the wheel hub should be treated as a safety critical item and therefore included in the list of items to be checked during roadworthiness testing.

Amendment 104

Proposal for a regulation

Annex III – item 5.2.3

Text proposed by the Commission

		Minor	Major	Dangerous
5.2.3. Tyres	(a) Tyre size, load capacity, approval mark or speed rating not in accordance with the requirements ⁽¹⁾ and		x	

				<i>effecting</i> road safety	
				Insufficient load capacity or speed rating for actual use, tyre touches other fix vehicle parts impairing safe driving	X
				(b) Tyres on same axle or on twin wheels of different sizes.	X
				(c) Tyres on same axle of different construction (radial / cross-ply).	X
				(d) Any serious damage or cut to tyre.	X
				Cord visible or damaged	X
				(e) Tyre tread <i>depth not in accordance with the requirements⁽¹⁾</i> .	X
				<i>Less than 80% of required</i> tread depth	X
			X	(f) Tyre rubbing against other components (flexible anti spray devices).	
				Tyre rubbing against other components (save driving not impaired)	X
				(g) Re-grooved tyres not in accordance with requirements ⁽¹⁾ .	X
				Cord protection layer affected	X
			X	(h) <i>Air</i> pressure monitoring system malfunctioning	
				obviously inoperative	X
				<i>Amendment by Parliament</i>	
		Minor	Major	Dangerous	
5.2.3. Tyres	(a) Tyre size, load		X		

capacity, approval mark
or speed rating not in
accordance with the
requirements⁽¹⁾ and
affecting road safety

Insufficient load
capacity or speed rating
for actual use, tyre
touches other fix
vehicle parts impairing
safe driving

X

(b) Tyres on same axle
or on twin wheels of
different sizes.

X

(c) Tyres on same axle
of different
construction (radial /
cross-ply).

X

(d) Any serious damage
or cut to tyre.

X

Cord visible or
damaged

X

(e) Tyre tread *wear
indicator becomes
visible*.

X

Tyre at legal tread
depth. ***Tyres below
legal tread depth***.

X

(f) Tyre rubbing against
other components
(flexible anti spray
devices).

X

Tyre rubbing against
other components (safe
driving not impaired)

X

(g) Re-grooved tyres
not in accordance with
requirements⁽¹⁾.

X

Cord protection layer
affected

X

(h) ***Tyre*** pressure
monitoring system
malfunctioning ***or tyre
obviously***

X

underinflated

obviously inoperative x

(i) In-service operating pressure in one of the vehicle tyres reduced by 20%, but not below 150 kPa x

Tyre pressure below 150 kPa x

Justification

Driving with correctly inflated tyres enhances the efficiency of low rolling resistance tyres and reduces CO₂ emissions by as much as 5g per kilometre. A tyre under 150kPa is not only unsafe by dangerous as it is at risk of exploding. Any tyre with a tread depth below the legal requirements is illegal and should therefore not be allowed on European roads. It is for this reason that this defect should be marked as dangerous. Any tyre at legal tread depth should be changed before it becomes dangerous and therefore it should be marked as major.

Amendment 105

Proposal for a regulation

Annex III – item 8.2.1.2 – point b

Text proposed by the Commission

		Minor	Major	Dangerous
8.2.1.2 Gaseous emissions	(b) Or, if this information is not available, the CO emissions exceed, (...) ii) for vehicles controlled by an advanced emission control system, –at engine idle: 0.5% –at high idle: 0.3% or –at engine idle: 0.3% –at high idle: 0.2% according to the date of first registration or use specified in requirements ⁽¹⁾ .		x	

Amendment by Parliament

	Minor	Major	Dangerous
8.2.1.2 Gaseous emissions	(b) Or, if this information is not available, the CO emissions exceed, (...) ii) for vehicles controlled by an advanced emission control system, – at engine idle: 0.5% – at high idle: 0.3% or – at engine idle: 0.3% – at high idle: 0.2% or – at engine idle: 0.2% ^{6a} – at high idle: 0.1% ^{6a} according to the date of first registration or use specified in requirements ⁽¹⁾ .	x	

^{6a} *Type-approved according to limits of Table 1 of Annex I to Regulation (EC) No 715/2007 or first registered or put into service after 1 July 2007 (Euro 5).*

Amendment 106

Proposal for a regulation

Annex III – item 8.2.2.2 – point b

Text proposed by the Commission

	Minor	Major	Dangerous
8.2.2.2 Opacity			
Vehicles registered or put into service before 1 January 1980 are exempted from this requirement	Where this information is not available or requirements ⁽¹⁾ do not allow the use of reference values, for naturally aspirated engines:	x	

2.5 m⁻¹,
 for turbo-charged
 engines: 3.0 m⁻¹,
 or, for vehicles
 identified in
 requirements⁽¹⁾ or
 first registered or put
 into service for the
 first time after the
 date specified in
 requirements⁽¹⁾,
 1.5 m⁻¹.

Amendment by Parliament

	Minor	Major	Dangerous
8.2.2.2 Opacity			
Vehicles registered or put into service before 1 January 1980 are exempted from this requirement	Where this information is not available or requirements ⁽¹⁾ do not allow the use of reference values, for naturally aspirated engines: 2.5 m ⁻¹ , for turbo-charged engines: 3.0 m ⁻¹ , or, for vehicles identified in requirements ⁽¹⁾ or first registered or put into service for the first time after the date specified in requirements ⁽¹⁾ , 1.5 m ⁻¹ . <i>or</i> 0.5 m-1 ^{6a}	x	

^{6a} *Type-approved according to limits of Table 1 of Annex I to Regulation (EC) No 715/2007 or first registered or put into service after 1 July 2007 (Euro 5).*

Amendment 107

Proposal for a regulation Annex IV – point 6 a (new)

Text proposed by the Commission

Amendment

***(6a) Details of major repairs necessitated
by an accident***

Amendment 108

Proposal for a regulation Annex V – part I – paragraph 2 a (new)

Text proposed by the Commission

Amendment

***Alternative equipment implementing
technological innovation in a neutral way
may be used provided it ensures an
equivalent high quality level of testing.***

Amendment 109

Proposal for a regulation Annex V – part 1 – paragraph 1 – point 15 a (new)

Text proposed by the Commission

Amendment

***15a) A pressure gauge to measure tyre
pressure;***

Justification

A pressure gauge is needed to measure tyre pressure.