



**2022/0365(COD)**

4.7.2023

# **AMENDMENTS 436 - 730**

**Draft report**

**Alexandr Vondra**

(PE746.876v01-00)

Type-approval of motor vehicles and engines and of systems, components and separate technical units intended for such vehicles, with respect to their emissions and battery durability (Euro 7) and repealing Regulations (EC) No 715/2007 and (EC) No 595/2009

Proposal for a regulation

(COM(2022)0586 – C9-0375/2022 – 2022/0365(COD))



#### **Amendment 436**

**Maria Veronica Rossi, Gianna Gancia, Silvia Sardone, Rosanna Conte, Matteo Adinolfi, Danilo Oscar Lancini, Elisabetta De Blasis, Marco Campomenosi**

#### **Proposal for a regulation**

#### **Article 3 – paragraph 2 – point 62**

*Text proposed by the Commission*

(62) ‘power-to-mass-ratio’ means the ratio of rated power to the ***mass in running order***;

*Amendment*

(62) ‘power-to-mass-ratio’ means the ratio of rated power to the ***technically permissible maximum laden mass as defined in Annex XII of Regulation (EU) 2021/535***;

Or. en

#### **Amendment 437**

**Massimiliano Salini**

#### **Proposal for a regulation**

#### **Article 3 – paragraph 2 – point 62**

*Text proposed by the Commission*

(62) ‘power-to-mass-ratio’ means the ratio of rated power to the ***mass in running order***;

*Amendment*

(62) ‘power-to-mass-ratio’ means the ratio of rated power to the ***technically permissible maximum laden mass as defined in Annex II of Regulation (EU) 2021/535***;

Or. en

*Justification*

*The relevant mass is the vehicle's maximum mass.*

#### **Amendment 438**

**Marian-Jean Marinescu**

#### **Proposal for a regulation**

#### **Article 3 – paragraph 2 – point 62**

*Text proposed by the Commission*

(62) ‘power-to-mass-ratio’ means the

*Amendment*

(62) ‘power-to-mass-ratio’ means the

ratio of rated power to the mass *in running order*;

ratio of rated power to the *maximum* mass;

Or. en

#### **Amendment 439**

**Susana Solís Pérez, Pascal Canfin**

#### **Proposal for a regulation**

#### **Article 3 – paragraph 2 – point 65**

*Text proposed by the Commission*

(65) ‘traction battery’ means a battery system that stores energy with the main purpose of propelling the vehicle;

*Amendment*

(65) ‘traction battery’ means a battery system that stores energy with the main purpose of propelling the vehicle, ***including its battery management system***;

Or. en

#### **Amendment 440**

**Susana Solís Pérez, Pascal Canfin, Jan Huitema**

#### **Proposal for a regulation**

#### **Article 3 – paragraph 2 – point 65 a (new)**

*Text proposed by the Commission*

*Amendment*

***(65a) 'battery management system' means any electronic system that manages a rechargeable battery, including elements that protect the battery from operating outside its "safe operating area", monitoring its state, calculating secondary data, reporting that data, controlling its environment, authenticating it and/or balancing it;***

Or. en

#### **Amendment 441**

**Jens Gieseke**

#### **Proposal for a regulation**

### Article 3 – paragraph 2 – point 67

*Text proposed by the Commission*

(67) ‘zero-emission range’ means the maximum distance a zero-emission vehicle can travel until the traction battery or fuel tank is depleted, which for PEVs corresponds to the electric range;

*Amendment*

(67) ‘zero-emission range’ means the maximum distance a zero-emission vehicle can travel ***in zero-emission mode when driving the appropriate cycle in this Regulation*** until the traction battery or fuel tank is depleted, which for PEVs corresponds to the electric range;

Or. en

*Justification*

*As the definition refers to PEVs separately it clearly intends to cover also OVC-HEVs (PHEVs). These are not zero emission vehicles rather vehicles with a zero-emission mode.*

### Amendment 442

**Susana Solís Pérez, Pascal Canfin, Andreas Glueck, Jan Huitema**

#### Proposal for a regulation

### Article 3 – paragraph 2 – point 67

*Text proposed by the Commission*

(67) ‘zero-emission range’ means the maximum distance a zero-emission vehicle can travel until the traction battery or fuel tank is depleted, which for PEVs corresponds to the electric range;

*Amendment*

(67) ‘zero-emission range’ means the maximum distance a zero-emission vehicle ***or a vehicle in zero-emission mode*** can travel until the traction battery or fuel tank is depleted, which for PEVs corresponds to the electric range;

Or. en

*Justification*

*the Commission text does not cover hybrid vehicles*

### Amendment 443

**Marian-Jean Marinescu**

#### Proposal for a regulation

### Article 3 – paragraph 2 – point 67

*Text proposed by the Commission*

(67) ‘zero-emission range’ means the maximum distance a **zero-emission** vehicle can travel until the traction battery or fuel tank is depleted, which for PEVs corresponds to the electric range;

*Amendment*

(67) ‘zero-emission range’ means the maximum distance a **zero emission vehicle and CO2 neutral fuel** vehicle can travel until the traction battery or fuel tank is depleted, which for PEVs corresponds to the electric range;

Or. en

**Amendment 444**

**Sylvia Limmer**

**Proposal for a regulation**

**Article 3 – paragraph 2 – point 67**

*Text proposed by the Commission*

(67) ‘**zero-emission** range’ means the maximum distance a **zero-emission** vehicle can travel until the traction battery or fuel tank is depleted, which for PEVs corresponds to the electric range;

*Amendment*

(67) ‘**zero-exhaust-emission** range’ means the maximum distance a **zero-exhaust-emission** vehicle can travel until the traction battery or fuel tank is depleted, which for PEVs corresponds to the electric range;

Or. de

**Amendment 445**

**Nikolaj Villumsen**

on behalf of The Left Group

**Proposal for a regulation**

**Article 3 – paragraph 2 – point 67**

*Text proposed by the Commission*

(67) ‘zero-emission range’ means the maximum distance a zero-emission vehicle can travel until the traction battery **or fuel tank** is depleted, which for PEVs corresponds to the electric range;

*Amendment*

(67) ‘zero-emission range’ means the maximum distance a zero-emission vehicle can travel until the traction battery is depleted, which for PEVs corresponds to the electric range;

Or. en

## Amendment 446

Bas Eickhout

### Proposal for a regulation

#### Article 3 – paragraph 2 – point 67

*Text proposed by the Commission*

(67) ‘zero-emission range’ means the maximum distance a zero-emission vehicle can travel until the traction battery *or fuel tank* is depleted, which for PEVs corresponds to the electric range;

*Amendment*

(67) ‘zero-emission range’ means the maximum distance a zero-emission vehicle can travel until the traction battery is depleted, which for PEVs corresponds to the electric range;

Or. en

## Amendment 447

Jens Gieseke

### Proposal for a regulation

#### Article 3 – paragraph 2 – point 69

*Text proposed by the Commission*

(69) ‘battery durability’ means the durability of a traction battery measured in terms of its State of *Health*;

*Amendment*

(69) ‘*(in-vehicle)*-battery durability’ means the durability of a traction battery measured in terms of its State of *Certified Energy and its State of Certified Range*;

Or. en

*Justification*

*Align terminology towards terminology in GTR-22.*

## Amendment 448

Marian-Jean Marinescu

### Proposal for a regulation

#### Article 3 – paragraph 2 – point 69

*Text proposed by the Commission*

(69) ‘battery durability’ means the durability of a traction battery measured in terms of its *State of Health*;

*Amendment*

(69) ‘battery durability’ means the durability of a traction battery measured in terms of its *SOCE and SOCR*;

**Amendment 449**  
**Stanislav Polčák**

**Proposal for a regulation**  
**Article 3 – paragraph 2 – point 69**

*Text proposed by the Commission*

(69) ‘battery durability’ means the durability of a traction battery measured in terms of its State of Health;

*Amendment*

(Does not affect the English version.)

Or. cs

**Amendment 450**  
**Marian-Jean Marinescu**

**Proposal for a regulation**  
**Article 3 – paragraph 2 – point 70**

*Text proposed by the Commission*

(70) ‘state of *health*’ or ‘*SOH*’ means the measured or estimated state of a specific performance metric of a vehicle or traction battery at a specific point in its lifetime, expressed as a percentage of the performance that was determined when certified or new;

*Amendment*

(70) ‘state of *certified range*’ or ‘*SOCR*’ and ‘*state of certified energy*’ or ‘*SOCE*’ mean the measured or estimated state of a specific performance metric of a vehicle (*electric range*) or traction battery (*energy*) at a specific point in its lifetime, expressed as a percentage of the performance that was determined when certified or new;

Or. en

**Amendment 451**  
**Jens Gieseke**

**Proposal for a regulation**  
**Article 3 – paragraph 2 – point 70**

*Text proposed by the Commission*

(70) ‘state of *health*’ or ‘*SOH*’ means

PE750.173v01-00

*Amendment*

(70) ‘state of *Certified Energy*’ or

8/155

AM\1281947EN.docx



the measured or estimated state of a specific performance metric of a vehicle or traction battery at a specific point in its lifetime, expressed as a percentage of the performance that was determined when certified or new;

**‘SOCE’ and ‘state of Certified Range ‘ or ‘SOCR ‘** means the measured or estimated state of a specific performance metric of a vehicle or traction battery at a specific point in its lifetime, expressed as a percentage of the performance that was determined when certified or new;

Or. en

*Justification*

*Align terminology towards terminology in GTR 22.*

**Amendment 452**  
**Stanislav Polčák**

**Proposal for a regulation**  
**Article 3 – paragraph 2 – point 70**

*Text proposed by the Commission*

(70) ‘state of health’ or ‘SOH’ means the measured or estimated state of a specific performance metric of a vehicle or traction battery at a specific point in its lifetime, expressed as a percentage of the performance that was determined when certified or new;

*Amendment*

(Does not affect the English version.)

Or. cs

**Amendment 453**  
**Sylvia Limmer**

**Proposal for a regulation**  
**Article 3 – paragraph 2 – point 71**

*Text proposed by the Commission*

***(71) ‘environmental vehicle passport’ or ‘EVP’ means a record on paper and digital form containing information on the environmental performance of a vehicle at the moment of registration, including the level of pollutant emission***

*Amendment*

***deleted***

*limits, CO<sub>2</sub> emissions, fuel consumption, energy consumption, electric range and engine power, and battery durability and other related values;*

Or. de

**Amendment 454**

**Maria Veronica Rossi, Gianna Gancia, Silvia Sardone, Rosanna Conte, Matteo Adinolfi, Danilo Oscar Lancini, Elisabetta De Blasis, Marco Campomenosi**

**Proposal for a regulation**

**Article 3 – paragraph 2 – point 71**

*Text proposed by the Commission*

*Amendment*

**(71) ‘environmental vehicle passport’ or ‘EVP’ means a record on paper and digital form containing information on the environmental performance of a vehicle at the moment of registration, including the level of pollutant emission limits, CO<sub>2</sub> emissions, fuel consumption, energy consumption, electric range and engine power, and battery durability and other related values;**

*deleted*

Or. en

**Amendment 455**

**Jessica Polfjärd**

**Proposal for a regulation**

**Article 3 – paragraph 2 – point 71**

*Text proposed by the Commission*

*Amendment*

**(71) ‘environmental vehicle passport’ or ‘EVP’ means a record on paper and digital form containing information on the environmental performance of a vehicle at the moment of registration, including the level of pollutant emission limits, CO<sub>2</sub> emissions, fuel consumption, energy consumption, electric range and engine power, and battery durability and**

*deleted*

*other related values;*

Or. en

*Justification*

*The Environmental Vehicle Passport (EVP) in the Euro 7-regulation is unnecessary since the information asked to be provided already is covered in existing legislation and given to the customer via other means. Furthermore, there is also a risk that this addition would risk imposing fragmentation on the internal market if stricter requirements with regard to EVP were to be set out by (for example) single cities hence limiting the access of certain EU-complaint vehicles and consequently eroding the added value with a regulation on EU-level.*

**Amendment 456**

**Ondřej Knotek**

**Proposal for a regulation**

**Article 3 – paragraph 2 – point 71**

*Text proposed by the Commission*

*Amendment*

**(71) ‘environmental vehicle passport’ or ‘EVP’ means a record on paper and digital form containing information on the environmental performance of a vehicle at the moment of registration, including the level of pollutant emission limits, CO<sub>2</sub> emissions, fuel consumption, energy consumption, electric range and engine power, and battery durability and other related values;** **deleted**

Or. en

**Amendment 457**

**Massimiliano Salini**

**Proposal for a regulation**

**Article 3 – paragraph 2 – point 71**

*Text proposed by the Commission*

*Amendment*

**(71) ‘environmental vehicle passport’ or ‘EVP’ means a record on paper and digital form containing information on the environmental performance of a** **deleted**

*vehicle at the moment of registration, including the level of pollutant emission limits, CO<sub>2</sub> emissions, fuel consumption, energy consumption, electric range and engine power, and battery durability and other related values;*

Or. en

*Justification*

*Information on vehicle environmental performance are already mandated via other EU regulations and present in certificates like Certification of Conformity (CoC).*

**Amendment 458**  
**Jens Gieseke**

**Proposal for a regulation**  
**Article 3 – paragraph 2 – point 71**

*Text proposed by the Commission*

*Amendment*

*(71) ‘environmental vehicle passport’ or ‘EVP’ means a record on paper and digital form containing information on the environmental performance of a vehicle at the moment of registration, including the level of pollutant emission limits, CO<sub>2</sub> emissions, fuel consumption, energy consumption, electric range and engine power, and battery durability and other related values;*

*deleted*

Or. en

**Amendment 459**  
**Nikolaj Villumsen**  
on behalf of The Left Group

**Proposal for a regulation**  
**Article 3 – paragraph 2 – point 71**

*Text proposed by the Commission*

*Amendment*

*(71) ‘environmental vehicle passport’ or ‘EVP’ means a record on paper and digital*

*(71) ‘environmental vehicle passport’ or ‘EVP’ means a record on paper and digital*

form containing information on the environmental performance of a vehicle at the moment of registration, including the level of pollutant emission limits, **CO<sub>2</sub>** emissions, fuel consumption, energy consumption, electric range and engine power, and battery durability and other related values;

form containing ***up-to-date*** information on the environmental performance of a vehicle at the moment of registration ***and throughout its lifetime. For this purpose, the EVP is regularly updated by manufacturers, national authorities and testing centres during in-service conformity, market surveillance checks, periodic technical inspections and roadworthiness tests by retrieving the data from the OBD port, including the data transmitted by the OBFDM device of the vehicle. The EVP contains all information required to verify the tested and manufacturer declared values during type approval as well as all geographical areas where geo-fencing or adaptive emission technologies are active; it includes*** the level of pollutant emission limits, ***in-use CO<sub>2</sub>*** emissions, fuel consumption, energy consumption, electric range and engine power, and battery durability and ***state of health health and*** other related values;

Or. en

#### **Amendment 460**

**Susana Solís Pérez, Jan Huitema**

#### **Proposal for a regulation**

#### **Article 3 – paragraph 2 – point 71**

##### *Text proposed by the Commission*

(71) ‘environmental vehicle passport’ or ‘EVP’ means a record on paper and digital form containing information on the environmental performance of a vehicle ***at the moment of registration***, including the level of pollutant emission limits, ***CO<sub>2</sub>*** emissions, fuel consumption, energy consumption, electric range and engine power, and battery durability and other related values;

##### *Amendment*

(71) ‘environmental vehicle passport’ or ‘EVP’ means a record on paper and digital form containing information on the environmental performance of a vehicle including the level of pollutant emission limits, ***CO<sub>2</sub>*** emissions, fuel consumption, energy consumption, electric range and engine power, and battery durability and other related values; ***and throughout its lifetime. For this purpose, it is updated by manufacturers, national authorities and testing centres during in-service conformity, market surveillance checks, periodic technical inspections and***

*roadworthiness tests by retrieving the data from the OBD port, including the data transmitted by the OBFCM device of the vehicle. The EVP includes the level of pollutant emission limits, in-use CO<sub>2</sub> emissions, fuel consumption, energy consumption, electric range and engine power, and battery durability and state of health and other related values;*

Or. en

### *Justification*

*If the EVP is updated accordingly by manufacturers, competent authorities and testing centers, consumers will know if the vehicle exceeded the emission limits, but also the certified fuel consumption or the state of health of the battery. Additionally, this information is vital for second-hand buyers, as it empowers them to make better-informed decisions and encourages more sustainable purchasing choices by providing insight into the vehicle's environmental performance.*

### **Amendment 461**

**Christel Schaldemose, Helène Fritzon, Mohammed Chahim, Sara Cerdas, Tiemo Wölken**

### **Proposal for a regulation**

#### **Article 3 – paragraph 2 – point 71**

##### *Text proposed by the Commission*

(71) ‘environmental vehicle passport’ or ‘EVP’ means *a* record on paper and digital form containing information on the environmental performance of a vehicle at the moment of registration, including the level of pollutant emission limits, CO<sub>2</sub> emissions, fuel consumption, energy consumption, electric range and engine power, *and* battery durability and other related values;

##### *Amendment*

(71) ‘environmental vehicle passport’ or ‘EVP’ means *an up-to-date* record on paper and digital form containing information on the environmental performance of a vehicle at the moment of registration *and throughout its lifetime. For this purpose, it is updated by manufacturers, national authorities and testing centres during in-service conformity, market surveillance checks, periodic technical inspections and roadworthiness tests by retrieving the data from the OBD port, including the data transmitted by the OBFCM device of the vehicle. The EVP includes* the level of pollutant emission limits, *in-use* CO<sub>2</sub> emissions, fuel consumption, energy consumption, electric range and engine

power, battery durability **and state of health** and other related values;

Or. en

### *Justification*

*The added value of the EVP should be brought to consumers, in line with technological developments allowing for the real-world measurement of emission levels, fuel consumption, battery range, etc. As such, the EVP should be presented before the act of purchase and should accompany the vehicle throughout its lifetime. If updated accordingly by manufacturers, competent authorities and testing centres, consumers will know if the vehicle exceeded the emission limits, but also the certified fuel consumption or the state of health of the battery*

## **Amendment 462** **Bas Eickhout**

### **Proposal for a regulation** **Article 3 – paragraph 2 – point 71**

#### *Text proposed by the Commission*

(71) ‘environmental vehicle passport’ or ‘EVP’ means a record on paper and digital form containing information ***on the environmental performance of a vehicle at the moment of registration, including the level of pollutant emission limits, CO<sub>2</sub> emissions, fuel consumption, energy consumption, electric range and engine power, and battery durability and other related values;***

#### *Amendment*

(71) ‘environmental vehicle passport’ or ‘EVP’ means a record on paper and digital form containing ***all the information required to verify the tested and manufacturer declared values during type approval as well as all geographical areas where geo-fencing or adaptive emission technologies are active.***

Or. en

## **Amendment 463** **Sylvia Limmer**

### **Proposal for a regulation** **Article 3 – paragraph 2 – point 72**

#### *Text proposed by the Commission*

(72) ‘excess emissions driver warning system’ means a system designed,

#### *Amendment*

(72) ‘excess emissions driver warning system’ means a system designed,

constructed and installed in a vehicle to provide information to the user about excess emissions *and enforce repairs*;

constructed and installed in a vehicle to provide information to the user about excess emissions;

Or. de

**Amendment 464**  
**Stanislav Polčák**

**Proposal for a regulation**  
**Article 3 – paragraph 2 – point 73**

*Text proposed by the Commission*

(73) ‘low-reagent driver warning system’ means a system designed, constructed and installed in a vehicle to warn the user of the low level of the consumable reagent, and enforce the *use* of the reagent;

*Amendment*

73) ‘low-reagent driver warning system’ means a system designed, constructed and installed in a vehicle to warn the user of the low level of the consumable reagent, and enforce the *replenishment* of the reagent;

Or. cs

**Amendment 465**  
**Marian-Jean Marinescu**

**Proposal for a regulation**  
**Article 3 – paragraph 2 – point 75**

*Text proposed by the Commission*

(75) ‘declaration *of conformity*’ means a declaration by the manufacturer that a specific type or group of vehicles, component or separate technical unit is in conformity with the requirements of this regulation

*Amendment*

(75) ‘*conformity* declaration’ means a declaration by the manufacturer that a specific type or group of vehicles, component or separate technical unit is in conformity with the requirements of this regulation;

Or. en

**Amendment 466**  
**Marian-Jean Marinescu**

**Proposal for a regulation**



**Article 3 – paragraph 2 – point 75 a (new)**

*Text proposed by the Commission*

*Amendment*

**(75a) ‘standard use’ - standard way of driving, refuelling and maintaining of a vehicle;**

Or. en

**Amendment 467**

**Maria Veronica Rossi, Gianna Gancia, Silvia Sardone, Rosanna Conte, Matteo Adinolfi, Danilo Oscar Lancini, Elisabetta De Blasis, Marco Campomenosi**

**Proposal for a regulation**

**Article 3 – paragraph 2 – point 77**

*Text proposed by the Commission*

*Amendment*

**(77) "snow tyre" means a tyre whose tread pattern, tread compound or structure is primarily designed to achieve in snow conditions a performance better than that of a normal tyre with regard to its ability to initiate or maintain vehicle motion;**

*deleted*

Or. en

**Amendment 468**

**Massimiliano Salini**

**Proposal for a regulation**

**Article 3 – paragraph 2 – point 77**

*Text proposed by the Commission*

*Amendment*

**(77) "snow tyre" means a tyre whose tread pattern, tread compound or structure is primarily designed to achieve in snow conditions a performance better than that of a normal tyre with regard to its ability to initiate or maintain vehicle motion;**

*deleted*

Or. en

*Justification*

*Tyre-related definitions relevant for tyre abrasion requirements will be included in the relevant Delegated Act which will refer to international definitions set at UN. All other tyre-related definitions are to be found in the General Safety Regulation (EU) 2019/2144.*

**Amendment 469**  
**Susana Solís Pérez**

**Proposal for a regulation**  
**Article 3 – paragraph 2 – point 77**

*Text proposed by the Commission*

*Amendment*

**(77) "snow tyre" means a tyre whose tread pattern, tread compound or structure is primarily designed to achieve in snow conditions a performance better than that of a normal tyre with regard to its ability to initiate or maintain vehicle motion;** **deleted**

Or. en

*Justification*

*All tyre definitions (which are not limited to these 2 types) should be based on the outcome of the decision of the UN World Forum for Harmonisation of Vehicle Regulations (WP29);*

**Amendment 470**  
**Susana Solís Pérez**

**Proposal for a regulation**  
**Article 3 – paragraph 2 – point 78**

*Text proposed by the Commission*

*Amendment*

**(78) "special use tyre" means a tyre intended for mixed use both on- and off-road or for other special duty. These tyres are primarily designed to initiate and maintain the vehicle in motion in off-road conditions.** **deleted**

Or. en

*Justification*

*All tyre definitions (which are not limited to these 2 types) should be based on the outcome of the decision of the UN World Forum for Harmonisation of Vehicle Regulations (WP29);*

**Amendment 471**

**Massimiliano Salini**

**Proposal for a regulation**

**Article 3 – paragraph 2 – point 78**

*Text proposed by the Commission*

*Amendment*

**(78) "special use tyre" means a tyre intended for mixed use both on- and off-road or for other special duty. These tyres are primarily designed to initiate and maintain the vehicle in motion in off-road conditions.** *deleted*

Or. en

*Justification*

*Tyre-related definitions relevant for tyre abrasion requirements will be included in the relevant Delegated Act which will refer to international definitions set at UN. All other tyre-related definitions are to be found in the General Safety Regulation (EU) 2019/2144.*

**Amendment 472**

**Maria Veronica Rossi, Gianna Gancia, Silvia Sardone, Rosanna Conte, Matteo Adinolfi, Danilo Oscar Lancini, Elisabetta De Blasis, Marco Campomenosi**

**Proposal for a regulation**

**Article 3 – paragraph 2 – point 78**

*Text proposed by the Commission*

*Amendment*

**(78) "special use tyre" means a tyre intended for mixed use both on- and off-road or for other special duty. These tyres are primarily designed to initiate and maintain the vehicle in motion in off-road conditions.** *deleted*

Or. en

**Amendment 473**

**Edina Tóth**

**Proposal for a regulation**

**Article 3 – paragraph 2 – point 78 a (new)**

*Text proposed by the Commission*

*Amendment*

**(78a) ‘CO<sub>2</sub> neutral fuel’ means a renewable and/or synthetic fuel as defined by Directive 2018/2001 including biofuel, biogas, biomass fuel, renewable liquid and gaseous transport fuel of non biological origin (RFNBO) or a recycled carbon fuel (RCF), where the emissions of the fuel in use (eu) can be taken to be net zero, meaning that the CO<sub>2</sub> equivalent of the carbon incorporated in the chemical composition of the fuel in use eu is of biogenic origin and/or has been avoided being emitted as CO<sub>2</sub> into the atmosphere or has been captured from ambient air or has avoided its existing fate. Other renewable and/or synthetic fuels not listed in Directive 2018/2001 can fulfil this definition provided that they meet the above criteria and the sustainability criteria of said Directive and associated delegated acts.**

Or. en

**Amendment 474**

**Massimiliano Salini**

**Proposal for a regulation**

**Article 3 – paragraph 2 – point 78 a (new)**

*Text proposed by the Commission*

*Amendment*

**(78a) “CO<sub>2</sub> neutral fuel” means a renewable and/or synthetic fuel as defined by Directive 2018/2001 including biofuel, biogas, biomass fuel, renewable liquid and gaseous transport fuel of non biological origin (RFNBO) or a recycled carbon fuel (RCF), where the emissions of the fuel in use (e(u)) can be taken to be**

*net zero, meaning that the CO2 equivalent of the carbon incorporated in the chemical composition of the fuel in use e(u) is of biogenic origin, or has been avoided being emitted as CO2 into the atmosphere or has avoided its existing fate. Other renewable and/or synthetic fuels not listed in Directive 2018/2001 can fulfil this definition provided that they meet the above conditions and the sustainability criteria of said Directive and associated delegated acts.*

Or. en

#### *Justification*

*The meaning of 'CO2-neutral fuels' is the fuels that, at the time they are burning, release only biogenic CO2 (so called biofuels) or recycled CO2 (so called synthetic fuels); vehicles using only CO2 neutral fuels emits circular CO2 and has net-zero impact on climate. The principle that the emission for the fuel in use shall be taken to be zero is already contained in the REDII, implying that all the fuels listed there should be considered as CO2 neutral fuels.*

#### **Amendment 475**

**Ondřej Knotek**

#### **Proposal for a regulation**

**Article 3 – paragraph 2 – point 78 a (new)**

*Text proposed by the Commission*

*Amendment*

*(78a) "CO2 neutral fuels" means fuel which produces no net-greenhouse gas emissions or carbon footprint; including biofuels, bioliquids, biomass fuels and renewable fuels of non-biological origin or recycled carbon fuels, including synthetic fuels.*

Or. en

#### **Amendment 476**

**Andreas Glueck, Ulrike Müller, Ondřej Knotek**

#### **Proposal for a regulation**

**Article 3 – paragraph 2 – point 78 a (new)**

*Text proposed by the Commission*

*Amendment*

**(78a) "CO2 neutral fuels" means renewable fuels as defined in Directive 2018/2001, including biofuels, bioliquids, biomass fuels and renewable fuels of non-biological origin or recycled carbon fuels.**

Or. en

*Justification*

*Definition needed for the introduction of a new vehicle designation in Art. 5 (4a).*

**Amendment 477**  
**Massimiliano Salini**

**Proposal for a regulation**  
**Article 3 – paragraph 2 – point 78 b (new)**

*Text proposed by the Commission*

*Amendment*

**(78b) 'carbon correction factor (CFF)' means a factor which applies GHG correction to the tailpipe emissions of the heavy-duty vehicles for compliance assessment, to reflect the carbon intensity and share of carbon-neutral fuels, including biofuels produced from feedstock listed in RED Annex IX, Renewable fuels of non-biological origin (RFNBO) and recycled carbon fuel (RCF).**

Or. en

*Justification*

*A definition of CFF is still missing in any EU legislation.*

**Amendment 478**  
**Edina Tóth**

**Proposal for a regulation**  
**Article 3 – paragraph 2 – point 78 b (new)**

*Text proposed by the Commission*

*Amendment*

**(78b) ‘carbon correction factor (CCF)’ means a factor which applies a correction to the CO<sub>2</sub> tailpipe emissions of vehicles for compliance assessment, to reflect the GHG emission intensity and the share of CO<sub>2</sub> neutral fuels, as defined in paragraph 79 of this article.**

Or. en

**Amendment 479**

**Andreas Glueck, Ulrike Müller, Ondřej Knotek**

**Proposal for a regulation**

**Article 3 – paragraph 2 – point 78 b (new)**

*Text proposed by the Commission*

*Amendment*

**(78b) "carbon correction factor (CCF)" means a factor reflecting the CO<sub>2</sub> intensity and share of CO<sub>2</sub> neutral fuels;**

Or. en

*Justification*

*Definition needed for the introduction of a new vehicle designation in Art. 5 (4a).*

**Amendment 480**

**Maria Angela Danzi**

**Proposal for a regulation**

**Article 4 – title**

*Text proposed by the Commission*

*Amendment*

4 Obligations of the manufacturers concerning construction of vehicles

**Article 4** Obligations of the manufacturers concerning construction of vehicles, **systems, replacement parts, components and separate technical units**

Or. it

## Amendment 481

Sylvia Limmer

### Proposal for a regulation

#### Article 4 – paragraph 1

*Text proposed by the Commission*

1. Manufacturers shall ensure that the new vehicles they manufacture, which are sold, registered or put into service in the Union, are type approved in accordance with this Regulation. Manufacturers shall ensure that the new components or separate technical units, including engines, traction batteries, **brake systems** and replacement pollution control systems requiring type-approval which they manufacture and which are sold or put into service in the Union are type approved in accordance with this Regulation

*Amendment*

1. Manufacturers shall ensure that the new vehicles they manufacture, which are sold, registered or put into service in the Union, are type approved in accordance with this Regulation. Manufacturers shall ensure that the new components or separate technical units, including engines, traction batteries and replacement pollution control systems requiring type-approval which they manufacture and which are sold or put into service in the Union are type approved in accordance with this Regulation.  
***Obligations relating to brake systems and tyres which concern, on the one hand, driving safety and, on the other, manufacturers of those products should be regulated in a separate act.***

Or. de

## Amendment 482

Marian-Jean Marinescu

### Proposal for a regulation

#### Article 4 – paragraph 1

*Text proposed by the Commission*

1. Manufacturers shall ensure that the new vehicles they manufacture, which are sold, registered or put into service in the Union, are type approved in accordance with this Regulation. Manufacturers shall ensure that the new components or separate technical units, including engines, traction batteries, brake systems and replacement pollution control systems requiring type-approval ***which they manufacture and which are sold or put into service in the Union*** are type approved in accordance

*Amendment*

1. Manufacturers shall ensure that the new vehicles they manufacture ***after the dates provided in Article 20***, which are sold, registered or put into service in the Union, are type approved in accordance with this Regulation. Manufacturers shall ensure that the new components or separate technical units, including engines, traction batteries, brake systems and replacement pollution control systems requiring type-approval ***intended for vehicles mentioned in Paragraph 1*** are type approved in



with this Regulation

accordance with this Regulation *including complying with the emission limits set out in Annex I and under relevant annexes in Regulation (EU) 2017/1151 and Regulation (EU) 582/2011.*

Or. en

**Amendment 483**  
**Massimiliano Salini**

**Proposal for a regulation**  
**Article 4 – paragraph 1**

*Text proposed by the Commission*

1. Manufacturers shall ensure that the new vehicles they manufacture, which are sold, registered or put into service in the Union, are type approved in accordance with this Regulation. Manufacturers shall ensure that the new components or separate technical units, including engines, traction batteries, brake systems and replacement pollution control systems requiring type-approval which they manufacture and which are sold or put into service in the Union are type approved in accordance with this Regulation

*Amendment*

1. Manufacturers shall ensure that the new vehicles they manufacture, which are sold, registered or put into service in the Union, are type approved in accordance with this Regulation. *As from the specific application dates of this Regulation,* manufacturers shall ensure that the new components or separate technical units, including engines, traction batteries, brake *emission* systems and replacement pollution control systems requiring type-approval which they manufacture and which are sold or put into service in the Union are type approved in accordance with this Regulation

Or. en

*Justification*

*This Regulation does not applies to brakes as a system component but limits emission from brakes.*

**Amendment 484**  
**Maria Veronica Rossi, Gianna Gancia, Silvia Sardone, Rosanna Conte, Matteo Adinolfi, Danilo Oscar Lancini, Elisabetta De Blasis, Marco Campomenosi**

**Proposal for a regulation**  
**Article 4 – paragraph 1**

*Text proposed by the Commission*

1. Manufacturers shall ensure that the new vehicles they manufacture, which are sold, registered or put into service in the Union, are type approved in accordance with this Regulation. Manufacturers shall ensure that the new components or separate technical units, including engines, traction batteries, brake systems and replacement pollution control systems requiring type-approval which they manufacture and which are sold or put into service in the Union are type approved in accordance with this Regulation

*Amendment*

1. Manufacturers shall ensure that the new vehicles they manufacture, which are sold, registered or put into service in the Union, are type approved in accordance with this Regulation. ***As from the specific application dates of this Regulation,*** manufacturers shall ensure that the new components or separate technical units, including engines, traction batteries, brake ***emission*** systems and replacement pollution control systems requiring type-approval which they manufacture and which are sold or put into service in the Union are type approved in accordance with this Regulation.

Or. en

**Amendment 485**  
**Maria Angela Danzi**

**Proposal for a regulation**  
**Article 4 – paragraph 1**

*Text proposed by the Commission*

1. Manufacturers shall ensure that the new vehicles they manufacture, which are sold, registered or put into service in the Union, are type approved in accordance with this Regulation. Manufacturers shall ensure that the new components or separate technical units, including engines, traction batteries, brake systems and replacement pollution control systems requiring type-approval which they manufacture and which are sold or put into service in the Union are type approved in accordance with this Regulation

*Amendment*

1. Manufacturers shall ensure that the new vehicles they manufacture, which are sold, registered or put into service in the Union, are type approved in accordance with this Regulation. Manufacturers shall ensure that the new components or separate technical units, including engines, traction batteries, brake systems, ***tyres*** and replacement pollution control systems requiring type-approval which they manufacture and which are sold or put into service in the Union are type approved in accordance with this Regulation.

Or. it

**Amendment 486**  
**Pascal Canfin**

**Proposal for a regulation**  
**Article 4 – paragraph 1**

*Text proposed by the Commission*

1. Manufacturers shall ensure that the new vehicles they manufacture, which are sold, registered or put into service in the Union, are type approved in accordance with this Regulation. Manufacturers shall ensure that the new components or separate technical units, including engines, traction batteries, brake systems and replacement pollution control systems requiring type-approval which they manufacture and which are sold or put into service in the Union are type approved in accordance with this Regulation

*Amendment*

1. Manufacturers shall ensure that the new vehicles they manufacture, which are sold, registered or put into service in the Union, are type approved in accordance with this Regulation. Manufacturers shall ensure that the new components or separate technical units, including engines, traction batteries, brake systems, **tyres** and replacement pollution control systems requiring type-approval which they manufacture and which are sold or put into service in the Union are type approved in accordance with this Regulation

Or. en

**Amendment 487**

**Christel Schaldemose, Heléne Fritzon, Mohammed Chahim, Sara Cerdas, Tiemo Wölken**

**Proposal for a regulation**  
**Article 4 – paragraph 1**

*Text proposed by the Commission*

1. Manufacturers shall ensure that the new vehicles they manufacture, which are sold, registered or put into service in the Union, are type approved in accordance with this Regulation. Manufacturers shall ensure that the new components or separate technical units, including engines, traction batteries, brake systems and replacement pollution control systems requiring type-approval which they manufacture and which are sold or put into service in the Union are type approved in accordance with this Regulation

*Amendment*

1. Manufacturers shall ensure that the new vehicles they manufacture, which are sold, registered or put into service in the Union, are type approved in accordance with this Regulation. Manufacturers shall ensure that the new components or separate technical units, including engines, traction batteries, brake systems, **tyres** and replacement pollution control systems requiring type-approval which they manufacture and which are sold or put into service in the Union are type approved in accordance with this Regulation

Or. en

**Amendment 488**  
**Massimiliano Salini**

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

*Text proposed by the Commission*

2. Manufacturers shall design, construct and assemble vehicles to comply with this Regulation, including complying with the emission limits set out in Annex I and respecting ***the values declared in the certificate of conformity and in*** the type-approval documentation for the lifetime of the vehicle as set out in table 1 of Annex IV. These vehicles shall be designated as “Euro 7” vehicles.

*Amendment*

2. Manufacturers shall design, construct and assemble vehicles to comply with this Regulation, including complying with the emission limits set out in Annex I ***under the conditions set out in Annex III and Article 4 of Regulation (EU) 595/2009 and Annex II of Regulation 582/2011*** and respecting the type-approval documentation for the lifetime of the vehicle as set out in table 1 of Annex IV. These vehicles shall be designated as “Euro 7” vehicles.

Or. en

*Justification*

*Compliance with emission limits should be linked to conditions and lifetime requirements as described in the Annexes of this proposal.*

**Amendment 489**  
**Andreas Glueck, Ulrike Müller, Ondřej Knotek**

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

*Text proposed by the Commission*

2. Manufacturers shall design, construct and assemble vehicles to comply with this Regulation, including complying with the emission limits set out in Annex I and respecting the values declared in the certificate of conformity and in the type-approval documentation for the lifetime of the vehicle as set out in table 1 of Annex IV. These vehicles shall be designated as “Euro 7” vehicles.

*Amendment*

2. Manufacturers shall design, construct and assemble vehicles to comply with this Regulation, including complying with the emission limits set out in Annex I ***under the testing conditions set out in Annex III*** and respecting the values declared in the certificate of conformity and in the type-approval documentation for the lifetime of the vehicle as set out in table 1 of Annex IV. These vehicles shall be designated as “Euro 7” vehicles.

*Justification*

*Compliance with the emission limits has to be linked to the testing conditions set out in Annex III of this Regulation.*

**Amendment 490**  
**Marian-Jean Marinescu**

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

*Text proposed by the Commission*

2. **Manufacturers shall design, construct and assemble** vehicles to comply with this Regulation, including **complying** with the emission limits set out in Annex I and **respecting** the values declared in the certificate of conformity and in the type-approval documentation for the lifetime of the vehicle as set out in table 1 of Annex IV. **These vehicles** shall be designated as “Euro 7” vehicles.

*Amendment*

2. Vehicles **designed and manufactured** to comply with this Regulation, including with the emission limits set out in Annex I and **to respect** the values declared in the certificate of conformity and in the type-approval documentation for the lifetime of the vehicle as set out in table 1 of Annex IV shall be designated as “Euro 7” vehicles.

**Amendment 491**  
**Jens Gieseke**

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

*Text proposed by the Commission*

2. Manufacturers shall design, construct and assemble vehicles to comply with this Regulation, including complying with the emission limits set out in Annex I and respecting **the values declared in the certificate of conformity and in the** type-approval **documentation** for the lifetime of the vehicle as set out in table 1 of Annex IV. These vehicles shall be designated as “Euro 7” vehicles.

*Amendment*

2. Manufacturers shall design, construct and assemble vehicles to comply with this Regulation, including complying with the emission limits set out in Annex I **under the conditions set out in Annex III** and respecting type-approval for the lifetime of the vehicle as set out in table 1 of Annex IV. These vehicles shall be designated as “Euro 7” vehicles.

#### Amendment 492

**Maria Veronica Rossi, Gianna Gancia, Silvia Sardone, Rosanna Conte, Matteo Adinolfi, Danilo Oscar Lancini, Elisabetta De Blasis, Marco Campomenosi**

#### Proposal for a regulation

#### Article 4 – paragraph 2

##### *Text proposed by the Commission*

2. Manufacturers shall design, construct and assemble vehicles to comply with this Regulation, including complying with the emission limits set out in Annex I and respecting *the values declared in the certificate of conformity and in the type-approval documentation* for the lifetime of the vehicle as set out in table 1 of Annex IV. These vehicles shall be designated as “Euro 7” vehicles.

##### *Amendment*

2. Manufacturers shall design, construct and assemble vehicles to comply with this Regulation, including complying with the emission limits set out in Annex I ***under the conditions set out in Annex III*** and respecting ***type approval*** for the lifetime of the vehicle as set out in table 1 of Annex IV. These vehicles shall be designated as “Euro 7” vehicles.

#### Amendment 493

**Jessica Polfjärd**

#### Proposal for a regulation

#### Article 4 – paragraph 2

##### *Text proposed by the Commission*

2. Manufacturers shall design, construct and assemble vehicles to comply with this Regulation, including complying with the emission limits set out in Annex I and respecting *the values declared in the certificate of conformity and in the type-approval documentation* for the lifetime of the vehicle as set out in table 1 of Annex IV. These vehicles shall be designated as “Euro 7” vehicles.

##### *Amendment*

2. Manufacturers shall design, construct and assemble vehicles to comply with this Regulation, including complying with the emission limits set out in Annex I, ***under the respective conditions as set out in Annex III***, and respecting ***type approval*** for the lifetime of the vehicle as set out in table 1 of Annex IV. These vehicles shall be designated as “Euro 7” vehicles.

## *Justification*

*The Certification of Conformity (CoC) is declaring that the manufacturer of a vehicle can have no control over the vehicle once it leaves the factory. It is therefore more appropriate to require that companies can ensure that vehicles comply with the relevant type of approval with regard to the emissions.*

### **Amendment 494 Ondřej Knotek**

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

##### *Text proposed by the Commission*

2. Manufacturers shall design, construct and assemble vehicles to comply with this Regulation, including complying with the emission limits set out in Annex I and respecting *the values declared in the certificate of conformity and in* the type-approval documentation for the lifetime of the vehicle as set out in table 1 of Annex IV. These vehicles shall be designated as “Euro 7” vehicles.

##### *Amendment*

2. Manufacturers shall design, construct and assemble vehicles to comply with this Regulation, including complying with the emission limits set out in Annex I *under the conditions set out in Annex III* and respecting the type-approval documentation for the lifetime of the vehicle as set out in table 1 of Annex IV. These vehicles shall be designated as “Euro 7” vehicles.

Or. en

### **Amendment 495 Sylvia Limmer**

#### **Proposal for a regulation Article 4 – paragraph 3 – subparagraph 1**

##### *Text proposed by the Commission*

*When verifying compliance with the exhaust emission limits, where the testing is performed in extended driving conditions, the emissions shall be divided by the extended driving divider set out in Annex III.*

##### *Amendment*

*deleted*

Or. de

## Amendment 496

Adam Jarubas

### Proposal for a regulation

#### Article 4 – paragraph 3 – subparagraph 1

*Text proposed by the Commission*

When verifying compliance with the exhaust emission limits, where the testing is performed in extended driving conditions, the emissions shall be divided by the extended driving divider set out in Annex III.

*Amendment*

When verifying compliance with the exhaust emission limits, where the testing is performed in **maximum one of** extended driving conditions, the emissions shall be divided by the extended driving divider set out in Annex III.

***Data points presenting more than one parameter in the extended condition shall be excluded from the data evaluation. Tests obtained while driving in an unrepresentative manner, including driving patterns, conditions and payloads, or with the deliberate intention to exceed emission limits shall be invalidated.***

Or. en

## Amendment 497

Ondřej Knotek

### Proposal for a regulation

#### Article 4 – paragraph 3 – subparagraph 1

*Text proposed by the Commission*

When verifying compliance with the exhaust emission limits, where the testing is performed in extended driving conditions, the emissions shall be divided by the extended driving divider set out in **Annex III**.

*Amendment*

When verifying compliance with the exhaust emission limits, where the testing is performed in **maximum one of the** extended driving conditions, the emissions shall be divided by the extended driving divider set out in **the relevant annexes in Regulation (EU) 2017/1151 and Regulation (EU) 582/2011**.

Or. en

## Amendment 498

Marian-Jean Marinescu



**Proposal for a regulation**  
**Article 4 – paragraph 3 – subparagraph 1**

*Text proposed by the Commission*

When verifying compliance with the exhaust emission limits, where the testing is performed in extended driving conditions, the emissions shall be divided by the extended driving divider set out in *Annex III*.

*Amendment*

When verifying compliance with the exhaust emission limits, where the testing is performed in *maximum one of the* extended driving conditions, the emissions shall be divided by the extended driving divider set out in *the corresponding annexes in Regulation (EU) 2017/1151 and Regulation (EU) 582/2011*.

Or. en

**Amendment 499**  
**Massimiliano Salini**

**Proposal for a regulation**  
**Article 4 – paragraph 3 – subparagraph 1**

*Text proposed by the Commission*

When verifying compliance with the exhaust emission limits, where the testing is performed in extended driving *conditions*, the emissions shall be divided by the extended driving divider set out in Annex III.

*Amendment*

When verifying compliance with the exhaust emission limits, where the testing is performed in *one* extended driving *condition*, the emissions shall be divided by the extended driving divider set out in Annex III *and Article 4 of Regulation (EU) 595/2009 and Annex II of Regulation 582/2011*.

Or. en

*Justification*

*Combination of different extended conditions at the same time is not possible.*

**Amendment 500**  
**Susana Solís Pérez, Andreas Glueck**

**Proposal for a regulation**  
**Article 4 – paragraph 3 – subparagraph 1**

*Text proposed by the Commission*

When verifying compliance with the exhaust emission limits, where the testing is performed in extended driving **conditions**, the emissions shall be divided by the extended driving divider set out in Annex III.

*Amendment*

When verifying compliance with the exhaust emission limits, where the testing is performed in **one** extended driving **condition at a time**, the emissions shall be divided by the extended driving divider set out in Annex III.

Or. en

**Amendment 501**

**Bas Eickhout**

**Proposal for a regulation**

**Article 4 – paragraph 3 – subparagraph 1**

*Text proposed by the Commission*

When verifying compliance with the exhaust emission limits, where the testing is performed in extended driving conditions, the emissions shall be divided by the extended driving divider set out in Annex III.

*Amendment*

When verifying compliance with the exhaust emission limits, where the testing is performed in **one or more** extended driving conditions, the emissions shall be divided by the extended driving divider set out in Annex III.

Or. en

**Amendment 502**

**César Luena, Adriana Maldonado López, Tiemo Wölken, Nicolás González Casares, Estrella Durá Ferrandis**

**Proposal for a regulation**

**Article 4 – paragraph 3 – subparagraph 1**

*Text proposed by the Commission*

When verifying compliance with the exhaust emission limits, where the testing is performed in extended driving conditions, the emissions shall be divided by the extended driving divider set out in Annex III.

*Amendment*

When verifying compliance with the exhaust emission limits, where the testing is performed in **one of the** extended driving conditions, the emissions shall be divided by the extended driving divider set out in Annex III.

Or. en

*Justification*

*It is important to clarify that no combination of extended driving conditions should be required to comply with the exhaust emission limits.*

**Amendment 503**

**Jens Gieseke**

**Proposal for a regulation**

**Article 4 – paragraph 3 – subparagraph 1**

*Text proposed by the Commission*

When verifying compliance with the exhaust emission limits, where the testing is performed in extended driving **conditions**, the emissions shall be divided by the extended driving divider set out in Annex III.

*Amendment*

When verifying compliance with the exhaust emission limits, where the testing is performed in **one** extended driving **condition**, the emissions shall be divided by the extended driving divider set out in Annex III.

Or. en

*Justification*

*It is not multiples of extended driving conditions that apply here, it is one extended driving condition.*

**Amendment 504**

**Maria Veronica Rossi, Gianna Gancia, Silvia Sardone, Rosanna Conte, Matteo Adinolfi, Danilo Oscar Lancini, Elisabetta De Blasis, Marco Campomenosi**

**Proposal for a regulation**

**Article 4 – paragraph 3 – subparagraph 1**

*Text proposed by the Commission*

When verifying compliance with the exhaust emission limits, where the testing is performed in extended driving **conditions**, the emissions shall be divided by the extended driving divider set out in Annex III.

*Amendment*

When verifying compliance with the exhaust emission limits, where the testing is performed in **one** extended driving **condition**, the emissions shall be divided by the extended driving divider set out in Annex III.

Or. en

**Amendment 505**  
**Marian-Jean Marinescu**

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

*Text proposed by the Commission*

*Amendment*

**4. Manufacturers shall design and construct components or separate technical units, including engines, traction batteries, brake systems and replacement pollution control systems to comply with this Regulation, including complying with the emission limits set out in Annex I.** **deleted**

Or. en

**Amendment 506**  
**Ondřej Knotek**

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

*Text proposed by the Commission*

*Amendment*

**4. Manufacturers shall design and construct components or separate technical units, including engines, traction batteries, brake systems and replacement pollution control systems to comply with this Regulation, including complying with the emission limits set out in Annex I.** **deleted**

Or. en

**Amendment 507**  
**Massimiliano Salini**

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

*Text proposed by the Commission*

*Amendment*

4. Manufacturers shall design and construct components or separate technical units, including engines, traction batteries, brake systems and replacement pollution control systems to comply with this Regulation, including complying with the emission limits set out in Annex I.

4. Manufacturers shall design and construct components or separate technical units, **currently only** including engines, traction batteries, brake systems and replacement pollution control systems to comply with this Regulation, including complying with the emission limits set out in Annex I **and the conditions set out in Annex III and Article 4 of Regulation (EU) 595/2009 and Annex II of Regulation 582/2011.**

Or. en

*Justification*

*Limits and conditions shall be mentioned together.*

**Amendment 508**

**Maria Veronica Rossi, Gianna Gancia, Silvia Sardone, Rosanna Conte, Matteo Adinolfi, Danilo Oscar Lancini, Elisabetta De Blasis, Marco Campomenosi**

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

*Text proposed by the Commission*

4. Manufacturers shall design and construct components or separate technical units, including engines, traction batteries, brake systems and replacement pollution control systems to comply with this Regulation, including complying with the emission limits set out in Annex I.

*Amendment*

4. Manufacturers shall design and construct components or separate technical units, **currently only** including engines, traction batteries, brake systems and replacement pollution control systems to comply with this Regulation, including complying with the emission limits set out in Annex I **and the conditions set out in Annex III.**

Or. en

**Amendment 509**

**Andreas Glueck, Ulrike Müller**

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

*Text proposed by the Commission*

4. Manufacturers shall design and construct components or separate technical units, including engines, traction batteries, brake systems and replacement pollution control systems to comply with this Regulation, including complying with the emission limits set out in Annex I.

*Amendment*

4. Manufacturers shall design and construct components or separate technical units, including engines, traction batteries, brake systems and replacement pollution control systems to comply with this Regulation, including complying with the emission limits set out in Annex I ***under the testing conditions set out in Annex III.***

Or. en

*Justification*

*Compliance with the emission limits has to be linked to the testing conditions set out in Annex III of this Regulation.*

**Amendment 510**

**Jens Gieseke**

**Proposal for a regulation**

**Article 4 – paragraph 4**

*Text proposed by the Commission*

4. Manufacturers shall design and construct components or separate technical units, including engines, traction batteries, brake systems and replacement pollution control systems to comply with this Regulation, including complying with the emission limits set out in Annex I.

*Amendment*

4. Manufacturers shall design and construct components or separate technical units, including engines, traction batteries, brake systems and replacement pollution control systems to comply with this Regulation, including complying with the emission limits set out in Annex I ***and the conditions set out in Annex III.***

Or. en

*Justification*

*The limits are set for the conditions in Annex III. Therefore, they must be mentioned as well*

**Amendment 511**

**Maria Angela Danzi**

**Proposal for a regulation**

**Article 4 – paragraph 4**

*Text proposed by the Commission*

4. Manufacturers shall design and construct components or separate technical units, including engines, traction batteries, brake systems and replacement pollution control systems to comply with this Regulation, including complying with the emission limits set out in Annex I.

*Amendment*

4. Manufacturers shall design and construct components or separate technical units, including engines, traction batteries, **tyres**, brake systems and replacement pollution control systems to comply with this Regulation, including complying with the emission limits set out in Annex I.

Or. it

**Amendment 512**

**Susana Solís Pérez, Pascal Canfin, Jan Huitema**

**Proposal for a regulation**

**Article 4 – paragraph 4**

*Text proposed by the Commission*

4. Manufacturers shall design and construct components or separate technical units, including engines, traction batteries, brake systems and replacement pollution control systems to comply with this Regulation, including complying with the emission limits set out in Annex I.

*Amendment*

4. Manufacturers shall design and construct components or separate technical units, including engines, traction batteries, brake systems, **tyres**, and replacement pollution control systems to comply with this Regulation, including complying with the emission limits set out in Annex I.

Or. en

**Amendment 513**

**Christel Schaldemose, Heléne Fritzton, Mohammed Chahim, Sara Cerdas, Tiemo Wölken**

**Proposal for a regulation**

**Article 4 – paragraph 4**

*Text proposed by the Commission*

4. Manufacturers shall design and construct components or separate technical units, including engines, traction batteries, brake systems and replacement pollution control systems to comply with this Regulation, including complying with the emission limits set out in Annex I.

*Amendment*

4. Manufacturers shall design and construct components or separate technical units, including engines, traction batteries, brake systems, **tyres** and replacement pollution control systems to comply with this Regulation, including complying with the emission limits set out in Annex I.

**Amendment 514**

**Sylvia Limmer**

**Proposal for a regulation**

**Article 4 – paragraph 4**

*Text proposed by the Commission*

4. Manufacturers shall design and construct components or separate technical units, including engines, traction batteries, **brake systems** and replacement pollution control systems to comply with this Regulation, including complying with the emission limits set out in Annex I.

*Amendment*

4. Manufacturers shall design and construct components or separate technical units, including engines, traction batteries and replacement pollution control systems to comply with this Regulation, including complying with the emission limits set out in Annex I.

Or. de

**Amendment 515**

**Alexandr Vondra**

**Proposal for a regulation**

**Article 4 – paragraph 5**

*Text proposed by the Commission*

5. Manufacturers shall not design, construct and assemble vehicles with defeat devices or defeat strategies.

*Amendment*

5. Manufacturers shall not design, construct and assemble vehicles with defeat devices or defeat strategies.

***In respect of the provisions in this Regulation on auxiliary emission strategies (AES) the following criteria, or combinations thereof, are instances where the application of an AES may be permitted, on the basis of an application to the type approval authority, including the justification and the magnitude of the effect of increased criteria emissions beyond the limits or CO<sub>2</sub> or electric efficiency, and approved by the type approval authority:***

***(a) For the safe operation of the vehicle to avoid accidents;***



- (b) For the safety of the driver and passengers;***
- (c) For proof of sudden and substantial damage of a component of the powertrain;***
- (d) For active use only during cold start or warm-up as defined;***
- (e) For cases where its operation is used to trade-off the control of one type of criteria emission, CO<sub>2</sub> or electric efficiency in order to maintain control of another type of criteria emission, CO<sub>2</sub> or electric efficiency under specific ambient or operating conditions. The overall effect of such an AES shall be to compensate for the effects of extreme operating conditions in a manner that provides acceptable control of all emissions;***
- (f) For cases where it is activated to ensure that the long-term effectiveness of an emission control device will not be reduced or deteriorate, e.g. filter regeneration;***
- (g) For ensuring the emission limits are still fulfilled after applying the extended driving divider or the durability multiplier, beyond the driving conditions defined in this Regulation;***
- (h) For legally required functions, e.g. OBD monitors;***
- (i) For cases where another exemption is approved by the type approval authority based on a sufficient justification. These decisions shall be notified to 'The Forum' established by Article 11 of Regulation (EU) 2018/858 for the purpose of transparency.***

Or. en

### *Justification*

*It is useful to include the definitions of defeat device and AES (Alternative Emission Strategy) in this Regulation. Practical examples should be provided, derived from current operational experience, where an AES may be permitted based on a manufacturer's application, justification, and approval by an authority. To be considered permissible, the manufacturer must clearly describe and declare the AES and obtain approval from the relevant authority. In*

*the context of this regulation, 'The Forum' refers to the 'Forum for Exchange of Information on Enforcement' established in Article 11 of Regulation (EU) 2018/858.*

**Amendment 516**  
**Sylvia Limmer**

**Proposal for a regulation**  
**Article 4 – paragraph 6**

*Text proposed by the Commission*

*Amendment*

**6. Manufacturers shall design, construct and assemble vehicles of categories  $M_1$ ,  $M_2$ ,  $M_3$ ,  $N_1$ ,  $N_2$  and  $N_3$  with:**

**deleted**

**(a) OBD systems capable of detecting malfunctioning systems which lead to emission exceedances in order to facilitate repairs;**

**(b) OBM systems capable of detecting emissions above the emission limits due to malfunctions, increased degradation or other situations that increase emissions;**

**(c) OBFCM device to monitor their real-world fuel and energy consumption and other relevant parameters such as payload/mass which are needed to determine their real-world fuel and energy efficiency;**

**(d) SOH monitors of the traction battery and emission systems;**

**(e) excess emissions driver warning systems;**

**(f) low-reagent driver warning systems;**

**(g) devices communicating vehicle generated data used for compliance with this regulation and OBFCM data, for the purpose of periodic roadworthiness tests and technical roadside inspection over the air, and for the purposes of communicating with recharging infrastructure and stationary power systems capable of supporting smart and bidirectional charging functionalities.**

**Amendment 517**  
**Marian-Jean Marinescu**

**Proposal for a regulation**  
**Article 4 – paragraph 6 – point a**

*Text proposed by the Commission*

*Amendment*

(a) OBD systems capable of detecting malfunctioning systems which lead to emission exceedances in order to facilitate repairs;

(a) OBD;

Or. en

**Amendment 518**  
**Susana Solís Pérez, Jan Huitema**

**Proposal for a regulation**  
**Article 4 – paragraph 6 – point a**

*Text proposed by the Commission*

*Amendment*

(a) OBD systems capable of detecting malfunctioning systems which lead to emission exceedances in order to facilitate repairs;

(a) OBD systems capable of detecting malfunctioning systems which lead to emission exceedances **or the malfunction of other components** in order to facilitate repairs;

Or. en

*Justification*

*OBD systems should be capable of detecting malfunctioning systems which lead to emission exceedances or other malfunctioning components in order to facilitate repairs as well as other malfunctioning systems for example in the traction battery*

**Amendment 519**  
**Massimiliano Salini**

**Proposal for a regulation**  
**Article 4 – paragraph 6 – point a**

*Text proposed by the Commission*

*Amendment*

(a) OBD systems capable of detecting malfunctioning systems which lead to emission exceedances in order to facilitate repairs;

(a) OBD systems capable of detecting malfunctioning systems which ***are known to*** lead to ***exhaust*** emission exceedances in order to facilitate repairs;

Or. en

*Justification*

*Malfunction may never lead to a case of "emission exceedance".*

**Amendment 520**

**Maria Veronica Rossi, Gianna Gancia, Silvia Sardone, Rosanna Conte, Matteo Adinolfi, Danilo Oscar Lancini, Elisabetta De Blasis, Marco Campomenosi**

**Proposal for a regulation**

**Article 4 – paragraph 6 – point a**

*Text proposed by the Commission*

*Amendment*

(a) OBD systems capable of detecting malfunctioning systems which lead to emission exceedances in order to facilitate repairs;

(a) OBD systems capable of detecting malfunctioning systems which lead to ***exhaust*** emission exceedances in order to facilitate repairs;

Or. en

**Amendment 521**

**Susana Solís Pérez, Andreas Glueck**

**Proposal for a regulation**

**Article 4 – paragraph 6 – point b**

*Text proposed by the Commission*

*Amendment*

(b) OBM systems capable of detecting emissions above the emission limits due to malfunctions, increased degradation or other situations that increase emissions;

(b) OBM systems capable of detecting emissions above the emission limits due to malfunctions, increased degradation or other situations that increase emissions ***within the capability of OBM measurement tolerances or the zero emissions mode;***

Or. en

*Justification*

*To align with the OBM definition*

**Amendment 522**

**Andreas Glueck, Ulrike Müller, Ondřej Knotek**

**Proposal for a regulation**

**Article 4 – paragraph 6 – point b**

*Text proposed by the Commission*

(b) OBM systems capable of *detecting* emissions *above the emission limits due to malfunctions, increased degradation or other situations that increase emissions*;

*Amendment*

(b) OBM systems capable of *monitoring* emissions *within the measurement tolerance*;

Or. en

*Justification*

*OBM systems should focus on monitoring emissions instead of undefined emission exceedances.*

**Amendment 523**

**Marian-Jean Marinescu**

**Proposal for a regulation**

**Article 4 – paragraph 6 – point b**

*Text proposed by the Commission*

(b) OBM systems capable of *detecting* emissions *above the emission limits due to malfunctions, increased degradation or other situations that increase emissions*;

*Amendment*

(b) OBM, *except small and ultra small volume manufacturers*;

Or. en

**Amendment 524**

**Ondřej Knotek**

**Proposal for a regulation**

**Article 4 – paragraph 6 – point b**

*Text proposed by the Commission*

*Amendment*

(b) OBM systems capable of *detecting* emissions *above the emission limits due to malfunctions, increased degradation or other situations that increase emissions*;

(b) OBM systems capable of *monitoring* emissions *within the capability of OBM measurement tolerances*;

Or. en

#### **Amendment 525**

**Maria Veronica Rossi, Gianna Gancia, Silvia Sardone, Rosanna Conte, Matteo Adinolfi, Danilo Oscar Lancini, Elisabetta De Blasis, Marco Campomenosi**

#### **Proposal for a regulation**

##### **Article 4 – paragraph 6 – point b**

*Text proposed by the Commission*

*Amendment*

(b) OBM systems capable of *detecting* emissions *above the emission limits due to malfunctions, increased degradation or other situations that increase emissions*;

(b) OBM systems capable of *monitoring exhaust within the capability of OBM measurement tolerances*;

Or. en

#### **Amendment 526**

**Massimiliano Salini**

#### **Proposal for a regulation**

##### **Article 4 – paragraph 6 – point b**

*Text proposed by the Commission*

*Amendment*

(b) OBM systems capable of *detecting* emissions *above the emission limits due to malfunctions, increased degradation or other situations that increase emissions*;

(b) OBM systems capable of *monitoring exhaust* emissions *within the capability of OBM measurement tolerances*;

Or. en

#### **Amendment 527**

**Marian-Jean Marinescu**

#### **Proposal for a regulation**

#### Article 4 – paragraph 6 – point c

*Text proposed by the Commission*

(c) OBFCM device ***to monitor their real-world fuel and energy consumption and other relevant parameters such as payload/mass which are needed to determine their real-world fuel and energy efficiency;***

*Amendment*

(c) OBFCM device;

Or. en

#### Amendment 528

**Maria Veronica Rossi, Gianna Gancia, Silvia Sardone, Rosanna Conte, Matteo Adinolfi, Danilo Oscar Lancini, Elisabetta De Blasis, Marco Campomenosi**

#### Proposal for a regulation

#### Article 4 – paragraph 6 – point c

*Text proposed by the Commission*

(c) OBFCM device to monitor their real-world fuel and energy consumption and other relevant parameters such as payload/mass which are needed to determine their real-world fuel and energy efficiency;

*Amendment*

(c) OBFCM device to monitor their real-world fuel and energy consumption and ***for vehicles of category N2 and N3*** other relevant parameters such as payload/mass which are needed to determine their real-world fuel and energy efficiency;

Or. en

#### Amendment 529

**Massimiliano Salini**

#### Proposal for a regulation

#### Article 4 – paragraph 6 – point c

*Text proposed by the Commission*

(c) OBFCM device to monitor their real-world fuel and energy consumption and other relevant parameters such as payload/mass which are needed to determine their real-world fuel and energy efficiency;

*Amendment*

(c) OBFCM device to monitor their real-world fuel and energy consumption and ***for vehicles of category N2 and N3*** other relevant parameters such as payload/mass which are needed to determine their real-world fuel and energy

efficiency;

Or. en

### **Amendment 530**

**Ondřej Knotek**

#### **Proposal for a regulation**

##### **Article 4 – paragraph 6 – point c**

*Text proposed by the Commission*

(c) OBFCEM device to monitor their real-world fuel and energy consumption ***and other relevant parameters such as payload/mass*** which are needed to determine their real-world fuel and energy efficiency;

*Amendment*

(c) OBFCEM device to monitor their real-world fuel and energy consumption ***intended for vehicle propulsion [MB1] and for vehicles of categories N2 and N3*** which are needed to determine their real-world fuel and energy efficiency;

Or. en

### **Amendment 531**

**Marian-Jean Marinescu**

#### **Proposal for a regulation**

##### **Article 4 – paragraph 6 – point d**

*Text proposed by the Commission*

(d) ***SOH monitors*** of the ***traction*** battery and emission ***systems***;

*Amendment*

(d) ***State of health (SOH) system to monitor the durability*** of the battery and ***the emission system in accordance with this Regulation***;

Or. en

### **Amendment 532**

**Ondřej Knotek**

#### **Proposal for a regulation**

##### **Article 4 – paragraph 6 – point d**



*Text proposed by the Commission*

*Amendment*

(d) **SOH** monitors of the traction battery and emission systems;

(d) **SOCE and SOCR** monitors of the traction battery and **SOH monitors of tailpipe** emission **control** systems;

Or. en

### **Amendment 533**

**Jens Gieseke**

#### **Proposal for a regulation**

#### **Article 4 – paragraph 6 – point d**

*Text proposed by the Commission*

*Amendment*

(d) **SOH** monitors of the traction battery and emission systems;

(d) **SOCE and SOCR** monitors of the traction battery and **SOH monitors of tailpipe** emission **control** systems;

Or. en

#### *Justification*

*The UN GTR 22 has analysed ways to measure the state of health for Electric Vehicle batteries and concluded that SOH monitors are not the best parameter available. It is therefore suggested to refer back to the State of Certified Energy (SOCE) and State of Certified Range (SOCR) to align with the UN GTR 22.*

### **Amendment 534**

**Stanislav Polčák**

#### **Proposal for a regulation**

#### **Article 4 – paragraph 6 – point d**

*Text proposed by the Commission*

*Amendment*

(d) SOH monitors of the traction battery and emission systems;

(Does not affect the English version.)

Or. cs

### **Amendment 535**

**Maria Veronica Rossi, Gianna Gancia, Silvia Sardone, Rosanna Conte, Matteo Adinolfi,**

**Proposal for a regulation**

**Article 4 – paragraph 6 – point g**

*Text proposed by the Commission*

(g) devices communicating vehicle generated data used for compliance with this regulation and OBFCM data, for the purpose of periodic roadworthiness tests and technical roadside inspection over the air, and for the purposes of communicating with recharging infrastructure and stationary power systems capable of supporting smart and bidirectional charging functionalities.

*Amendment*

(g) devices communicating vehicle generated data ***together with the approval number and type approval variant*** used for compliance with this regulation and OBFCM data, for the purpose of periodic roadworthiness tests and technical roadside inspection over the air, and for the purposes of communicating with recharging infrastructure and stationary power systems capable of supporting smart and bidirectional charging functionalities ***and for the provision of third-party services to the vehicle user in order to improve the vehicle's usage, limit the vehicle's energy consumption, its emissions or to extend the life of its battery in use.***

Or. en

**Amendment 536**

**Massimiliano Salini**

**Proposal for a regulation**

**Article 4 – paragraph 6 – point g**

*Text proposed by the Commission*

(g) devices communicating vehicle generated data used for compliance with this regulation and OBFCM data, for the purpose of periodic roadworthiness tests and technical roadside inspection over the air, and for the purposes of communicating with recharging infrastructure and stationary power systems capable of supporting smart and bidirectional charging functionalities.

*Amendment*

(g) devices communicating vehicle generated data ***together with the approval number and type approval variant*** used for compliance with this regulation and OBFCM data, for the purpose of periodic roadworthiness tests and technical roadside inspection over the air, and for the purposes of communicating with recharging infrastructure and stationary power systems capable of supporting smart and bidirectional charging functionalities ***and for the provision of third-party services to the vehicle user in order to***

*improve vehicle's usage, limit the vehicle's energy consumption, its emissions or to extend the life of its battery in use.*

Or. en

*Justification*

*Euro 7 can be an opportunity to guarantee access to data generated by the vehicle about emissions, energy consumption and battery state of health.*

**Amendment 537**

**Ondřej Knotek**

**Proposal for a regulation**

**Article 4 – paragraph 6 – point g**

*Text proposed by the Commission*

(g) devices communicating vehicle generated data used for compliance with this regulation and OBFCM data, for the purpose of periodic roadworthiness tests and technical roadside inspection over the air, and for the purposes of communicating with recharging infrastructure and stationary power systems capable of supporting smart and bidirectional charging functionalities.

*Amendment*

(g) devices communicating vehicle generated data ***together with the approval number and type variant version*** used for compliance with this regulation and OBFCM data, for the purpose of periodic roadworthiness tests and technical roadside inspection over the air, and for the purposes of communicating with recharging infrastructure and stationary power systems capable of supporting smart and bidirectional charging functionalities.

Or. en

**Amendment 538**

**Jens Gieseke**

**Proposal for a regulation**

**Article 4 – paragraph 6 – point g**

*Text proposed by the Commission*

(g) devices communicating vehicle generated data used for compliance with this regulation and OBFCM data, for the purpose of periodic roadworthiness tests

*Amendment*

(g) devices communicating vehicle generated data used for compliance with this regulation and OBFCM data, for the purpose of periodic roadworthiness tests

and technical roadside inspection over the air, and for the purposes of communicating with recharging infrastructure and stationary power systems capable of supporting smart and bidirectional charging functionalities.

and technical roadside inspection, ***on demand only***, over the air, and for the purposes of communicating with recharging infrastructure and stationary power systems capable of supporting smart and bidirectional charging functionalities.

Or. en

#### *Justification*

*Specifically pre-defined in-vehicle data should be made temporarily available on demand to authorised inspectors for periodic testing and roadside inspections under standardised and safe conditions, before being erased thereafter. Challenges in terms of technical, safety, security, and privacy requirements should be recognised. Access to in-vehicle data should not interfere with the performance of transport operations.*

#### **Amendment 539**

**Susana Solís Pérez, Andreas Glueck**

#### **Proposal for a regulation**

#### **Article 4 – paragraph 6 – point g**

##### *Text proposed by the Commission*

(g) devices communicating vehicle generated data used for compliance with this regulation and OBFCM data, for the purpose of periodic roadworthiness tests and technical roadside inspection over the air, and for the purposes of communicating with recharging infrastructure and stationary power systems capable of supporting smart and bidirectional charging functionalities.

##### *Amendment*

(g) devices communicating vehicle generated data used for compliance with this regulation and OBFCM data, for the purpose of periodic roadworthiness tests and technical roadside inspection ***voluntarily*** over the air, and for the purposes of communicating with recharging infrastructure and stationary power systems capable of supporting smart and bidirectional charging functionalities.

Or. en

#### **Amendment 540**

**Marian-Jean Marinescu**

#### **Proposal for a regulation**

#### **Article 4 – paragraph 6 – point g**

##### *Text proposed by the Commission*

##### *Amendment*

(g) devices communicating vehicle generated data used for compliance with this regulation and OBFCM data, for the purpose of periodic roadworthiness tests and technical roadside inspection over the air, and for the purposes of communicating with recharging infrastructure and stationary power systems capable of supporting smart and bidirectional charging functionalities.

(g) devices communicating vehicle generated data used for compliance with this regulation and OBFCM *device* data, for the purpose of periodic roadworthiness tests and technical roadside inspection over the air, and for the purposes of communicating with recharging infrastructure and stationary power systems capable of supporting smart and bidirectional charging functionalities.

Or. en

**Amendment 541**  
**Stanislav Polčák**

**Proposal for a regulation**  
**Article 4 – paragraph 7 – introductory part**

*Text proposed by the Commission*

7. Manufacturers shall design, construct and assemble vehicles of categories M<sub>1</sub>, M<sub>2</sub>, M<sub>3</sub>, N<sub>1</sub>, N<sub>2</sub> and N<sub>3</sub> in such a way to minimise vulnerabilities, arising in all phases of their life-cycle, that may lead to tampering with the following:

*Amendment*

(Does not affect the English version.)

Or. cs

**Amendment 542**  
**Pascal Canfin**

**Proposal for a regulation**  
**Article 4 – paragraph 7 – point e a (new)**

*Text proposed by the Commission*

*Amendment*

**(ea) *brake dust collection warning system***

Or. en

**Amendment 543**

**Alexandr Vondra**

**Proposal for a regulation**

**Article 4 – paragraph 7 – point e a (new)**

*Text proposed by the Commission*

*Amendment*

**(ea) vehicle safety systems.**

Or. en

**Amendment 544**

**Pietro Fiocchi, Nicola Procaccini**

**Proposal for a regulation**

**Article 4 – paragraph 8**

*Text proposed by the Commission*

*Amendment*

**8. The manufacturer shall prevent the possibility of exploiting vulnerabilities referred to in paragraph 7. When such a vulnerability is found, the manufacturer shall remove the vulnerability, by software update or any other appropriate means.**

*deleted*

Or. en

**Amendment 545**

**Massimiliano Salini**

**Proposal for a regulation**

**Article 4 – paragraph 8**

*Text proposed by the Commission*

*Amendment*

**8. The manufacturer shall prevent the possibility of exploiting vulnerabilities referred to in paragraph 7. When such a vulnerability is found, the manufacturer shall remove the vulnerability, by software update or any other appropriate means.**

*deleted*

Or. en

## *Justification*

*Vulnerability prevention cannot be guaranteed for life. It is disproportionate to request that the manufacturer creates current models based on hypothetical future developments in tampering techniques. Therefore, manufacturers should not be held liable for what occurs in the future outside their control over the full lifetime of the vehicle.*

### **Amendment 546**

**Bas Eickhout**

#### **Proposal for a regulation**

##### **Article 4 – paragraph 8**

###### *Text proposed by the Commission*

8. The manufacturer shall prevent the possibility of exploiting vulnerabilities referred to in paragraph 7. When such a vulnerability is found, the manufacturer shall remove the vulnerability, by software update or any other appropriate means.

###### *Amendment*

8. The manufacturer shall prevent the possibility of exploiting vulnerabilities referred to in paragraph 7. When such a vulnerability is found, the manufacturer shall ***immediately*** remove the vulnerability, by software update or any other appropriate means. ***The manufacturer shall not pass the costs of the vulnerability removal on to the consumer and shall provide compensation to the consumer. This shall not prevent consumers from relying on remedies based on contract law, as applicable under Union or national law.***

Or. en

### **Amendment 547**

**Susana Solís Pérez, Andreas Glueck, Jan Huitema**

#### **Proposal for a regulation**

##### **Article 4 – paragraph 8**

###### *Text proposed by the Commission*

8. The manufacturer shall prevent the possibility of exploiting vulnerabilities referred to in paragraph 7. When such a vulnerability is found, the manufacturer shall remove the vulnerability, by software update or any other appropriate means.

###### *Amendment*

8. The manufacturer shall prevent the possibility of exploiting vulnerabilities referred to in paragraph 7. When such a vulnerability is found, the manufacturer shall ***take all the possible measures taking into account the state of technology to*** remove the vulnerability, by software

update or any other appropriate means.

Or. en

#### **Amendment 548**

**Ondřej Knotek**

#### **Proposal for a regulation**

#### **Article 4 – paragraph 8**

##### *Text proposed by the Commission*

8. The manufacturer shall prevent the possibility of exploiting vulnerabilities referred to in paragraph 7. ***When such a vulnerability is found, the manufacturer shall remove the vulnerability, by software update or any other appropriate means.***

##### *Amendment*

8. The manufacturer shall ***take measures to*** prevent the possibility of exploiting vulnerabilities referred to in paragraph 7 ***to the extent possible based on knowledge at the time of type approval.***

Or. en

#### **Amendment 549**

**Stanislav Polčák**

#### **Proposal for a regulation**

#### **Article 4 – paragraph 8**

##### *Text proposed by the Commission*

8. The manufacturer shall prevent the possibility of exploiting vulnerabilities referred to in paragraph 7. When such a vulnerability is found, the manufacturer shall remove the vulnerability, by software update or any other appropriate means.

##### *Amendment*

(Does not affect the English version.)

Or. cs

#### **Amendment 550**

**Jens Gieseke**

#### **Proposal for a regulation**

#### **Article 4 – paragraph 8 a (new)**



**8a. The manufacturers shall ensure independent operators' access to the information, tools and processes required to develop compatible aftermarket replacement parts meeting the technical requirements of the manufacturer and the ability to install and activate those parts on the vehicle, including OBM related components, in compliance with the anti-tampering measures implemented by the manufacturer.**

**When considering withholding on anti-tampering grounds such information, tools and processes that are essential for independent operators, vehicle manufacturers should demonstrate whether withholding information, tools and processes in question would be a proportionate means to address the anti-tampering concerns at issue. They should therefore examine in particular whether less restrictive measures would suffice.**

Or. en

*Justification*

*This should explicitly mandate vehicle manufacturers to share this kind of inputs with independent operators, complementing and avoiding gaps/grey zones with other legislations (Motor Vehicle Block Exemption Regulation, Type Approval Regulation). It should be avoided that vehicle manufacturers simply claim that sharing relevant information could result in tampering of their vehicles. The wording is consistent with similar provisions under Motor Vehicle Block Exemption Regulation.*

**Amendment 551**

**Adam Jarubas**

**Proposal for a regulation**

**Article 4 – paragraph 8 a (new)**

*Text proposed by the Commission*

*Amendment*

**8a. The manufacturers shall ensure independent operators' access to the information, tools and processes required to develop compatible aftermarket**

*replacement parts meeting the technical requirements of the manufacturer and the ability to install and activate those parts on the vehicle, including OBM related components, in compliance with the anti-tampering measures implemented by the manufacturer. When considering withholding on anti-tampering grounds such information, tools and processes that are essential for independent operators, vehicle manufacturers should demonstrate whether withholding information, tools and processes in question would be a proportionate means to address the anti-tampering concerns at issue. They should therefore examine in particular whether less restrictive measures would suffice.*

Or. en

*Justification*

*To align with MVBBER*

**Amendment 552**

**Bas Eickhout**

**Proposal for a regulation**

**Article 4 – paragraph 8 a (new)**

*Text proposed by the Commission*

*Amendment*

**8a.** *Manufacturers shall ensure that independent operators have access to the information, tools and processes required to develop compatible aftermarket replacement parts meeting the technical requirements of the manufacturer and that those parts can be installed in and operated on the vehicle, including OBM related components, in compliance with the antitampering measures implemented by the manufacturer. When considering withholding on anti-tampering grounds such information, tools and processes that are essential for independent operators, vehicle manufacturers shall demonstrate*

*whether withholding information, tools and processes in question would be a proportionate means to address the anti-tampering concerns at issue.*

Or. en

**Amendment 553**

**Susana Solís Pérez, Jan Huitema**

**Proposal for a regulation**

**Article 4 – paragraph 8 a (new)**

*Text proposed by the Commission*

*Amendment*

**8a. The manufacturers shall ensure independent operators' access to information, tools and processes that is extrictly necessary to develop compatible aftermarket replacement parts meeting the technical requirements of the manufacturer and the ability to install and activate those parts on the vehicle, including OBM related components, in compliance with the anti-tampering measures implemented by the manufacturer.**

Or. en

**Amendment 554**

**Ondřej Knotek**

**Proposal for a regulation**

**Article 4 – paragraph 10**

*Text proposed by the Commission*

*Amendment*

**10. The Commission shall adopt, by means of implementing acts, detailed rules on the procedures, tests and methodologies to verify compliance with the requirements laid down in paragraphs 1 to 9. Those implementing acts shall be adopted in accordance with the examination procedure referred to in**

**deleted**

*Article 17(2).*

Or. en

**Amendment 555**  
**Massimiliano Salini**

**Proposal for a regulation**  
**Article 4 – paragraph 10**

*Text proposed by the Commission*

*Amendment*

**10. The Commission shall adopt, by means of implementing acts, detailed rules on the procedures, tests and methodologies to verify compliance with the requirements laid down in paragraphs 1 to 9. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 17(2).** **deleted**

Or. en

*Justification*

*Request for delegated and implementing acts by the EU Commission should be addressed in one article only (in accordance with Article 14.4)*

**Amendment 556**  
**Marian-Jean Marinescu**

**Proposal for a regulation**  
**Article 4 – paragraph 10**

*Text proposed by the Commission*

*Amendment*

**10. The Commission shall adopt, by means of implementing acts, detailed rules on the procedures, tests and methodologies to verify compliance with the requirements laid down in paragraphs 1 to 9. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 17(2).** **deleted**

**Amendment 557**

**Sylvia Limmer**

**Proposal for a regulation**

**Article 5**

*Text proposed by the Commission*

*Amendment*

**[...]**

***deleted***

Or. de

*Justification*

*These subcategories are hard for customers to understand.*

**Amendment 558**

**Bas Eickhout**

**Proposal for a regulation**

**Article 5**

*Text proposed by the Commission*

*Amendment*

**[...]**

***deleted***

Or. en

**Amendment 559**

**Susana Solís Pérez, Pascal Canfin**

**Proposal for a regulation**

**Article 5**

*Text proposed by the Commission*

*Amendment*

**[...]**

***deleted***

Or. en

*Justification*

*All categories of vehicles should be deleted as it creates too much confusion on consumers*

*and it is always permitted for manufacturers to go beyond the regulatory threshold. These categories might become tools that may pose significant problems for consumer information, simplification and the enforcement on urban areas.*

#### **Amendment 560**

**Christel Schaldemose, Heléne Fritzon, Mohammed Chahim, Sara Cerdas, Tiemo Wölken**

#### **Proposal for a regulation**

#### **Article 5**

*Text proposed by the Commission*

*Amendment*

**[...]**

***deleted***

Or. en

#### *Justification*

*Vehicles with lower emission limits or geofencing technology must be type-approved. Yet, as they stand, Euro 7 categories are marketing tools for car makers and pose significant problems for proper consumer information, the reliability of Euro 7 standards, the simplification of Euro 7, the proper functioning of the internal market and their enforcement where people drive.*

#### **Amendment 561**

**Massimiliano Salini**

#### **Proposal for a regulation**

#### **Article 5 – paragraph 1**

*Text proposed by the Commission*

*Amendment*

**1. Manufacturers may designate the vehicles they manufacture as “Euro 7+ vehicle” where those vehicles comply with the following:**

***deleted***

***(a) for ICEV and NOVC-HEV by declaring compliance with at least 20 % lower emission limits than those set out in Annex I for gaseous pollutants and one order of magnitude lower emission limits for particle number emissions;***

***(b) for OVC-HEV by declaring compliance with at least 20 % lower emission limits than those set out in***

***Annex I for gaseous pollutants, one order of magnitude lower emission limits for particle number emissions and battery durability that is at least 10 percentage points higher than the requirements set out in Annex II;***

***(c) for PEV by declaring battery durability that is at least 10 percentage points higher than the requirements set out in Annex II.***

Or. en

*Justification*

*These requirements could be used by local authorities to restrict access in certain zones only to few vehicles.*

**Amendment 562**

**Maria Veronica Rossi, Gianna Gancia, Silvia Sardone, Rosanna Conte, Matteo Adinolfi, Danilo Oscar Lancini, Elisabetta De Blasis, Marco Campomenosi**

**Proposal for a regulation  
Article 5 – paragraph 1**

*Text proposed by the Commission*

*Amendment*

***1. Manufacturers may designate the vehicles they manufacture as “Euro 7+ vehicle” where those vehicles comply with the following:*** ***deleted***

***(a) for ICEV and NOVC-HEV by declaring compliance with at least 20 % lower emission limits than those set out in Annex I for gaseous pollutants and one order of magnitude lower emission limits for particle number emissions;***

***(b) for OVC-HEV by declaring compliance with at least 20 % lower emission limits than those set out in Annex I for gaseous pollutants, one order of magnitude lower emission limits for particle number emissions and battery durability that is at least 10 percentage points higher than the requirements set out in Annex II;***

***(c) for PEV by declaring battery durability***

*that is at least 10 percentage points higher than the requirements set out in Annex II.*

Or. en

### **Amendment 563**

**Andreas Glueck, Ulrike Müller, Ondřej Knotek**

#### **Proposal for a regulation**

#### **Article 5 – paragraph 1**

*Text proposed by the Commission*

*Amendment*

**1. Manufacturers may designate the vehicles they manufacture as “Euro 7+ vehicle” where those vehicles comply with the following:** *deleted*

*(a) for ICEV and NOVC-HEV by declaring compliance with at least 20 % lower emission limits than those set out in Annex I for gaseous pollutants and one order of magnitude lower emission limits for particle number emissions;*

*(b) for OVC-HEV by declaring compliance with at least 20 % lower emission limits than those set out in Annex I for gaseous pollutants, one order of magnitude lower emission limits for particle number emissions and battery durability that is at least 10 percentage points higher than the requirements set out in Annex II;*

*(c) for PEV by declaring battery durability that is at least 10 percentage points higher than the requirements set out in Annex II.*

Or. en

#### *Justification*

*Manufacturers can always go beyond the regulatory framework to gain a competitive advantage and advertise it to consumers. Introducing a separate designation increases complexity and risks excluding vehicles that do not comply with Euro 7+ standards.*

### **Amendment 564**



Jens Gieseke

**Proposal for a regulation**  
**Article 5 – paragraph 1**

*Text proposed by the Commission*

*Amendment*

**1. Manufacturers may designate the vehicles they manufacture as “Euro 7+ vehicle” where those vehicles comply with the following:** **deleted**

**(a) for ICEV and NOVC-HEV by declaring compliance with at least 20 % lower emission limits than those set out in Annex I for gaseous pollutants and one order of magnitude lower emission limits for particle number emissions;**

**(b) for OVC-HEV by declaring compliance with at least 20 % lower emission limits than those set out in Annex I for gaseous pollutants, one order of magnitude lower emission limits for particle number emissions and battery durability that is at least 10 percentage points higher than the requirements set out in Annex II;**

**(c) for PEV by declaring battery durability that is at least 10 percentage points higher than the requirements set out in Annex II.**

Or. en

*Justification*

*The creation of this new vehicle category creates the risk that cities set access requirements to Euro 7+, thereby Euro 7+ becoming the de-facto Euro 7 standard through the backdoor. For HDV vehicles this requirement is not consistent and needs to be deleted.*

**Amendment 565**  
**Ondřej Knotek**

**Proposal for a regulation**  
**Article 5 – paragraph 1**

*Text proposed by the Commission*

*Amendment*

**1. Manufacturers may designate the** **deleted**

*vehicles they manufacture as “Euro 7+ vehicle” where those vehicles comply with the following:*

*(a) for ICEV and NOVC-HEV by declaring compliance with at least 20 % lower emission limits than those set out in Annex I for gaseous pollutants and one order of magnitude lower emission limits for particle number emissions;*

*(b) for OVC-HEV by declaring compliance with at least 20 % lower emission limits than those set out in Annex I for gaseous pollutants, one order of magnitude lower emission limits for particle number emissions and battery durability that is at least 10 percentage points higher than the requirements set out in Annex II;*

*(c) for PEV by declaring battery durability that is at least 10 percentage points higher than the requirements set out in Annex II.*

Or. en

**Amendment 566**  
**Pascal Canfin**

**Proposal for a regulation**  
**Article 5 – paragraph 1 – point a**

*Text proposed by the Commission*

(a) for ICEV and NOVC-HEV by declaring compliance with at least 20 % lower emission limits than those set out in Annex I for gaseous pollutants and one order of magnitude lower emission limits for particle number emissions;

*Amendment*

(a) for ICEV and NOVC-HEV by declaring compliance with at least 20 % lower emission limits than those set out in Annex I for gaseous pollutants and ***brake particle emissions and*** one order of magnitude lower emission limits for particle number emissions;

Or. en

**Amendment 567**  
**Nikolaj Villumsen**  
on behalf of The Left Group

**Proposal for a regulation**  
**Article 5 – paragraph 1 – point a**

*Text proposed by the Commission*

(a) for ICEV and NOVC-HEV by declaring compliance with at least **20** % lower emission limits than those set out in Annex I for gaseous pollutants and one order of magnitude lower emission limits for particle number emissions;

*Amendment*

(a) for ICEV and NOVC-HEV by declaring compliance with at least **50** % lower emission limits than those set out in Annex I for gaseous pollutants and one order of magnitude lower emission limits for particle number emissions;

Or. en

**Amendment 568**  
**Pascal Canfin**

**Proposal for a regulation**  
**Article 5 – paragraph 1 – point b**

*Text proposed by the Commission*

(b) for OVC-HEV by declaring compliance with at least 20 % lower emission limits than those set out in Annex I for gaseous pollutants, one order of magnitude lower emission limits for particle number emissions and battery durability that is at least 10 percentage points higher than the requirements set out in Annex II;

*Amendment*

(b) for OVC-HEV by declaring compliance with at least 20 % lower emission limits than those set out in Annex I for gaseous pollutants **and brake particle emissions and** one order of magnitude lower emission limits for particle number emissions and battery durability that is at least 10 percentage points higher than the requirements set out in Annex II;

Or. en

**Amendment 569**  
**Nikolaj Villumsen**  
on behalf of The Left Group

**Proposal for a regulation**  
**Article 5 – paragraph 1 – point b**

*Text proposed by the Commission*

(b) for OVC-HEV by declaring compliance with at least **20** % lower

*Amendment*

(b) for OVC-HEV by declaring compliance with at least **50** % lower

emission limits than those set out in Annex I for gaseous pollutants, one order of magnitude lower emission limits for particle number emissions and battery durability that is at least 10 percentage points higher than the requirements set out in Annex II;

emission limits than those set out in Annex I for gaseous pollutants, one order of magnitude lower emission limits for particle number emissions and battery durability that is at least 10 percentage points higher than the requirements set out in Annex II;

Or. en

#### **Amendment 570**

**Nikolaj Villumsen**

on behalf of The Left Group

#### **Proposal for a regulation**

##### **Article 5 – paragraph 1 – point c**

*Text proposed by the Commission*

(c) for PEV by declaring battery durability that is at least **10** percentage points higher than the requirements set out in Annex II.

*Amendment*

(c) for PEV by declaring battery durability that is at least **25** percentage points higher than the requirements set out in Annex II.

Or. en

#### **Amendment 571**

**Marian-Jean Marinescu**

#### **Proposal for a regulation**

##### **Article 5 – paragraph 1 a (new)**

*Text proposed by the Commission*

*Amendment*

***1a. Manufacturers may designate the vehicle they manufacture as “Euro7-NFCE” when those vehicles are equipped with combustion engines running exclusively on CO2 neutral fuels.***

Or. en

#### **Amendment 572**

**Jens Gieseke**

**Proposal for a regulation**  
**Article 5 – paragraph 2**

*Text proposed by the Commission*

*Amendment*

**2. Compliance of these vehicles with the requirements under paragraph 1 shall be checked against the declared values.** *deleted*

Or. en

**Amendment 573**  
**Ondřej Knotek**

**Proposal for a regulation**  
**Article 5 – paragraph 2**

*Text proposed by the Commission*

*Amendment*

**2. Compliance of these vehicles with the requirements under paragraph 1 shall be checked against the declared values.** *deleted*

Or. en

**Amendment 574**  
**Andreas Glueck, Ulrike Müller, Ondřej Knotek**

**Proposal for a regulation**  
**Article 5 – paragraph 2**

*Text proposed by the Commission*

*Amendment*

**2. Compliance of these vehicles with the requirements under paragraph 1 shall be checked against the declared values.** *deleted*

Or. en

*Justification*

*Coherence with the deletion of Article 5 (1).*

**Amendment 575**

**Massimiliano Salini**

**Proposal for a regulation  
Article 5 – paragraph 2**

*Text proposed by the Commission*

*Amendment*

**2. Compliance of these vehicles with the requirements under paragraph 1 shall be checked against the declared values.** *deleted*

Or. en

**Amendment 576**

**Maria Veronica Rossi, Gianna Gancia, Silvia Sardone, Rosanna Conte, Matteo Adinolfi, Danilo Oscar Lancini, Elisabetta De Blasis, Marco Campomenosi**

**Proposal for a regulation  
Article 5 – paragraph 2**

*Text proposed by the Commission*

*Amendment*

**2. Compliance of these vehicles with the requirements under paragraph 1 shall be checked against the declared values.** *deleted*

Or. en

**Amendment 577**

**Nikolaj Villumsen**

on behalf of The Left Group

**Proposal for a regulation  
Article 5 – paragraph 3**

*Text proposed by the Commission*

*Amendment*

**3. Manufacturers may designate vehicles as “Euro 7A vehicle” where those vehicles are equipped with adaptive control functions. The use of adaptive control functions shall be demonstrated to the type-approval authorities during type-approval and verified during the lifetime of the vehicle as set out in table 1, Annex IV.** *deleted*

**Amendment 578**

**Jens Gieseke**

**Proposal for a regulation**

**Article 5 – paragraph 3**

*Text proposed by the Commission*

*Amendment*

**3. Manufacturers may designate vehicles as “Euro 7A vehicle” where those vehicles are equipped with adaptive control functions. The use of adaptive control functions shall be demonstrated to the type-approval authorities during type-approval and verified during the lifetime of the vehicle as set out in table 1, Annex IV.** **deleted**

Or. en

*Justification*

*This seems to be redundant as it describes all modern emission control systems. It makes this Euro 7 regulation more complex and should be removed.*

**Amendment 579**

**Ondřej Knotek**

**Proposal for a regulation**

**Article 5 – paragraph 3**

*Text proposed by the Commission*

*Amendment*

**3. Manufacturers may designate vehicles as “Euro 7A vehicle” where those vehicles are equipped with adaptive control functions. The use of adaptive control functions shall be demonstrated to the type-approval authorities during type-approval and verified during the lifetime of the vehicle as set out in table 1, Annex IV.** **deleted**

Or. en

### Amendment 580

**Maria Veronica Rossi, Gianna Gancia, Silvia Sardone, Rosanna Conte, Matteo Adinolfi, Danilo Oscar Lancini, Elisabetta De Blasis, Marco Campomenosi**

#### Proposal for a regulation

##### Article 5 – paragraph 3

*Text proposed by the Commission*

3. Manufacturers may designate vehicles as “Euro 7A vehicle” where those vehicles are equipped with adaptive control functions. The use of adaptive control functions shall be demonstrated to the type-approval authorities during type-approval and verified during the lifetime of the vehicle as set out in table 1, Annex IV.

*Amendment*

3. Manufacturers may designate vehicles ***of category M1 and N1*** as “Euro 7A vehicle” where those vehicles are equipped with adaptive control functions. The use of adaptive control functions shall be demonstrated to the type-approval authorities during type-approval and verified during the lifetime of the vehicle as set out in table 1, Annex IV.

Or. en

### Amendment 581

**Nikolaj Villumsen**

on behalf of The Left Group

#### Proposal for a regulation

##### Article 5 – paragraph 4

*Text proposed by the Commission*

***4. Manufacturers may designate vehicles as “Euro 7G vehicle” where those vehicles are equipped with internal combustion engines with geofencing technologies. The manufacturer shall install a driver warning system on those vehicles to inform the user when the traction batteries are nearly empty and to stop the vehicle if not charged within 5 km from the first warning while on zero-emission mode. The application of such geofencing technologies may be verified during the lifetime of the vehicle.***

*Amendment*

***deleted***

Or. en



## Amendment 582

Ondřej Knotek

### Proposal for a regulation

#### Article 5 – paragraph 4

*Text proposed by the Commission*

**4. Manufacturers may designate vehicles as “Euro 7G vehicle” where those vehicles are equipped with internal combustion engines with geofencing technologies. The manufacturer shall install a driver warning system on those vehicles to inform the user when the traction batteries are nearly empty and to stop the vehicle if not charged within 5 km from the first warning while on zero-emission mode. The application of such geofencing technologies may be verified during the lifetime of the vehicle.**

*Amendment*

*deleted*

Or. en

## Amendment 583

Jens Gieseke

### Proposal for a regulation

#### Article 5 – paragraph 4

*Text proposed by the Commission*

**4. Manufacturers may designate vehicles as “Euro 7G vehicle” where those vehicles are equipped with internal combustion engines with geofencing technologies. *The manufacturer shall install a driver warning system on those vehicles to inform the user when the traction batteries are nearly empty and to stop the vehicle if not charged within 5 km from the first warning while on zero-emission mode. The application of such geofencing technologies may be verified during the lifetime of the vehicle.***

*Amendment*

4. Manufacturers may designate vehicles as “Euro 7G vehicle” where those vehicles are equipped with internal combustion engines with geofencing technologies.

*Justification*

*For hybrids, geo-fencing is an important technology to guarantee access to restricted areas (e.g. city centres) but only if it is in a consistent manner across EU cities. A patchwork approach cannot be covered via regulations for the internal market. It can be included as an option, but a clear definition on geo-fencing technology is needed.*

**Amendment 584****Andreas Glueck, Ulrike Müller****Proposal for a regulation****Article 5 – paragraph 4***Text proposed by the Commission*

4. Manufacturers may designate vehicles as “Euro 7G vehicle” where those vehicles are equipped with internal combustion engines with geofencing technologies. The manufacturer shall install a driver warning system on those vehicles to inform the user when the traction batteries are nearly empty ***and to stop the vehicle if not charged within 5 km from the first warning while on zero-emission mode.*** The application of such geofencing technologies may be verified during the lifetime of the vehicle.

*Amendment*

4. Manufacturers may designate vehicles as “Euro 7G vehicle” where those vehicles are equipped with internal combustion engines with geofencing technologies. The manufacturer shall install a driver warning system on those vehicles to inform the user when the traction batteries are nearly empty. The application of such geofencing technologies may be verified during the lifetime of the vehicle.

Or. en

*Justification*

*These requirements need to be practical. Geofencing technology should not simply stop the vehicle in the middle of the road when the battery is empty (what would happen in the case of medical emergencies?).*

**Amendment 585****Jens Gieseke****Proposal for a regulation****Article 5 – paragraph 4***Text proposed by the Commission**Amendment*

4. Manufacturers may designate vehicles as “Euro 7G vehicle” where those vehicles are equipped with internal combustion engines with geofencing technologies. The manufacturer shall install a driver warning system on those vehicles to inform the user when the traction batteries are nearly empty and to **stop the vehicle if not charged within 5 km from** the first warning while on zero-emission mode. The application of such geofencing technologies may be verified during the lifetime of the vehicle.

4. Manufacturers may designate vehicles as “Euro 7G vehicle” where those vehicles are equipped with internal combustion engines with geofencing technologies. The manufacturer shall install a driver warning system on those vehicles to inform the user when the traction batteries are nearly empty and to **reduce speed after** the first warning while on zero-emission mode, **if a charging station is available within a radius of 10 km**. The application of such geofencing technologies may be verified during the lifetime of the vehicle.

Or. en

#### *Justification*

*Inducement procedures that would lead to a prevention of engine start could have a negative impact on road safety and threaten the security of transport and mobility operations. Inducement procedures related to empty traction batteries should in any case take the availability of charging stations into account.*

#### **Amendment 586**

**Maria Veronica Rossi, Gianna Gancia, Silvia Sardone, Rosanna Conte, Matteo Adinolfi, Danilo Oscar Lancini, Elisabetta De Blasis, Marco Campomenosi**

#### **Proposal for a regulation Article 5 – paragraph 4**

##### *Text proposed by the Commission*

4. Manufacturers may designate vehicles as “Euro 7G vehicle” where those vehicles are equipped with internal combustion engines with geofencing technologies. The manufacturer shall install a driver warning system on those vehicles to inform the user when the traction batteries are nearly empty and to stop the vehicle if not charged within 5 km from the first warning while on zero-emission mode. The application of such geofencing technologies may be verified during the lifetime of the vehicle.

##### *Amendment*

4. Manufacturers may designate vehicles **of category M1 and N1** as “Euro 7G vehicle” where those vehicles are equipped with internal combustion engines with geofencing technologies. The manufacturer shall install a driver warning system on those vehicles to inform the user when the traction batteries are nearly empty and to stop the vehicle if not charged within 5 km from the first warning while on zero-emission mode. The application of such geofencing technologies may be verified during the lifetime of the vehicle.

**Amendment 587**  
**Massimiliano Salini**

**Proposal for a regulation**  
**Article 5 – paragraph 4**

*Text proposed by the Commission*

4. Manufacturers may designate vehicles as “Euro 7G vehicle” where those vehicles are equipped with internal combustion engines with geofencing technologies. The manufacturer shall install a driver warning system on those vehicles to inform the user when the traction batteries are nearly empty and to stop the vehicle if not charged within 5 km from the first warning while on zero-emission mode. The application of such geofencing technologies may be verified during the lifetime of the vehicle.

*Amendment*

4. Manufacturers may designate vehicles ***of category M1 and N1*** as “Euro 7G vehicle” where those vehicles are equipped with internal combustion engines with geofencing technologies. The manufacturer shall install a driver warning system on those vehicles to inform the user when the traction batteries are nearly empty and to stop the vehicle if not charged within 5 km from the first warning while on zero-emission mode. The application of such geofencing technologies may be verified during the lifetime of the vehicle.

Or. en

*Justification*

*These requirements are not applicable for heavy-duty vehicles.*

**Amendment 588**  
**Jens Gieseke**

**Proposal for a regulation**  
**Article 5 – paragraph 4 a (new)**

*Text proposed by the Commission*

*Amendment*

***4a. Manufacturers may designate vehicles as “Euro 7 CNF vehicle” where those vehicles are fuelled by CO<sub>2</sub> neutral fuels (CNF), as defined in article 3 of this regulation, either exclusively or with the Carbon Correction Factor, over the vehicle lifetime. In the case of exclusive use of CNF by technical adjustments at***

*the vehicle or filling station or by a fuel certification scheme, the CO<sub>2</sub> emissions are considered zero for the purpose of Regulation (EU) 2019/631 and Regulation (EU) 2019/1242. The verification of the requirement of exclusive use of CNF by technical adjustments is in charge of the type-approval authority. In the second case, the CO<sub>2</sub> emissions for the purpose of Regulation (EU) 2019/631 and Regulation (EU) 2019/1242 are calculated through the Carbon Correction Factor (CCF), as defined in article 3 paragraph 80 of this regulation. The Commission will, no later than one year after the entry into force of this regulation and in consultation with the relevant stakeholders, according to par. 7 of this article, define the methodologies to calculate and apply the carbon correction factor.*

Or. en

#### *Justification*

*With more and more CO<sub>2</sub> neutral fuels in the market, it makes sense to create dedicated vehicle classes for that purpose in the type-approval regulation. The current focus on tailpipe-only leads to a one-sided all-electric strategy, which risks new political dependencies on battery materials, the availability of a European-wider charging infrastructure and renewable electricity at low cost. It is therefore necessary to to define a new vehicle type, in which the contribution of the use of CO<sub>2</sub> neutral fuels is considered in the determination of the official figure of CO<sub>2</sub> of such vehicles. The verification that a vehicle is using CO<sub>2</sub> neutral fuels, can take place with technical solutions or a mass balancing concept such as the Carbon Correction Factor (CCF). In case of a technical solution, the verification of the compliance will be demonstrated by the vehicle manufacturer to the type-approval authority through physical tests, technical documentations, calculations, simulations, or other suitable ways.*

**Amendment 589**  
**Edina Tóth**

**Proposal for a regulation**  
**Article 5 – paragraph 4 a (new)**

*Text proposed by the Commission*

*Amendment*

**4a. Manufacturers may designate**

*vehicles as “Euro 7 CNF vehicle” where those vehicles are fuelled by CO2 neutral fuels (CNF), as defined in article 3 paragraph 79 of this Regulation, either exclusively or with the carbon correction factor, over the vehicle lifetime. In the case of exclusive use of CNF by technical adjustments at the vehicle or filling station or by a fuel certification scheme, the CO2 emissions are considered zero for the purpose of Regulation (EU) 2019/631 and Regulation (EU) 2019/1242. The verification of the requirement of exclusive use of CNF by technical adjustments is in charge of the type-approval authority. In the second case, the CO2 emissions for the purpose of Regulation (EU) 2019/631 and Regulation (EU) 2019/1242 are calculated through the carbon correction factor (CCF), as defined in article 3 paragraph 80 of this regulation. The Commission will, no later than one year after the entry into force of this regulation and in consultation with the relevant stakeholders, according to par. 7 of this article, define the methodologies to calculate and apply the carbon correction factor.*

Or. en

**Amendment 590**  
**Maria Veronica Rossi**

**Proposal for a regulation**  
**Article 5 – paragraph 4 a (new)**

*Text proposed by the Commission*

*Amendment*

**4a.** *Manufacturers may designate vehicles as “Euro 7 CNF vehicle” where those vehicles are fuelled by CO2 neutral fuels (CNF), either exclusively or with the carbon correction factor, over the vehicle lifetime. In the case of exclusive use of CNF by technical adjustments at the vehicle or filling station or by a fuel*

*certification scheme, the CO<sub>2</sub> emissions are considered zero for the purpose of Regulation (EU) 2019/631 and Regulation (EU) 2019/1242. The verification of the requirement of exclusive use of CNF by technical adjustments is in charge of the type-approval authority. In the second case, the CO<sub>2</sub> emissions for the purpose of Regulation (EU) 2019/631 and Regulation (EU) 2019/1242 are calculated through the carbon correction factor (CCF). The Commission shall define the methodologies to calculate and apply the carbon correction factor by means of delegated acts no later than one year after the entry into force of this regulation.*

Or. en

**Amendment 591**  
**Massimiliano Salini**

**Proposal for a regulation**  
**Article 5 – paragraph 4 a (new)**

*Text proposed by the Commission*

*Amendment*

**4a.** *Manufacturers may designate vehicles as "Euro 7 NF vehicle" where those vehicles are powered by CO<sub>2</sub>-neutral fuels, as defined in article 3 paragraph 78a of this regulation, either exclusively or as a blend of conventional and CO<sub>2</sub>-neutral fuels, over the vehicle lifetime. In the case of exclusive use of CO<sub>2</sub>-neutral fuels, the CO<sub>2</sub> emissions are considered zero for the purpose of Regulation [CO<sub>2</sub> emission standards for cars and vans] and Regulation [CO<sub>2</sub> emission standards for heavy-duty vehicles]. In the case of use of a blend of conventional and CO<sub>2</sub>-neutral fuels, the CO<sub>2</sub> emissions for the purpose of Regulation [CO<sub>2</sub> emission standards for cars and vans] and Regulation [CO<sub>2</sub> emission standards for heavy-duty vehicles] are regulated through the*

*carbon correction factor, as defined in article 3 paragraph 78b of this regulation.*

Or. en

*Justification*

*Consistent with recital 9a of the Regulation on CO2 emissions performance standards for light duty vehicles.*

**Amendment 592**

**Andreas Glueck, Ulrike Müller, Ondřej Knotek**

**Proposal for a regulation**

**Article 5 – paragraph 4 a (new)**

*Text proposed by the Commission*

*Amendment*

***4a. Manufacturers may designate vehicles as "Euro 7CN vehicle" where those vehicles are equipped with internal combustion engines running on CO2 neutral fuels, as defined in Art. 3 (78a), either exclusively or as a blend.***

***The tailpipe CO2 emissions from Euro 7CN vehicles running exclusively on CO2 neutral fuels are considered zero for the purpose of Regulation (EU) 2023/851 and [Revision of Regulation 2019/1242].***

***The tailpipe CO2 emissions from Euro 7CN vehicles running on a blend of fossil and CO2 neutral fuels are calculated in accordance with the carbon correction factor, as defined in Art. 3 (78b), for the purpose of Regulation (EU) 2023/851 and [Revision of Regulation 2019/1242].***

Or. en

*Justification*

*The swift decarbonisation of the transport sector requires a technologically open framework. Right now, under the CO2 emission standards for cars and vans that only looks at tailpipe CO2 emissions, this is not the case as it excludes CO2 neutral fuels like synthetic fuels or biofuels. However, these are important for the decarbonisation of the existing fleet as well as some special use cases like long-haul or heavy duty transport that are more difficult to electrify. The Euro7 Regulation should thus introduce the possibility for manufacturers to*



*designate vehicles running exclusively on CO2 neutral fuels or on a blend. For vehicles running exclusively on CO2 neutral fuels, it should be possible to still register them after 2035.*

#### **Amendment 593**

**Ondřej Knotek**

#### **Proposal for a regulation**

#### **Article 5 – paragraph 4 a (new)**

*Text proposed by the Commission*

*Amendment*

***4a. Manufacturers may designate vehicles as "Euro 7CN vehicle" where those vehicles are equipped with internal combustion engines running on CO2 neutral fuels, as defined in Art. 3 (78a), either exclusively or as a blend. The tailpipe CO2 emissions from Euro 7CN vehicles running exclusively on CO2 neutral fuels are considered zero for the purpose of Regulation (EU) 2023/851 and [Revision of Regulation 2019/1242]. The tailpipe CO2 emissions from Euro 7CN vehicles running on a blend of fossil and CO2 neutral fuels are calculated in accordance with the carbon correction factor, as defined in Art. 3 (78b), for the purpose of Regulation (EU) 2023/851 and [Revision of Regulation 2019/1242].***

Or. en

#### **Amendment 594**

**Jens Gieseke**

#### **Proposal for a regulation**

#### **Article 5 – paragraph 5**

*Text proposed by the Commission*

*Amendment*

***5. Manufacturers may construct vehicles combining two or more of the characteristics referred to in paragraphs 1, 2 or 3 and designate them using a combination of symbols and letters such***

***deleted***

as “Euro 7+A”, “Euro 7+G”, “Euro 7+AG” or “Euro 7AG” vehicles.

Or. en

#### Amendment 595

Nikolaj Villumsen

on behalf of The Left Group

#### Proposal for a regulation

##### Article 5 – paragraph 5

*Text proposed by the Commission*

*Amendment*

5. *Manufacturers may construct vehicles combining two or more of the characteristics referred to in paragraphs 1, 2 or 3 and designate them using a combination of symbols and letters such as “Euro 7+A”, “Euro 7+G”, “Euro 7+AG” or “Euro 7AG” vehicles.*

*deleted*

Or. en

#### Amendment 596

Maria Veronica Rossi, Gianna Gancia, Silvia Sardone, Rosanna Conte, Matteo Adinolfi, Danilo Oscar Lancini, Elisabetta De Blasis, Marco Campomenosi

#### Proposal for a regulation

##### Article 5 – paragraph 5

*Text proposed by the Commission*

*Amendment*

5. Manufacturers may construct vehicles combining *two or more of* the characteristics referred to in paragraphs 1, 2 or 3 and designate them *using a combination of symbols and letters such as “Euro 7+A”, “Euro 7+G”, “Euro 7+AG” or “Euro 7AG” vehicles.*

5. Manufacturers may construct vehicles *of category M1 and N1* combining the characteristics referred to in paragraphs 3 *and 4* and designate them *as “Euro 7AG” vehicles.*

Or. en

#### Amendment 597

**Massimiliano Salini**

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

*Text proposed by the Commission*

5. Manufacturers may construct vehicles combining two or more of the characteristics referred to in paragraphs 1, 2 or 3 and designate them using a combination of symbols and letters such as “Euro 7+A”, “Euro 7+G”, “Euro 7+AG” or “Euro 7AG” vehicles.

*Amendment*

5. Manufacturers may construct vehicles **of category M1 and N1** combining two or more of the characteristics referred to in paragraphs 1, 2 or 3 and designate them using a combination of symbols and letters such as “Euro 7+A”, “Euro 7+G”, “Euro 7+AG” or “Euro 7AG” vehicles.

Or. en

*Justification*

*These requirements are not applicable for heavy-duty vehicles.*

**Amendment 598**

**Andreas Glueck, Ulrike Müller**

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

*Text proposed by the Commission*

5. Manufacturers may construct vehicles combining two or more of the characteristics referred to in paragraphs 1, 2 or 3 and designate them using a combination of symbols and letters such as “Euro 7+A”, “Euro 7+G”, “Euro 7+AG” or “Euro 7AG” vehicles.

*Amendment*

5. Manufacturers may construct vehicles combining two or more of the characteristics referred to in paragraphs 1, 2 or 3 and designate them using a combination of symbols and letters such as “Euro 7ACN”, “Euro 7GCN”, “Euro 7AGCN” or “Euro 7AG” vehicles.

Or. en

*Justification*

*Coherence with the deletion of the vehicle designation Euro 7+ and the addition of the vehicle designation Euro 7CN.*

**Amendment 599**

**Nikolaj Villumsen**

on behalf of The Left Group

**Proposal for a regulation**  
**Article 5 – paragraph 6**

*Text proposed by the Commission*

*Amendment*

6. *At the manufacturer’s request, for N<sub>2</sub> vehicles between 3.5 and 4.0 tonnes maximum mass originating from an N<sub>1</sub> vehicle type, the type-approval authority may grant an emission type-approval for N<sub>1</sub> vehicle type. Such vehicles shall be designated as “Euro 7ext vehicle”.*

*deleted*

Or. en

**Amendment 600**  
**Jens Gieseke**

**Proposal for a regulation**  
**Article 5 – paragraph 6**

*Text proposed by the Commission*

*Amendment*

6. At the manufacturer’s request, for N<sub>2</sub> vehicles **between 3.5 and 4.0** tonnes maximum mass **originating from an N<sub>1</sub> vehicle type**, the type-approval authority may grant an emission type-approval for N<sub>1</sub> vehicle type. Such vehicles shall be designated as “Euro 7ext vehicle”.

6. At the manufacturer’s request, for N<sub>2</sub> vehicles **up to and including 5.0** tonnes maximum mass, the type-approval authority may grant an emission type-approval for N<sub>1</sub> vehicle type. Such vehicles shall be designated as “Euro 7ext vehicle”.

Or. en

*Justification*

*N2 are often based on same platform as M1 and N1 so this should extend up to 5.0 tonnes maximum mass to enable the manufacturer to cover more products with a single development and type approval action and therefore deliver the desired simplification and cost reduction.*

**Amendment 601**  
**Massimiliano Salini**

**Proposal for a regulation**  
**Article 5 – paragraph 6**

*Text proposed by the Commission*

*Amendment*

6. At the manufacturer's request, for N<sub>2</sub> vehicles **between 3.5 and 4.0** tonnes maximum mass **originating from an N<sub>1</sub> vehicle type**, the type-approval authority may grant an emission type-approval for N<sub>1</sub> vehicle type. Such vehicles shall be designated as "Euro 7ext vehicle".

6. At the manufacturer's request, for N<sub>2</sub> **and M2** vehicles **up to and including 5.0** tonnes maximum mass, the type-approval authority may grant an emission type-approval for N<sub>1</sub> vehicle type. Such vehicles shall be designated as "Euro 7ext vehicle".

Or. en

*Justification*

*The extension up to 5 tonnes would ensure consistency with the CO2 regulation's classification of vehicles and would simplify the product development and type approval costs for manufacturers.*

**Amendment 602**  
**Massimiliano Salini**

**Proposal for a regulation**  
**Article 5 – paragraph 7**

*Text proposed by the Commission*

*Amendment*

7. **The Commission shall adopt, by means of implementing acts, detailed rules on the procedures, tests and methodologies to verify compliance with the requirements laid down in paragraphs 1 to 6. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 17(2).**

**deleted**

Or. en

*Justification*

*Request for delegated and implementing acts by the EU Commission should be addressed in one article only (in accordance with Article 14.4)*

**Amendment 603**  
**Marian-Jean Marinescu**

**Proposal for a regulation**

## Article 5 – paragraph 7

*Text proposed by the Commission*

7. The Commission shall adopt, by means of implementing acts, detailed rules on the procedures, tests and methodologies to verify compliance with the requirements laid down in paragraphs 1 to 6. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 17(2).

*Amendment*

7. The Commission shall adopt, ***no later than 1 year from the date of entering in force of this Regulation***, by means of implementing acts, detailed rules on the procedures, tests and methodologies to verify compliance with the requirements laid down in paragraphs 1 to 6. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 17(2).

Or. en

## Amendment 604

**Marian-Jean Marinescu**

### Proposal for a regulation

#### Article 6 – paragraph 1

*Text proposed by the Commission*

1. Manufacturers shall ensure that the vehicles they manufacture, which are sold, registered or put into service in the Union, comply with the emission limits set out in Annex I when driven under the normal and extended driving conditions as set out in ***Annex III***, for the lifetime of the vehicle as set out in table 1 of Annex IV, and comply with the minimum performance requirements on battery durability as set out in Annex II.

*Amendment*

1. Manufacturers shall ensure that the vehicles they manufacture ***after the dates provided in Article 20***, which are sold, registered or put into service in the Union, comply with the emission limits set out in Annex I when driven under the normal and extended driving conditions as set out in ***corresponding annexes in Regulation (EU) 2017/1151 and Regulation (EU) 582/2011 and respecting the standard use of the vehicle***, for the lifetime of the vehicle as set out in table 1 of Annex IV, and comply with the minimum performance requirements on battery durability as set out in Annex II.

Or. en

## Amendment 605

**Jessica Polfjärd**

**Proposal for a regulation**  
**Article 6 – paragraph 2**

*Text proposed by the Commission*

*Amendment*

**2. Manufacturers shall ensure that these vehicles comply with the values regarding CO<sub>2</sub> emissions, fuel and energy consumption and energy efficiency declared under the provisions of this Regulation for the lifetime of the vehicle as set out in Annex IV, Table 1.** **deleted**

Or. en

*Justification*

*The in service verification (ISV) is currently being develop by the European Commission with regard to the concept of CO2 making this proposal contrary by preceding an ongoing work related to this proposal.*

**Amendment 606**  
**Massimiliano Salini**

**Proposal for a regulation**  
**Article 6 – paragraph 2**

*Text proposed by the Commission*

*Amendment*

**2. Manufacturers shall ensure that these vehicles comply with the values regarding CO<sub>2</sub> emissions, fuel and energy consumption and energy efficiency declared under the provisions of this Regulation for the lifetime of the vehicle as set out in Annex IV, Table 1.** **deleted**

Or. en

*Justification*

*These requirements are in conflict with the ones of "In-Service Verification (ISV)", developed with respect to CO2 emissions standard regulations.*

**Amendment 607**  
**Jens Gieseke**

**Proposal for a regulation**  
**Article 6 – paragraph 2**

*Text proposed by the Commission*

*Amendment*

**2. Manufacturers shall ensure that these vehicles comply with the values regarding CO<sub>2</sub> emissions, fuel and energy consumption and energy efficiency declared under the provisions of this Regulation for the lifetime of the vehicle as set out in Annex IV, Table 1.** **deleted**

Or. en

*Justification*

*This proposal would be contrary to the concept of CO<sub>2</sub> in-service verification being developed by DG CLIMA.*

**Amendment 608**

**Maria Veronica Rossi, Gianna Gancia, Silvia Sardone, Rosanna Conte, Matteo Adinolfi, Danilo Oscar Lancini, Elisabetta De Blasis, Marco Campomenosi**

**Proposal for a regulation**  
**Article 6 – paragraph 2**

*Text proposed by the Commission*

*Amendment*

**2. Manufacturers shall ensure that these vehicles comply with the values regarding CO<sub>2</sub> emissions, fuel and energy consumption and energy efficiency declared under the provisions of this Regulation for the lifetime of the vehicle as set out in Annex IV, Table 1.** **deleted**

Or. en

**Amendment 609**

**Ondřej Knotek**

**Proposal for a regulation**  
**Article 6 – paragraph 2**

*Text proposed by the Commission*

*Amendment*



2. Manufacturers shall ensure that **these** vehicles comply with the values regarding CO<sub>2</sub> emissions, fuel and energy consumption and energy efficiency declared under the provisions of this Regulation for the lifetime of the vehicle as set out in Annex IV, Table 1.

2. Manufacturers shall ensure that **the technological construction of the** vehicles comply with the values regarding CO<sub>2</sub> emissions, fuel and energy consumption and energy efficiency declared under the provisions of this Regulation for the lifetime of the vehicle as set out in Annex IV, Table 1 **in case of standard use of this vehicles**.

Or. en

**Amendment 610**  
**Marian-Jean Marinescu**

**Proposal for a regulation**  
**Article 6 – paragraph 2**

*Text proposed by the Commission*

2. Manufacturers shall ensure that **these** vehicles comply with the values regarding CO<sub>2</sub> emissions, fuel and energy consumption and energy efficiency declared under the provisions of this Regulation for the lifetime of the vehicle as set out in Annex IV, Table 1.

*Amendment*

2. Manufacturers shall ensure that **the technological construction of the** vehicles comply with the values regarding CO<sub>2</sub> emissions, fuel and energy consumption and energy efficiency declared under the provisions of this Regulation for the lifetime of the vehicle as set out in Annex IV, Table 1 **in case of standard use of this vehicle**.

Or. en

**Amendment 611**  
**Pascal Canfin**

**Proposal for a regulation**  
**Article 6 – paragraph 2**

*Text proposed by the Commission*

2. Manufacturers shall ensure that these vehicles comply with the values regarding CO<sub>2</sub> emissions, fuel and energy consumption **and** energy efficiency declared under the provisions of this Regulation for the lifetime of the vehicle as

*Amendment*

2. Manufacturers shall ensure that these vehicles comply with the values regarding CO<sub>2</sub> emissions, fuel and energy consumption, energy efficiency **and brake particle emissions** declared under the provisions of this Regulation for the

set out in Annex IV, Table 1.

lifetime of the vehicle as set out in Annex IV, Table 1.

Or. en

#### **Amendment 612**

**Sylvia Limmer**

#### **Proposal for a regulation**

#### **Article 6 – paragraph 3**

*Text proposed by the Commission*

*Amendment*

**3. Manufacturers shall ensure that OBFCM, OBD and OBM devices and anti-tampering measures installed in these vehicles comply with the provisions of this Regulation as long as the vehicle is in use.**

**deleted**

Or. de

#### **Amendment 613**

**Ondřej Knotek**

#### **Proposal for a regulation**

#### **Article 6 – paragraph 3**

*Text proposed by the Commission*

*Amendment*

3. Manufacturers shall ensure that OBFCM, OBD and OBM devices and anti-tampering measures installed in these vehicles **comply with the provisions of this Regulation** as long as the vehicle is in use.

3. Manufacturers shall ensure that **the functionality of** OBFCM, OBD and OBM devices and anti-tampering measures installed in these vehicles **shall not be deactivated** as long as the vehicle is in use.

Or. en

#### **Amendment 614**

**Maria Veronica Rossi, Gianna Gancia, Silvia Sardone, Rosanna Conte, Matteo Adinolfi, Danilo Oscar Lancini, Elisabetta De Blasis, Marco Campomenosi**

#### **Proposal for a regulation**

#### **Article 6 – paragraph 3**

*Text proposed by the Commission*

3. Manufacturers shall ensure that OBFCEM, OBD and OBM devices and anti-tampering measures installed in these vehicles ***comply with the provisions of this Regulation*** as long as the vehicle is in use.

*Amendment*

3. Manufacturers shall ensure that OBFCEM, OBD and OBM devices and anti-tampering measures installed in these vehicles ***remain unchanged*** as long as the vehicle is in use.

Or. en

**Amendment 615**  
**Marian-Jean Marinescu**

**Proposal for a regulation**  
**Article 6 – paragraph 3**

*Text proposed by the Commission*

3. Manufacturers shall ensure that OBFCEM, OBD and OBM ***devices*** and anti-tampering measures installed in these vehicles comply with the provisions ***of this Regulation as long as the vehicle is in use.***

*Amendment*

3. Manufacturers shall ensure that OBFCEM ***device***, OBD and OBM and anti-tampering measures installed in these vehicles comply with the provisions ***as set out in table 1 of Annex IV.***

Or. en

**Amendment 616**  
**Massimiliano Salini**

**Proposal for a regulation**  
**Article 6 – paragraph 3**

*Text proposed by the Commission*

3. Manufacturers shall ensure that OBFCEM, OBD and OBM devices and anti-tampering measures installed in these vehicles ***comply with the provisions of this Regulation*** as long as the vehicle is in use.

*Amendment*

3. Manufacturers shall ensure that ***the functionality of*** OBFCEM, OBD and OBM devices and anti-tampering measures installed in these vehicles ***remain unchanged*** as long as the vehicle is in use.

Or. en

*Justification*

*Manufacturers cannot guarantee for-life compliance.*

**Amendment 617**  
**Stanislav Polčák**

**Proposal for a regulation**  
**Article 6 – paragraph 4**

*Text proposed by the Commission*

4. The requirements referred to in points 1 to 3 shall apply to vehicles for all types of fuels or energy sources by which they are powered. The same requirements shall also apply to all separate technical units and components intended for such vehicles.

*Amendment*

(Does not affect the English version.)

Or. cs

**Amendment 618**  
**Sylvia Limmer**

**Proposal for a regulation**  
**Article 6 – paragraph 6**

*Text proposed by the Commission*

**6. The OBM systems installed by the manufacturer in these vehicles shall be capable of all of the following:**

**(a) registering the magnitude and duration of all emission exceedances;**

**(b) communicating the data of the emission behaviour of the vehicle, including pollutant sensor and exhaust flow data, via the OBD port and over the air, including for the purpose of roadworthiness tests and technical roadside inspections<sup>5556</sup> Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC (OJ L 127, 29.4.2014, p. 129)**

**(c) triggering repair of the vehicle when**

*Amendment*

*deleted*

*the driver warning system notifies significantly excess emissions.*

---

<sup>55</sup> *Directive 2014/47/ EU of the European Parliament and of the Council of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EC (OJ L 127, 29.4.2014, p. 134).*

<sup>56</sup> ,

Or. de

#### **Amendment 619**

**Andreas Glueck, Ulrike Müller**

#### **Proposal for a regulation**

#### **Article 6 – paragraph 6 – introductory part**

*Text proposed by the Commission*

6. The OBM systems installed by the manufacturer in these vehicles shall be capable of ***all of the following***:

*Amendment*

6. The OBM systems installed by the manufacturer in these vehicles shall be capable of ***monitoring emissions within the measurement tolerance and of communicating this data via the OBD port and optionally over the air, including for the purpose of roadworthiness tests and technical roadside inspections***;

Or. en

*Justification*

*OBM systems should focus on monitoring emissions instead of undefined emission exceedances. Additionally, over the air data transmission should not be mandatory as it requires costly soft and hardware and other alternatives for the data transfer are available.*

#### **Amendment 620**

**Ondřej Knotek**

#### **Proposal for a regulation**

#### **Article 6 – paragraph 6 – introductory part**

*Text proposed by the Commission*

6. The OBM systems installed by the manufacturer in these vehicles shall be capable of ***all of the following***:

*Amendment*

6. The OBM systems installed by the manufacturer in these vehicles shall be capable of ***communicating via the OBD port, including for the purpose of roadworthiness tests and technical roadside inspections.***

Or. en

**Amendment 621**

**Pietro Fiocchi, Nicola Procaccini**

**Proposal for a regulation**

**Article 6 – paragraph 6 – introductory part**

*Text proposed by the Commission*

6. The OBM systems installed by the manufacturer in these vehicles shall be capable of ***all of the following***:

*Amendment*

6. The OBM systems installed by the manufacturer in these vehicles shall be capable:

Or. en

**Amendment 622**

**Massimiliano Salini**

**Proposal for a regulation**

**Article 6 – paragraph 6 – introductory part**

*Text proposed by the Commission*

6. The OBM systems installed by the manufacturer in these vehicles shall be capable of ***all of the following***:

*Amendment*

6. The OBM systems installed by the manufacturer in these vehicles shall be capable of:

Or. en

*Justification*

*The level of details of this paragraph conflicts with the absence of requirements on On-Board Monitoring that will be defined only via delegated act and that the co-legislators cannot assess in this phase.*

**Amendment 623**  
**Andreas Glueck, Ulrike Müller, Ondřej Knotek**

**Proposal for a regulation**  
**Article 6 – paragraph 6 – point a**

*Text proposed by the Commission*

*Amendment*

**(a) registering the magnitude and duration of all emission exceedances;** *deleted*

Or. en

*Justification*

*Coherence with AM on Art. 6 (6).*

**Amendment 624**  
**Massimiliano Salini**

**Proposal for a regulation**  
**Article 6 – paragraph 6 – point a**

*Text proposed by the Commission*

*Amendment*

**(a) registering the magnitude and duration of all emission exceedances;** *deleted*

Or. en

**Amendment 625**  
**Pietro Fiocchi, Nicola Procaccini**

**Proposal for a regulation**  
**Article 6 – paragraph 6 – point a**

*Text proposed by the Commission*

*Amendment*

**(a) registering the magnitude and duration of all emission exceedances;** *deleted*

Or. en

**Amendment 626**  
**Ondřej Knotek**

**Proposal for a regulation**  
**Article 6 – paragraph 6 – point a**

*Text proposed by the Commission*

*Amendment*

**(a) registering the magnitude and duration of all emission exceedances;**

*deleted*

Or. en

**Amendment 627**  
**Marian-Jean Marinescu**

**Proposal for a regulation**  
**Article 6 – paragraph 6 – point a**

*Text proposed by the Commission*

*Amendment*

**(a) registering the magnitude and duration of all emission exceedances;**

**(a) registering the magnitude and duration of all emission exceedances events in accordance with this Regulation;**

Or. en

**Amendment 628**  
**Ondřej Knotek**

**Proposal for a regulation**  
**Article 6 – paragraph 6 – point b**

*Text proposed by the Commission*

*Amendment*

**(b) communicating the data of the emission behaviour of the vehicle, including pollutant sensor and exhaust flow data, via the OBD port and over the air, including for the purpose of roadworthiness tests and technical roadside inspections<sup>55, 56</sup> ;**

*deleted*

---

<sup>55</sup> Directive 2014/47/ EU of the European Parliament and of the Council of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and



*repealing Directive 2000/30/EC (OJ L 127, 29.4.2014, p. 134).*

*<sup>56</sup> Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC (OJ L 127, 29.4.2014, p. 129)*

Or. en

#### **Amendment 629**

**Andreas Glueck, Ulrike Müller, Ondřej Knotek**

#### **Proposal for a regulation**

#### **Article 6 – paragraph 6 – point b**

*Text proposed by the Commission*

*Amendment*

*(b) communicating the data of the emission behaviour of the vehicle, including pollutant sensor and exhaust flow data, via the OBD port and over the air, including for the purpose of roadworthiness tests and technical roadside inspections<sup>55</sup>,<sup>56</sup> ;* **deleted**

---

*<sup>55</sup> Directive 2014/47/ EU of the European Parliament and of the Council of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EC (OJ L 127, 29.4.2014, p. 134).*

*<sup>56</sup> Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC (OJ L 127, 29.4.2014, p. 129)*

Or. en

*Justification*

*Coherence with AM on Art. 6 (6).*

## Amendment 630

**Maria Veronica Rossi, Gianna Gancia, Silvia Sardone, Rosanna Conte, Matteo Adinolfi, Danilo Oscar Lancini, Elisabetta De Blasis, Marco Campomenosi**

### Proposal for a regulation

#### Article 6 – paragraph 6 – point b

*Text proposed by the Commission*

(b) communicating the data of the emission behaviour of the vehicle, including pollutant sensor and exhaust flow data, via the OBD port and over the air, including for the purpose of roadworthiness tests and technical roadside inspections<sup>55</sup>, <sup>56</sup>;

---

<sup>55</sup> Directive 2014/47/ EU of the European Parliament and of the Council of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EC (OJ L 127, 29.4.2014, p. 134).

<sup>56</sup> Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC (OJ L 127, 29.4.2014, p. 129)

*Amendment*

(b) communicating the data of the emission behaviour of the vehicle, including pollutant sensor and exhaust flow data, via the OBD port and over the air, including for the purpose of roadworthiness tests and technical roadside inspections<sup>55</sup>, <sup>56</sup> ***or for the purpose of providing third-party services that assist the vehicle user in reducing emissions in use phase;***

---

<sup>55</sup> Directive 2014/47/ EU of the European Parliament and of the Council of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EC (OJ L 127, 29.4.2014, p. 134).

<sup>56</sup> Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC (OJ L 127, 29.4.2014, p. 129)

Or. en

## Amendment 631

**Massimiliano Salini**

### Proposal for a regulation

#### Article 6 – paragraph 6 – point b

*Text proposed by the Commission*

(b) communicating ***the data of the***

*Amendment*

(b) communicating, via the OBD port

***emission behaviour of the vehicle, including pollutant sensor and exhaust flow data***, via the OBD port and over the air, including for the purpose of roadworthiness tests and technical roadside inspections<sup>55, 56</sup> ;

and over the air, including for the purpose of roadworthiness tests and technical roadside inspections<sup>55, 56</sup> ;

---

<sup>55</sup> Directive 2014/47/ EU of the European Parliament and of the Council of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EC (OJ L 127, 29.4.2014, p. 134).

---

<sup>55</sup> Directive 2014/47/ EU of the European Parliament and of the Council of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EC (OJ L 127, 29.4.2014, p. 134).

<sup>56</sup> Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC (OJ L 127, 29.4.2014, p. 129)

<sup>56</sup> Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC (OJ L 127, 29.4.2014, p. 129)

Or. en

**Amendment 632**  
**Marian-Jean Marinescu**

**Proposal for a regulation**  
**Article 6 – paragraph 6 – point b**

*Text proposed by the Commission*

*Amendment*

(b) communicating the data of the emission behaviour of the vehicle, including pollutant sensor and exhaust flow data, via the OBD port and over the air, including for the purpose of roadworthiness tests and technical roadside inspections<sup>55, 56</sup> ;

(b) communicating the **relevant** data of the emission behaviour of the vehicle, including pollutant sensor and exhaust flow data, via the OBD port and over the air, including for the purpose of roadworthiness tests and technical roadside inspections <sup>55, 56</sup> ;

---

<sup>55</sup> Directive 2014/47/ EU of the European Parliament and of the Council of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EC (OJ L 127,

---

<sup>55</sup> Directive 2014/47/ EU of the European Parliament and of the Council of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EC (OJ L 127,

29.4.2014, p. 134).

<sup>56</sup> Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC (OJ L 127, 29.4.2014, p. 129)

29.4.2014, p. 134).

<sup>56</sup> Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC (OJ L 127, 29.4.2014, p. 129)

Or. en

## **Amendment 633**

**Bas Eickhout**

### **Proposal for a regulation**

#### **Article 6 – paragraph 6 – point b**

*Text proposed by the Commission*

(b) communicating the data of the emission behaviour of the vehicle, including pollutant sensor and exhaust flow data, via the OBD port and over the air, including for the purpose of roadworthiness tests and technical roadside inspections<sup>55</sup>, <sup>56</sup>;

---

<sup>55</sup> Directive 2014/47/ EU of the European Parliament and of the Council of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EC (OJ L 127, 29.4.2014, p. 134).

<sup>56</sup> Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC (OJ L 127, 29.4.2014, p. 129)

*Amendment*

(b) communicating the data of the emission behaviour of the vehicle, including pollutant sensor, ***a tamper warning*** and exhaust flow data, via the OBD port and over the air, including for the purpose of roadworthiness tests and technical roadside inspections<sup>55</sup>, <sup>56</sup>;

---

<sup>55</sup> Directive 2014/47/ EU of the European Parliament and of the Council of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EC (OJ L 127, 29.4.2014, p. 134).

<sup>56</sup> Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC (OJ L 127, 29.4.2014, p. 129)

Or. en

## **Amendment 634**

**Pietro Fiocchi, Nicola Procaccini**

**Proposal for a regulation**  
**Article 6 – paragraph 6 – point b**

*Text proposed by the Commission*

(b) communicating ***the data of the emission behaviour of the vehicle, including pollutant sensor and exhaust flow data***, via the OBD port and over the air, including for the purpose of roadworthiness tests and technical roadside inspections<sup>55</sup>, <sup>56</sup>;

---

<sup>55</sup> Directive 2014/47/ EU of the European Parliament and of the Council of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EC (OJ L 127, 29.4.2014, p. 134).

<sup>56</sup> Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC (OJ L 127, 29.4.2014, p. 129)

*Amendment*

(b) communicating via the OBD port and over the air, including for the purpose of roadworthiness tests and technical roadside inspections<sup>55</sup>, <sup>56</sup>; ***or for the purpose of providing third-party services that assist the vehicle user in reducing emissions in use phase.***

---

<sup>55</sup> Directive 2014/47/ EU of the European Parliament and of the Council of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EC (OJ L 127, 29.4.2014, p. 134).

<sup>56</sup> Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC (OJ L 127, 29.4.2014, p. 129)

Or. en

**Amendment 635**  
**Jens Gieseke**

**Proposal for a regulation**  
**Article 6 – paragraph 6 – point b**

*Text proposed by the Commission*

(b) communicating the data of the emission behaviour of the vehicle, including pollutant sensor and exhaust flow data, via the OBD port and over the air, including for the purpose of roadworthiness tests and technical roadside inspections<sup>55</sup>, <sup>56</sup>;

<sup>55</sup> Directive 2014/47/ EU of the European Parliament and of the Council of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EC (OJ L 127, 29.4.2014, p. 134).

<sup>56</sup> Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC (OJ L 127, 29.4.2014, p. 129)

<sup>55</sup> Directive 2014/47/ EU of the European Parliament and of the Council of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EC (OJ L 127, 29.4.2014, p. 134).

<sup>56</sup> Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC (OJ L 127, 29.4.2014, p. 129)

Or. en

### *Justification*

*Specifically pre-defined in-vehicle data should be made temporarily available on demand to authorised inspectors for periodic testing and roadside inspections under standardised and safe conditions, before being erased thereafter. Challenges in terms of technical, safety, security, and privacy requirements should be recognised. Access to in-vehicle data should not interfere with the performance of transport operations*

### **Amendment 636**

**Nikolaj Villumsen**

on behalf of The Left Group

### **Proposal for a regulation**

#### **Article 6 – paragraph 6 – point b**

#### *Text proposed by the Commission*

(b) communicating the data of the emission behaviour of the vehicle, including pollutant sensor **and** exhaust flow data, via the OBD port and over the air, including for the purpose of roadworthiness tests and technical roadside inspections<sup>55</sup>, <sup>56</sup> ;

---

<sup>55</sup> Directive 2014/47/ EU of the European Parliament and of the Council of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EC (OJ L 127,

#### *Amendment*

(b) communicating the data of the emission behaviour of the vehicle, including pollutant sensor, exhaust flow data **and tamper warning**, via the OBD port and over the air, including for the purpose of roadworthiness tests and technical roadside inspections<sup>55</sup>, <sup>56</sup> ;

---

<sup>55</sup> Directive 2014/47/ EU of the European Parliament and of the Council of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EC (OJ L 127,

29.4.2014, p. 134).

<sup>56</sup> Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC (OJ L 127, 29.4.2014, p. 129)

29.4.2014, p. 134).

<sup>56</sup> Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC (OJ L 127, 29.4.2014, p. 129)

Or. en

### **Amendment 637**

**Andreas Glueck, Ulrike Müller, Ondřej Knotek**

#### **Proposal for a regulation**

#### **Article 6 – paragraph 6 – point c**

*Text proposed by the Commission*

*Amendment*

**(c) triggering repair of the vehicle when the driver warning system notifies significantly excess emissions.** **deleted**

Or. en

#### *Justification*

*Coherence with AM on Art. 6 (6). An OBM system should not be able stop the car in case of emission exceedance.*

### **Amendment 638**

**Massimiliano Salini**

#### **Proposal for a regulation**

#### **Article 6 – paragraph 6 – point c**

*Text proposed by the Commission*

*Amendment*

**(c) triggering repair of the vehicle when the driver warning system notifies significantly excess emissions.** **deleted**

Or. en

### **Amendment 639**

**Pietro Fiocchi, Nicola Procaccini**

**Proposal for a regulation**

**Article 6 – paragraph 6 – point c**

*Text proposed by the Commission*

*Amendment*

(c) **triggering repair of the vehicle when the driver warning system notifies significantly excess emissions.**

**deleted**

Or. en

**Amendment 640**

**Nikolaj Villumsen**

on behalf of The Left Group

**Proposal for a regulation**

**Article 6 – paragraph 6 – point c**

*Text proposed by the Commission*

*Amendment*

(c) triggering **repair** of the vehicle when the driver warning system notifies significantly excess emissions.

(c) triggering **inducement** of the vehicle when the driver warning system notifies **of** significantly excess emissions; **setting a maximum permissible speed of 80km/h and for light-duty vehicles requiring repair of the vehicle within 300 km of activation of the driver warning system. Failure to repair the vehicle within the required distance will result in prevention of engine start until a repair which results in reverting emissions below limits pursuant to this Regulation is carried out.**

Or. en

**Amendment 641**

**Bas Eickhout**

**Proposal for a regulation**

**Article 6 – paragraph 6 – point c**

*Text proposed by the Commission*

*Amendment*



(c) triggering **repair** of the vehicle when the driver warning system notifies significantly excess emissions.

(c) triggering **inducement** of the vehicle when the driver warning system notifies **of** significantly excess emissions; **setting a maximum permissible speed of 80km/h and, for light-duty vehicles, requiring repair of the vehicle within 300 km of activation of the driver warning system; prevention of engine start until repair if repair is not carried out within 300 km of activation of the driver warning system.**

Or. en

#### **Amendment 642**

**Susana Solís Pérez, Andreas Glueck, Jan Huitema**

#### **Proposal for a regulation**

#### **Article 6 – paragraph 6 – point c**

*Text proposed by the Commission*

(c) **triggering** repair of the vehicle when the driver warning system notifies significantly excess emissions.

*Amendment*

(c) **urging the** repair of the vehicle when the driver warning system notifies significantly excess emissions.

Or. en

#### **Amendment 643**

**Marian-Jean Marinescu**

#### **Proposal for a regulation**

#### **Article 6 – paragraph 6 – point c**

*Text proposed by the Commission*

(c) triggering **repair of the vehicle when** the driver warning system notifies significantly excess emissions.

*Amendment*

(c) triggering the driver warning system notifies significantly excess emissions **and other inducement measures.**

Or. en

#### **Amendment 644**

Sylvia Limmer

**Proposal for a regulation**  
**Article 6 – paragraph 7**

*Text proposed by the Commission*

*Amendment*

7. ***The OBFCM devices installed by the manufacturer in these vehicles shall be capable of communicating the vehicle data they record via the OBD port and over the air.***

***deleted***

Or. de

**Amendment 645**

**Maria Veronica Rossi, Gianna Gancia, Silvia Sardone, Rosanna Conte, Matteo Adinolfi, Danilo Oscar Lancini, Elisabetta De Blasis, Marco Campomenosi**

**Proposal for a regulation**  
**Article 6 – paragraph 7**

*Text proposed by the Commission*

*Amendment*

7. The OBFCM devices installed by the manufacturer in these vehicles shall be capable of communicating ***the*** vehicle data they record via the OBD port and over the air.

7. The OBFCM devices installed by the manufacturer in these vehicles shall be capable of communicating ***legally appropriate and necessary*** vehicle data they record via the OBD port and over the air ***including but not limited to the provision of third-party services to the vehicle user.***

Or. en

**Amendment 646**

**Massimiliano Salini**

**Proposal for a regulation**  
**Article 6 – paragraph 7**

*Text proposed by the Commission*

*Amendment*

7. The OBFCM devices installed by the manufacturer in these vehicles shall be capable of communicating ***the*** vehicle data

7. The OBFCM devices installed by the manufacturer in these vehicles shall be capable of communicating ***legally***

they record via the OBD port and over the air.

***appropriate and necessary*** vehicle data they record via the OBD port and over the air ***including but not limited to the provision of third-party services to the vehicle user.***

Or. en

*Justification*

*Not all data can be transmitted, eg. personal location under GDPR.*

**Amendment 647**

**Pietro Fiocchi, Nicola Procaccini**

**Proposal for a regulation**

**Article 6 – paragraph 7**

*Text proposed by the Commission*

7. The OBFCM devices installed by the manufacturer in these vehicles shall be capable of communicating ***the*** vehicle data they record via the OBD port and over the air.

*Amendment*

7. The OBFCM devices installed by the manufacturer in these vehicles shall be capable of communicating ***legally appropriate and necessary*** vehicle data they record via the OBD port and over the air ***including but not limited to the provision of third-party services to the vehicle user.***

Or. en

**Amendment 648**

**Andreas Glueck, Ulrike Müller**

**Proposal for a regulation**

**Article 6 – paragraph 7**

*Text proposed by the Commission*

7. The OBFCM devices installed by the manufacturer in these vehicles shall be capable of communicating the vehicle data they record via the OBD port ***and over the air.***

*Amendment*

7. The OBFCM devices installed by the manufacturer in these vehicles shall be capable of communicating the vehicle data they record via the OBD port, ***respecting the provisions of Regulation (EU) 2016/679.***

*Justification*

*Vehicle data contains personal data like locations. The transmission of this massive amount of data has to be compatible with the GDPR. Additionally, over the air data transmission should not be mandatory as it requires costly soft and hardware and other alternatives for the data transfer are available.*

**Amendment 649****Jens Gieseke****Proposal for a regulation****Article 6 – paragraph 7***Text proposed by the Commission*

7. The OBFCM devices installed by the manufacturer in these vehicles shall be capable of communicating the vehicle data they record via the OBD port and over the air.

*Amendment*

7. The OBFCM devices installed by the manufacturer in these vehicles shall be capable of communicating the vehicle data they record, ***on demand only***, via the OBD port and over the air.

*Justification*

*Specifically pre-defined in-vehicle data should be made temporarily available on demand to authorised inspectors for periodic testing and roadside inspections under standardised and safe conditions, before being erased thereafter. Challenges in terms of technical, safety, security, and privacy requirements should be recognised. Access to in-vehicle data should not interfere with the performance of transport operations*

**Amendment 650****Ondřej Knotek****Proposal for a regulation****Article 6 – paragraph 7***Text proposed by the Commission*

7. The OBFCM devices installed by the manufacturer in these vehicles shall be capable of communicating ***the*** vehicle data they record via the OBD port ***and over the air***.

*Amendment*

7. The OBFCM devices installed by the manufacturer in these vehicles shall be capable of communicating ***legally appropriate and necessary*** vehicle data they record via the OBD port.

**Amendment 651**  
**Marian-Jean Marinescu**

**Proposal for a regulation**  
**Article 6 – paragraph 7**

*Text proposed by the Commission*

7. The OBFCM devices installed by the manufacturer in these vehicles shall be capable of communicating the vehicle data they record via the OBD port and over the air.

*Amendment*

7. The OBFCM devices installed by the manufacturer in these vehicles shall be capable of communicating the **relevant** vehicle data they record via the OBD port and over the air.

**Amendment 652**  
**Bas Eickhout**

**Proposal for a regulation**  
**Article 6 – paragraph 8**

*Text proposed by the Commission*

8. For vehicles, systems, components and separate technical units presenting a serious risk or non-compliance with the requirements laid down in this regulation, manufacturers shall immediately take the necessary corrective measures, including repairs or modifications of those vehicles, systems, components and separate technical units as appropriate, to ensure compliance with this regulation. Manufacturers or any other economic operator shall withdraw it from the market or recall it, as appropriate. The manufacturer shall immediately inform the type approval authority that granted the type-approval of the non-conformity with appropriate details.

*Amendment*

8. For vehicles, systems, components and separate technical units presenting a serious risk or non-compliance with the requirements laid down in this Regulation, manufacturers shall immediately take the necessary corrective measures, including repairs or modifications of those vehicles, systems, components and separate technical units as appropriate, to ensure compliance with this Regulation. Manufacturers or any other economic operator shall **immediately** withdraw it from the market or recall it, as appropriate, **if corrective measures do not result in compliance with the requirements laid out in this Regulation. Manufacturers shall not pass the costs of the corrective measures and market withdrawal on to the consumers and shall provide adequate compensation to the consumers.** The

manufacturer shall immediately inform the type approval authority that granted the type-approval **and the Commission** of the non-conformity with appropriate details.

Or. en

**Amendment 653**  
**Stanislav Polčák**

**Proposal for a regulation**  
**Article 6 – paragraph 8**

*Text proposed by the Commission*

8. For vehicles, systems, components and separate technical units presenting a serious risk or non-compliance with the requirements laid down in this regulation, manufacturers shall immediately take the necessary corrective measures, including repairs or modifications of those vehicles, systems, components and separate technical units as appropriate, to ensure compliance with this regulation. Manufacturers or any other economic operator shall withdraw **it** from the market or recall **it, as appropriate**. The manufacturer shall immediately inform the type approval authority that granted the type-approval of the non-conformity **with appropriate details**.

*Amendment*

8. For vehicles, systems, components and separate technical units presenting a serious risk **to the life or health of persons, property or the environment**, or non-compliance with the requirements laid down in this regulation, manufacturers shall immediately take the necessary corrective measures, including repairs or modifications of those vehicles, systems, components and separate technical units as appropriate, to ensure compliance with this regulation. **If the vehicles, systems, components or separate technical units present a serious risk to the life or health of persons, property or the environment**, manufacturers or any other economic operator shall **immediately** withdraw **them** from the market or recall **them**. The manufacturer shall immediately inform the type approval authority that granted the type-approval of the non-conformity **and of the corrective measures taken**.

Or. cs

**Amendment 654**  
**Marian-Jean Marinescu**

**Proposal for a regulation**  
**Article 6 – paragraph 8**

*Text proposed by the Commission*

8. For vehicles, systems, components and separate technical units presenting a serious risk or non-compliance with the requirements laid down in this regulation, manufacturers shall **immediately** take the necessary corrective measures, including repairs or modifications of those vehicles, systems, components and separate technical units as appropriate, to ensure compliance with this regulation. Manufacturers or any other economic operator shall withdraw it from the market or recall it, as appropriate. The manufacturer shall immediately inform the type approval authority that granted the type-approval of the non-conformity with appropriate details.

*Amendment*

8. For vehicles, systems, components and separate technical units, **manufactured in accordance with this Regulation**, presenting a serious risk or non-compliance with the requirements laid down in this regulation, manufacturers shall **be instructed according to the process and timescales of implementing legislation** to take the necessary corrective measures, including repairs or modifications of those vehicles, systems, components and separate technical units as appropriate, to ensure compliance with this regulation. Manufacturers or any other economic operator shall withdraw it from the market or recall it, as appropriate. The manufacturer shall immediately inform the type approval authority that granted the type-approval of the non-conformity with appropriate details.

Or. en

**Amendment 655**

**Nikolaj Villumsen**

on behalf of The Left Group

**Proposal for a regulation**

**Article 6 – paragraph 8**

*Text proposed by the Commission*

8. For vehicles, systems, components and separate technical units presenting a serious risk or non-compliance with the requirements laid down in this regulation, manufacturers shall immediately take the necessary corrective measures, including repairs or modifications of those vehicles, systems, components and separate technical units **as appropriate**, to ensure compliance with this regulation. Manufacturers or any other economic operator shall withdraw it from the market or recall it, **as appropriate**. The manufacturer shall immediately inform the

*Amendment*

8. For vehicles, systems, components and separate technical units presenting a serious risk or non-compliance with the requirements laid down in this regulation, manufacturers shall immediately take the necessary corrective measures, including repairs or modifications of those vehicles, systems, components and separate technical units, to ensure compliance with this regulation. Manufacturers or any other economic operator shall **immediately take all corrective measures and** withdraw it from the market or recall it, **if the actions taken to not result in compliance with this**

type approval authority that granted the type-approval of the non-conformity with appropriate details.

**regulation.** The manufacturer shall immediately inform the type approval authority that granted the type-approval of the non-conformity with appropriate details.

Or. en

**Amendment 656**  
**Ondřej Knotek**

**Proposal for a regulation**  
**Article 6 – paragraph 8**

*Text proposed by the Commission*

8. For vehicles, systems, components and separate technical units presenting a serious risk or non-compliance with the requirements laid down in this regulation, manufacturers shall **immediately** take the necessary corrective measures, including repairs or modifications of those vehicles, systems, components and separate technical units as appropriate, to ensure compliance with this regulation. Manufacturers or any other economic operator shall withdraw it from the market or recall it, as appropriate. The manufacturer shall immediately inform the type approval authority that granted the type-approval of the non-conformity with appropriate details.

*Amendment*

8. For vehicles, systems, components and separate technical units presenting a serious risk or non-compliance with the requirements laid down in this regulation, manufacturers shall **be instructed according to the process and timescales of implementing legislation to** take the necessary corrective measures, including repairs or modifications of those vehicles, systems, components and separate technical units as appropriate, to ensure compliance with this regulation. Manufacturers or any other economic operator shall withdraw it from the market or recall it, as appropriate. The manufacturer shall immediately inform the type approval authority that granted the type-approval of the non-conformity with appropriate details.

Or. en

**Amendment 657**  
**Massimiliano Salini**

**Proposal for a regulation**  
**Article 6 – paragraph 8**

*Text proposed by the Commission*

*Amendment*



8. For vehicles, systems, components and separate technical units presenting a serious risk or non-compliance with the requirements laid down in this regulation, manufacturers shall **immediately** take the necessary corrective measures, including repairs or modifications of those vehicles, systems, components and separate technical units as appropriate, to ensure compliance with this regulation. Manufacturers or any other economic operator shall withdraw it from the market or recall it, as appropriate. The manufacturer shall immediately inform the type approval authority that granted the type-approval of the non-conformity with appropriate details.

8. For vehicles, systems, components and separate technical units presenting a serious risk or non-compliance with the requirements laid down in this regulation, manufacturers shall **be instructed according to the process and timescales of implementing legislation** take the necessary corrective measures, including repairs or modifications of those vehicles, systems, components and separate technical units as appropriate, to ensure compliance with this regulation. Manufacturers or any other economic operator shall withdraw it from the market or recall it, as appropriate. The manufacturer shall immediately inform the type approval authority that granted the type-approval of the non-conformity with appropriate details.

Or. en

**Amendment 658**  
**Massimiliano Salini**

**Proposal for a regulation**  
**Article 6 – paragraph 9**

*Text proposed by the Commission*

**9. The Commission shall adopt, by means of implementing acts, detailed rules on requirements, tests, methods and corrective measures related to the obligations referred to in paragraphs 1 to 8. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 17(2).**

*Amendment*

**deleted**

Or. en

*Justification*

*Request for delegated and implementing acts by the EU Commission should be addressed in one article only (in accordance with Article 14.4)*

## Amendment 659

Jessica Polfjärd

### Proposal for a regulation

#### Article 6 – paragraph 9

*Text proposed by the Commission*

9. The Commission shall adopt, by means of implementing acts, detailed rules on requirements, tests, methods and corrective measures related to the obligations referred to in paragraphs 1 to 8. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 17(2).

*Amendment*

9. The Commission shall adopt, by means of implementing acts, detailed rules on requirements, tests, methods and corrective measures related to the obligations referred to in paragraphs 1 to 8. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 17(2) **and should take into account relevant UN Regulations adopted by the UN World Forum for Harmonisation of Vehicle Regulations with regard to regulatory development and technical progress.**

Or. en

## Amendment 660

Marian-Jean Marinescu

### Proposal for a regulation

#### Article 6 – paragraph 9

*Text proposed by the Commission*

9. The Commission shall adopt, by means of implementing acts, detailed rules on requirements, tests, methods and corrective measures related to the obligations referred to in **paragraphs 1 to 8**. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 17(2).

*Amendment*

9. The Commission shall adopt, **no later than 1 year from the date of entering in force of this Regulation**, by means of implementing acts, detailed rules on requirements, tests, methods and corrective measures related to the obligations referred to in **paragraph 8**. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 17(2).

Or. en

## Amendment 661

**Susana Solís Pérez, Andreas Glueck**

**Proposal for a regulation**  
**Article 6 – paragraph 9**

*Text proposed by the Commission*

9. The Commission shall adopt, by means of implementing acts, detailed rules on requirements, *tests*, methods and corrective measures related to the obligations referred to in paragraphs 1 to 8. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 17(2).

*Amendment*

9. The Commission shall adopt, by means of implementing acts, detailed rules on requirements, methods and corrective measures related to the obligations referred to in paragraphs 1 to 8. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 17(2).

Or. en

*Justification*

*There is no need for implementing acts for tests as they are already defined in Euro 6 and Euro VI Regulations.*

**Amendment 662**  
**Bas Eickhout**

**Proposal for a regulation**  
**Article 7 – paragraph 1**

*Text proposed by the Commission*

1. In order to demonstrate compliance with the emission type-approval rules during emission type-approval, the manufacturer shall perform the tests specified in tables 1, 3, 5 7 and 9 of Annex V. For the purpose of verifying the conformity of production with the requirements of this Regulation vehicles, components and separate technical units shall be selected at the premises of the manufacturer by the type approval authority or the manufacturer. In-service conformity shall be checked for the periods prescribed in table 1 of Annex IV.

*Amendment*

1. In order to demonstrate compliance with the emission type-approval rules during emission type-approval, the manufacturer shall perform the tests specified in tables 1, 3, 5 7 and 9 of Annex V. For the purpose of verifying the conformity of production with the requirements of this Regulation vehicles, components and separate technical units shall be selected at the premises of the manufacturer by the type approval authority or the manufacturer. In-service conformity shall be checked for the periods prescribed in table 1 of Annex IV. ***Manufacturers shall issue and update the environmental vehicle passport (EVP) after in-service conformity checks,***

*mentioning updated values for the information mentioned in Article 3 (71) of this Regulation. In accordance with Regulation 2018/858 and Directive 2014/45/EU, manufacturers shall allow for competent authorities and testing centres to update the EVP with accurate data from the OBD port and the OBFCM device of the vehicle.*

Or. en

### **Amendment 663**

**Nikolaj Villumsen**

on behalf of The Left Group

### **Proposal for a regulation**

#### **Article 7 – paragraph 1**

*Text proposed by the Commission*

1. In order to demonstrate compliance with the emission type-approval rules during emission type-approval, the manufacturer shall perform the tests specified in tables 1, 3, 5 7 and 9 of Annex V. For the purpose of verifying the conformity of production with the requirements of this Regulation vehicles, components and separate technical units shall be selected at the premises of the manufacturer by the type approval authority or the manufacturer. In-service conformity shall be checked for the periods prescribed in table 1 of Annex IV.

*Amendment*

1. In order to demonstrate compliance with the emission type-approval rules during emission type-approval, the manufacturer shall perform the tests specified in tables 1, 3, 5 7 and 9 of Annex V. For the purpose of verifying the conformity of production with the requirements of this Regulation vehicles, components and separate technical units shall be selected at the premises of the manufacturer by the type approval authority or the manufacturer. In-service conformity shall be checked for the periods prescribed in table 1 of Annex IV.  
***Manufacturers shall issue and updated environmental vehicle passport (EVP) after in-service conformity checks, mentioning updated values for the information mentioned in Article 3 (71) of this Regulation. In accordance with Regulation 2018/858 and Directive 2014/45/EU, manufacturers should allow for competent authorities and testing centres to update the EVP with accurate data from the OBD port and the OBFCM device of the vehicle.***

**Amendment 664****Christel Schaldemose, Helène Fritzon, Mohammed Chahim, Sara Cerdas, Tiemo Wölken****Proposal for a regulation****Article 7 – paragraph 1***Text proposed by the Commission*

1. In order to demonstrate compliance with the emission type-approval rules during emission type-approval, the manufacturer shall perform the tests specified in tables 1, 3, 5 7 and 9 of Annex V. For the purpose of verifying the conformity of production with the requirements of this Regulation vehicles, components and separate technical units shall be selected at the premises of the manufacturer by the type approval authority or the manufacturer. In-service conformity shall be checked for the periods prescribed in table 1 of Annex IV.

*Amendment*

1. In order to demonstrate compliance with the emission type-approval rules during emission type-approval, the manufacturer shall perform the tests specified in tables 1, 3, 5 7 and 9 of Annex V. For the purpose of verifying the conformity of production with the requirements of this Regulation vehicles, components and separate technical units shall be selected at the premises of the manufacturer by the type approval authority or the manufacturer. In-service conformity shall be checked for the periods prescribed in table 1 of Annex IV.  
***Manufacturers shall issue and updated environmental vehicle passport (EVP) after in-service conformity checks, mentioning updated values for the information mentioned in Article 3 (71) of this Regulation. In accordance with Regulation 2018/858 and Directive 2014/45/EU, manufacturers shall allow for competent authorities and testing centres to update the EVP with accurate data from the OBD port and the OBFCM device of the vehicle.***

Or. en

*Justification*

*The added value of the EVP should be brought to consumers, in line with technological developments allowing for the real-world measurement of emission levels, fuel consumption, battery range, etc. As such, the EVP should be presented before the act of purchase and should accompany the vehicle throughout its lifetime. If updated accordingly by manufacturers, competent authorities and testing centres, consumers will know if the vehicle exceeded the emission limits, but also the certified fuel consumption or the state of health of*

*the battery*

**Amendment 665**  
**Massimiliano Salini**

**Proposal for a regulation**  
**Article 7 – paragraph 2**

*Text proposed by the Commission*

2. The manufacturer shall provide the type-approval authority with a signed declaration of conformity as regards the RDE, CO<sub>2</sub> ambient temperature correction, OBD, OBM, emission and battery durability, continuous or periodic regeneration, anti-tampering and crankcase requirements as specified in Annex V. ***The manufacturer shall provide to the type-approval authority a signed declaration of conformity on the use of adaptive controls and geofencing options when the manufacturer selects these options.***

*Amendment*

2. The manufacturer shall provide the type-approval authority with a signed declaration of conformity as regards the RDE, CO<sub>2</sub> ambient temperature correction, OBD, OBM, emission and battery durability, continuous or periodic regeneration, anti-tampering and crankcase requirements as specified in Annex V.

Or. en

*Justification*

*There should not be a request for declaration of conformity for adaptive controls and geofencing unless the requirements are actually known, and as we see this is unclear.*

**Amendment 666**  
**Susana Solís Pérez**

**Proposal for a regulation**  
**Article 7 – paragraph 2**

*Text proposed by the Commission*

2. The manufacturer shall provide the type-approval authority with a signed declaration of conformity as regards the RDE, CO<sub>2</sub> ambient temperature correction, OBD, OBM, emission and battery durability, continuous or periodic regeneration, anti-tampering and crankcase requirements as specified in Annex V. ***The***

*Amendment*

2. The manufacturer shall provide the type-approval authority with a signed declaration of conformity as regards the RDE, CO<sub>2</sub> ambient temperature correction, OBD, OBM, emission and battery durability, continuous or periodic regeneration, anti-tampering and crankcase

***manufacturer shall provide to the type-approval authority a signed declaration of conformity on the use of adaptive controls and geofencing options when the manufacturer selects these options.***

requirements as specified in Annex V.

Or. en

#### **Amendment 667**

**Ondřej Knotek**

#### **Proposal for a regulation**

##### **Article 7 – paragraph 2**

###### *Text proposed by the Commission*

2. The manufacturer shall provide the type-approval authority with a signed declaration of conformity as regards the RDE, CO<sub>2</sub> ambient temperature correction, OBD, OBM, emission and battery durability, continuous or periodic regeneration, anti-tampering and crankcase requirements as specified in Annex V. ***The manufacturer shall provide to the type-approval authority a signed declaration of conformity on the use of adaptive controls and geofencing options when the manufacturer selects these options.***

###### *Amendment*

2. The manufacturer shall provide the type-approval authority with a signed declaration of conformity as regards the RDE, CO<sub>2</sub> ambient temperature correction, OBD, OBM, emission and battery durability, continuous or periodic regeneration, anti-tampering and crankcase requirements as specified in Annex V.

Or. en

#### **Amendment 668**

**Nikolaj Villumsen**

on behalf of The Left Group

#### **Proposal for a regulation**

##### **Article 7 – paragraph 2**

###### *Text proposed by the Commission*

2. The manufacturer shall provide the type-approval authority with a signed declaration of conformity as regards the RDE, CO<sub>2</sub> ambient temperature correction, OBD, OBM, emission and battery

###### *Amendment*

2. The manufacturer shall provide the type-approval authority with a signed declaration of conformity as regards the RDE, CO<sub>2</sub> ambient temperature correction, OBD, OBM, emission and battery

durability, continuous or periodic regeneration, anti-tampering and crankcase requirements as specified in Annex V. ***The manufacturer shall provide to the type-approval authority a signed declaration of conformity on the use of adaptive controls and geofencing options when the manufacturer selects these options.***

durability, continuous or periodic regeneration, anti-tampering and crankcase requirements as specified in Annex V.

Or. en

#### **Amendment 669**

**Christel Schaldemose, Helène Fritzon, Mohammed Chahim, Sara Cerdas, Tiemo Wölken**

#### **Proposal for a regulation Article 7 – paragraph 2**

*Text proposed by the Commission*

2. The manufacturer shall provide the type-approval authority with a signed declaration of conformity as regards the RDE, CO<sub>2</sub> ambient temperature correction, OBD, OBM, emission and battery durability, continuous or periodic regeneration, anti-tampering and crankcase requirements as specified in Annex V. ***The manufacturer shall provide to the type-approval authority a signed declaration of conformity on the use of adaptive controls and geofencing options when the manufacturer selects these options.***

*Amendment*

2. The manufacturer shall provide the type-approval authority with a signed declaration of conformity as regards the RDE, CO<sub>2</sub> ambient temperature correction, OBD, OBM, emission and battery durability, continuous or periodic regeneration, anti-tampering and crankcase requirements as specified in Annex V. .

Or. en

*Justification*

*This amendment deletes unnecessary provisions in the text following the deletion of Euro 7 categories.*

#### **Amendment 670**

**Sylvia Limmer**

#### **Proposal for a regulation Article 7 – paragraph 2**



*Text proposed by the Commission*

2. The manufacturer shall provide the type-approval authority with a signed declaration of conformity as regards the RDE, CO<sub>2</sub> ambient temperature correction, **OBD, OBM**, emission and battery durability, continuous or periodic regeneration, anti-tampering and crankcase requirements as specified in Annex V. The manufacturer shall provide to the type-approval authority a signed declaration of conformity on the use of adaptive controls and geofencing options when the manufacturer selects these options.

*Amendment*

2. The manufacturer shall provide the type-approval authority with a signed declaration of conformity as regards the RDE, CO<sub>2</sub> ambient temperature correction, emission and battery durability, continuous or periodic regeneration, anti-tampering and crankcase requirements as specified in Annex V. The manufacturer shall provide to the type-approval authority a signed declaration of conformity on the use of adaptive controls and geofencing options when the manufacturer selects these options.

Or. de

**Amendment 671**

**Bas Eickhout**

**Proposal for a regulation**

**Article 7 – paragraph 2**

*Text proposed by the Commission*

2. The manufacturer shall provide the type-approval authority with a signed declaration of conformity as regards the RDE, CO<sub>2</sub> ambient temperature correction, OBD, OBM, emission and battery durability, continuous or periodic regeneration, anti-tampering and crankcase requirements as specified in Annex V. ***The manufacturer shall provide to the type-approval authority a signed declaration of conformity on the use of adaptive controls and geofencing options when the manufacturer selects these options.***

*Amendment*

2. The manufacturer shall provide the type-approval authority with a signed declaration of conformity as regards the RDE, CO<sub>2</sub> ambient temperature correction, OBD, OBM, emission and battery durability, continuous or periodic regeneration, anti-tampering and crankcase requirements as specified in Annex V, ***including detailed information on all geographical areas and conditions under which adaptive control functions and geofencing technologies operate if these are present on the vehicle.***

Or. en

**Amendment 672**

**Sylvia Limmer**

**Proposal for a regulation**  
**Article 7 – paragraph 4**

*Text proposed by the Commission*

*Amendment*

**4. Manufacturers shall issue the environmental vehicle passport (EVP) for each vehicle and deliver that passport to the purchaser of the vehicle together with the vehicle, extracting the relevant data from sources such as the certificate of conformity and the type-approval documentation. The manufacturer shall ensure that EVP data are available for display in the vehicle electronic systems and can be transmitted from on- to off-board.** *deleted*

Or. de

**Amendment 673**  
**Jens Gieseke**

**Proposal for a regulation**  
**Article 7 – paragraph 4**

*Text proposed by the Commission*

*Amendment*

**4. Manufacturers shall issue the environmental vehicle passport (EVP) for each vehicle and deliver that passport to the purchaser of the vehicle together with the vehicle, extracting the relevant data from sources such as the certificate of conformity and the type-approval documentation. The manufacturer shall ensure that EVP data are available for display in the vehicle electronic systems and can be transmitted from on- to off-board.** *deleted*

Or. en

*Justification*

*An additional document is not needed. The vehicle Certificate of Conformity (CoC) and the national "vehicle registration certificate" already provide what is needed to identify the emission standard for a vehicle and also include many other values such as fuel consumption,*

CO2 etc. The scope of the CoC is regularly updated. The necessary information is easily accessible for market surveillance testing in the EU transparency list, as defined in regulation EU 2018/1832. As of July 2026 COC data is available per VIN in electronic format according to 2018/858 article 12 practically "over-the-air" via mobile phone.

**Amendment 674**  
**Massimiliano Salini**

**Proposal for a regulation**  
**Article 7 – paragraph 4**

*Text proposed by the Commission*

*Amendment*

**4. Manufacturers shall issue the environmental vehicle passport (EVP) for each vehicle and deliver that passport to the purchaser of the vehicle together with the vehicle, extracting the relevant data from sources such as the certificate of conformity and the type-approval documentation. The manufacturer shall ensure that EVP data are available for display in the vehicle electronic systems and can be transmitted from on- to off-board.** **deleted**

Or. en

*Justification*

*Information on vehicle environmental performance are already mandated via other EU regulations and present in certificates like Certification of Conformity (CoC).*

**Amendment 675**  
**Ondřej Knotek**

**Proposal for a regulation**  
**Article 7 – paragraph 4**

*Text proposed by the Commission*

*Amendment*

**4. Manufacturers shall issue the environmental vehicle passport (EVP) for each vehicle and deliver that passport to the purchaser of the vehicle together with the vehicle, extracting the relevant data from sources such as the certificate of** **deleted**

*conformity and the type-approval documentation. The manufacturer shall ensure that EVP data are available for display in the vehicle electronic systems and can be transmitted from on- to off-board.*

Or. en

**Amendment 676**

**Maria Veronica Rossi, Gianna Gancia, Silvia Sardone, Rosanna Conte, Matteo Adinolfi, Danilo Oscar Lancini, Elisabetta De Blasis, Marco Campomenosi**

**Proposal for a regulation  
Article 7 – paragraph 4**

*Text proposed by the Commission*

*Amendment*

**4. *Manufacturers shall issue the environmental vehicle passport (EVP) for each vehicle and deliver that passport to the purchaser of the vehicle together with the vehicle, extracting the relevant data from sources such as the certificate of conformity and the type-approval documentation. The manufacturer shall ensure that EVP data are available for display in the vehicle electronic systems and can be transmitted from on- to off-board.*** ***deleted***

Or. en

**Amendment 677**

**Jessica Polfjärd**

**Proposal for a regulation  
Article 7 – paragraph 4**

*Text proposed by the Commission*

*Amendment*

**4. *Manufacturers shall issue the environmental vehicle passport (EVP) for each vehicle and deliver that passport to the purchaser of the vehicle together with the vehicle, extracting the relevant data*** ***deleted***

*from sources such as the certificate of conformity and the type-approval documentation. The manufacturer shall ensure that EVP data are available for display in the vehicle electronic systems and can be transmitted from on- to off-board.*

Or. en

#### *Justification*

*The Environmental Vehicle Passport (EVP) in the Euro 7-regulation is unnecessary since the information asked to be provided already is covered in existing legislation and given to the customer via other means. Furthermore, there is also a risk that this addition would risk imposing fragmentation on the internal market if stricter requirements with regard to EVP were to be set out by (for example) single cities hence limiting the access of certain EU-complaint vehicles and consequently eroding the added value with a regulation on EU-level.*

#### **Amendment 678**

**Bas Eickhout**

#### **Proposal for a regulation**

#### **Article 7 – paragraph 4**

##### *Text proposed by the Commission*

4. Manufacturers shall issue the environmental vehicle passport (EVP) for each vehicle and deliver that passport to the purchaser of the vehicle together with the vehicle, extracting the relevant data from sources such as the certificate of conformity and the type-approval documentation. The manufacturer shall ensure that EVP data are available for display in the vehicle electronic systems and can be transmitted from on- to off-board.

##### *Amendment*

4. Manufacturers shall issue the environmental vehicle passport (EVP) for each vehicle, ***display information about it to consumers at the point of sale***, and deliver that passport to the purchaser of the vehicle together with the vehicle, extracting the relevant data from sources such as the certificate of conformity and the type-approval documentation. The manufacturer shall ensure that EVP data are available for display in the vehicle electronic systems and can be transmitted from on- to off-board.

Or. en

#### **Amendment 679**

**Christel Schaldemose, Helène Fritzon, Mohammed Chahim, Sara Cerdas, Tiemo Wölken**

**Proposal for a regulation**  
**Article 7 – paragraph 4**

*Text proposed by the Commission*

4. Manufacturers shall issue the environmental vehicle passport (EVP) for each vehicle and deliver that passport to the purchaser of **the vehicle together with** the vehicle, extracting the relevant data from sources such as the certificate of conformity and the type-approval documentation. The manufacturer shall ensure that EVP data are available for display in the vehicle electronic systems and can be transmitted from on- to off-board.

*Amendment*

4. Manufacturers shall issue the environmental vehicle passport (EVP) for each vehicle **to be communicated at the point of sale together with the vehicle** and deliver that passport to the purchaser of the vehicle, extracting the relevant data from sources such as the certificate of conformity and the type-approval documentation. The manufacturer shall ensure that EVP data are available for display in the vehicle electronic systems and can be transmitted from on- to off-board.

Or. en

*Justification*

*The added value of the EVP should be brought to consumers, in line with technological developments allowing for the real-world measurement of emission levels, fuel consumption, battery range, etc. As such, the EVP should be presented before the act of purchase and should accompany the vehicle throughout its lifetime. If updated accordingly by manufacturers, competent authorities and testing centres, consumers will know if the vehicle exceeded the emission limits, but also the certified fuel consumption or the state of health of the battery. Data from the OBFCM devices installed in all cars should be used for proper consumer information. Roadworthiness Directives and the Regulation on market surveillance of motor vehicles (2018/858) also foresee data sharing requirements which Euro 7 would complement by providing this data to consumers*

**Amendment 680**  
**Stanislav Polčák**

**Proposal for a regulation**  
**Article 7 – paragraph 4**

*Text proposed by the Commission*

4. Manufacturers shall issue the environmental vehicle passport (EVP) for each vehicle and deliver that passport to the purchaser of the vehicle together with the vehicle, extracting the relevant data

*Amendment*

(Does not affect the English version.)

from sources such as the certificate of conformity and the type-approval documentation. The manufacturer shall ensure that EVP data are available for display in the vehicle electronic systems and can be transmitted from on- to off-board.

Or. cs

**Amendment 681**  
**Ondřej Knotek**

**Proposal for a regulation**  
**Article 7 – paragraph 5**

*Text proposed by the Commission*

*Amendment*

**5. The Commission shall adopt implementing acts laying down the testing and compliance verifications as well as procedures, related to emission type-approval, conformity of production, in-service conformity, declaration of conformity and EVP under paragraphs 1 to 4. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 17(2).**

*deleted*

Or. en

**Amendment 682**  
**Massimiliano Salini**

**Proposal for a regulation**  
**Article 7 – paragraph 5**

*Text proposed by the Commission*

*Amendment*

**5. The Commission shall adopt implementing acts laying down the testing and compliance verifications as well as procedures, related to emission type-approval, conformity of production, in-service conformity, declaration of**

*deleted*

*conformity and EVP under paragraphs 1 to 4. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 17(2).*

Or. en

*Justification*

*Request for delegated and implementing acts by the EU Commission should be addressed in one article only (in accordance with Article 14.4)*

**Amendment 683**  
**Jessica Polfjärd**

**Proposal for a regulation**  
**Article 7 – paragraph 5**

*Text proposed by the Commission*

*Amendment*

**5. The Commission shall adopt implementing acts laying down the testing and compliance verifications as well as procedures, related to emission type-approval, conformity of production, in-service conformity, declaration of conformity and EVP under paragraphs 1 to 4. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 17(2).** *deleted*

Or. en

*Justification*

*The implementing powers with regard to the this regulation is listed in Article 14 and should not be repeated elsewhere.*

**Amendment 684**  
**Susana Solís Pérez**

**Proposal for a regulation**  
**Article 7 – paragraph 5**



5. The Commission shall adopt implementing acts laying down the testing and compliance verifications as well as procedures, related to emission type-approval, conformity of production, in-service conformity, declaration of conformity and EVP under paragraphs 1 to 4. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 17(2).

5. The Commission shall adopt implementing acts laying down the testing and compliance verifications as well as procedures, related to emission type-approval, conformity of production, in-service conformity, declaration of conformity and EVP under paragraphs 1 to 4. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 17(2). ***Manufacturers shall issue and updated environmental vehicle passport (EVP) after in-service conformity checks, mentioning updated values for the information mentioned in Article 3 (71) of this Regulation. In accordance with Regulation 2018/858 and Directive 2014/45/EU, manufacturers should allow for competent authorities and testing centres to update the EVP with accurate data from the OBD port and the OBD device of the vehicle***

Or. en

**Amendment 685**  
**Marian-Jean Marinescu**

**Proposal for a regulation**  
**Article 7 – paragraph 5**

5. The Commission shall adopt implementing acts laying down the testing and compliance verifications as well as procedures, related to emission type-approval, conformity of production, in-service conformity, declaration of conformity and EVP under ***paragraphs 1 to 4***. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 17(2).

5. The Commission shall adopt implementing acts ***no later than 1 year after the date of entry in force*** laying down the testing and compliance verifications as well as procedures, related to emission type-approval, conformity of production, in-service conformity, declaration of conformity and EVP under ***paragraph 4***. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 17(2).

**Amendment 686**

Sylvia Limmer

**Proposal for a regulation****Article 7 – paragraph 5***Text proposed by the Commission*

5. The Commission shall adopt implementing acts laying down the testing and compliance verifications as well as procedures, related to emission type-approval, conformity of production, in-service conformity, declaration of conformity **and EVP** under paragraphs 1 to 4. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 17(2).

*Amendment*

5. The Commission shall adopt implementing acts laying down the testing and compliance verifications as well as procedures, related to emission type-approval, conformity of production, in-service conformity **and** declaration of conformity under paragraphs 1 to 3. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 17(2).

Or. de

**Amendment 687**

Bas Eickhout

**Proposal for a regulation****Article 7 a (new)***Text proposed by the Commission**Amendment***Article 7a*****Specific provisions related to vehicle tyre abrasion***

***1. By 31 December 2024, the Commission shall adopt an implementing act laying down a method for the measurement of tyre abrasion limits, based on the measurement method developed by the UN WP29, if available and where appropriate, or based on other existing state-of-the-art methods, should the UN WP29 method not be available. That implementing act shall be adopted in accordance with the examination***

*procedure referred to in Article 17(2).*

*2. By 31 December 2024, the Commission shall adopt a delegated act setting tyre abrasion limit compatible with the Union's objective to reduce microplastics released into the environment by 30% by 2030 and based on state-of-the-art abrasion rates. That delegated act shall be adopted in accordance with Article 16.*

Or. en

**Amendment 688**  
**Massimiliano Salini**

**Proposal for a regulation**  
**Article 7 a (new)**

*Text proposed by the Commission*

*Amendment*

*Article 7a*

*Specific provision relating to vehicle tyres  
abrasion*

*1. Tyre classification and definitions for the purposes of abrasion emission type approval shall follow the uniform provisions developed in the UN concerning the approval of tyres with regard to Tyre Abrasion emissions Type Approval and be included in this Regulation through an implementing act as per article 14 paragraph 3.*

*2. Any derogation to these requirements should be developed in the UN and included in this Regulation by delegated act as per Article 15.*

Or. en

**Amendment 689**  
**Maria Veronica Rossi, Gianna Gancia, Silvia Sardone, Rosanna Conte, Matteo Adinolfi, Danilo Oscar Lancini, Elisabetta De Blasis, Marco Campomenosi**

**Proposal for a regulation**

## Article 7 a (new)

*Text proposed by the Commission*

*Amendment*

### *Article 7a*

#### *Specific provisions relating to vehicle tires abrasion*

- 1. Tyre classification and definitions for the purposes of abrasion emission type approval shall follow the uniform provisions developed in the UN concerning the approval of tyres with regard to Tyre Abrasion emissions Type Approval and be included in this Regulation through an implementing act as per article 14 paragraph 3.*
- 2. Any derogation to these requirements should be developed in the UN and included in this Regulation by delegated act as per Article 15.*

Or. en

## Amendment 690

Susana Solís Pérez, Andreas Glueck

### Proposal for a regulation Article 7 a (new)

*Text proposed by the Commission*

*Amendment*

### *Article 7a*

#### *Specific Provisions relating to tyre abrasion*

- 1. Tyre characteristics and definitions for the purposes of abrasion type approval shall follow the uniform provisions of the delegated and implementing acts for C1, C2 and C3 tyre classes respectively, transposing the UN WP 29 Regulation with regard to Tyre Abrasion Type Approval.*
- 2. Any derogation to these requirements should be developed in the UN and included in this Regulation by delegated*

*act as per Article 15.*

Or. en

*Justification*

*All provisions pertaining to tyres should be in conformity with the regulations established by UNECE WP29, of which the European Commission is an active member*

**Amendment 691**

**Nikolaj Villumsen**

on behalf of The Left Group

**Proposal for a regulation**

**Article 8**

*Text proposed by the Commission*

*Amendment*

**Article 8**

**deleted**

***Special rules for small volume manufacturers***

***1. As regards pollutant emissions, small volume manufacturers may substitute tests set out in tables 1, 3, 5, 7 and 9 of Annex V with declarations of conformity. The compliance of vehicles constructed and put into the market by small volume manufacturers may be tested for in service conformity and market surveillance in accordance with tables 2, 4, 6, 8 and 10 of Annex V. Conformity of production tests set out in Annex V shall not be required. Article 4(4) point (b) shall not apply to small volume manufacturers.***

***2. Ultra-small volume manufacturers shall comply with the emission limits set out in Annex I in laboratory tests based on random real-driving cycles for in-service conformity and market surveillance purposes.***

Or. en

**Amendment 692**

**Bas Eickhout**

**Proposal for a regulation**

**Article 8**

*Text proposed by the Commission*

*Amendment*

**Article 8**

**deleted**

***Special rules for small volume  
manufacturers***

***1. As regards pollutant emissions, small volume manufacturers may substitute tests set out in tables 1, 3, 5, 7 and 9 of Annex V with declarations of conformity. The compliance of vehicles constructed and put into the market by small volume manufacturers may be tested for in service conformity and market surveillance in accordance with tables 2, 4, 6, 8 and 10 of Annex V. Conformity of production tests set out in Annex V shall not be required. Article 4(4) point (b) shall not apply to small volume manufacturers.***

***2. Ultra-small volume manufacturers shall comply with the emission limits set out in Annex I in laboratory tests based on random real-driving cycles for in-service conformity and market surveillance purposes.***

Or. en

**Amendment 693**

**Susana Solís Pérez, Andreas Glueck**

**Proposal for a regulation**

**Article 8 – title**

*Text proposed by the Commission*

*Amendment*

Special rules for small volume  
manufacturers

Special rules for ***small and ultra*** small  
volume manufacturers

Or. en

**Amendment 694**  
**Marian-Jean Marinescu**

**Proposal for a regulation**  
**Article 8 – title**

*Text proposed by the Commission*

Special rules for small volume manufacturers

*Amendment*

Special rules for small **and ultrasmall** volume manufacturers

Or. en

**Amendment 695**  
**Massimiliano Salini**

**Proposal for a regulation**  
**Article 8 – paragraph 1**

*Text proposed by the Commission*

1. As regards pollutant emissions, small volume manufacturers may substitute tests set out in tables 1, 3, 5, 7 and 9 of Annex V with declarations of conformity. The compliance of vehicles constructed and put into the market by small volume manufacturers may be tested for in service conformity and market surveillance in accordance with tables 2, 4, 6, 8 and 10 of Annex V. Conformity of production tests set out in Annex V shall not be required. Article **4(4)** point (b) shall not apply to small volume manufacturers.

*Amendment*

1. As regards pollutant emissions, small **and ultra-small** volume manufacturers may substitute tests set out in tables 1, 3, 5, 7 and 9 of Annex V with declarations of conformity. The compliance of vehicles constructed and put into the market by small volume manufacturers may be tested for in service conformity and market surveillance in accordance with tables 2, 4, 6, 8 and 10 of Annex V. Conformity of production tests set out in Annex V shall not be required. Article **4(6)** point (b) shall not apply to small **and ultra-small** volume manufacturers.

Or. en

*Justification*

*Article 4(4) point (b) is an error and should refer to Article 4(6) point (b). Indeed SVMs should be exempted from OBM.*

**Amendment 696**  
**Marian-Jean Marinescu**

**Proposal for a regulation**  
**Article 8 – paragraph 1**

*Text proposed by the Commission*

1. As regards pollutant emissions, small volume manufacturers may substitute tests set out in tables 1, 3, 5, 7 and 9 of Annex V with declarations of conformity. The compliance of vehicles constructed and put into the market by small volume manufacturers may be tested for in service conformity and market surveillance in accordance with tables 2, 4, 6, 8 and 10 of Annex V. Conformity of production tests set out in Annex V shall not be required. Article ~~4(4)~~ point (b) shall not apply to small volume manufacturers.

*Amendment*

1. As regards pollutant emissions, small **and ultrasmall** volume manufacturers may substitute tests set out in tables 1, 3, 5, 7 and 9 of Annex V with declarations of conformity. The compliance of vehicles constructed and put into the market by small volume manufacturers may be tested for in service conformity and market surveillance in accordance with tables 2, 4, 6, 8 and 10 of Annex V. Conformity of production tests set out in Annex V shall not be required. Article ~~4(4)~~**(6)** point (b) shall not apply to small volume manufacturers.

Or. en

**Amendment 697**  
**Stanislav Polčák**

**Proposal for a regulation**  
**Article 8 – paragraph 2**

*Text proposed by the Commission*

2. Ultra-small volume manufacturers **shall** comply with the emission limits set out in Annex I in laboratory tests based on random real-driving cycles for in-service conformity and market surveillance purposes.

*Amendment*

2. ***It shall be sufficient for the vehicles produced and placed on the market by*** ultra-small volume manufacturers ***to*** comply with the emission limits set out in Annex I in laboratory tests based on random real-driving cycles for in-service conformity and market surveillance purposes.

Or. cs

**Amendment 698**  
**Ondřej Knotek**

**Proposal for a regulation**



## Article 8 – paragraph 2

*Text proposed by the Commission*

2. Ultra-small volume manufacturers shall **comply** with the emission limits set out in Annex I in laboratory tests **based on random real-driving cycles for in-service conformity and market surveillance purposes**.

*Amendment*

2. Ultra-small volume manufacturers shall **demonstrate compliance** with the emission limits set out in Annex I in laboratory tests.

Or. en

### Amendment 699

**Nikolaj Villumsen**

on behalf of The Left Group

### Proposal for a regulation

#### Article 8 – paragraph 2

*Text proposed by the Commission*

2. Ultra-small volume manufacturers shall comply with the emission limits set out in Annex I in **laboratory** tests based on random real-driving cycles for in-service conformity and market surveillance purposes.

*Amendment*

2. Ultra-small volume manufacturers shall comply with the emission limits set out in Annex I in **on-road Real Driving Emissions** tests based on random real-driving cycles for in-service conformity and market surveillance purposes.

Or. en

### Amendment 700

**Susana Solís Pérez, Andreas Glueck**

### Proposal for a regulation

#### Article 8 – paragraph 2

*Text proposed by the Commission*

2. Ultra-small volume manufacturers shall comply with the emission limits set out in Annex I in laboratory tests based on **random** real-driving cycles for in-service conformity and market surveillance purposes.

*Amendment*

2. Ultra-small volume manufacturers shall comply with the emission limits set out in Annex I in laboratory tests based on real-driving cycles for in-service conformity and market surveillance purposes.

*Justification*

*Random real driving cycles should not be allowed and should be limited to statistically relevant driving situations.*

**Amendment 701**  
**Susana Solís Pérez**

**Proposal for a regulation**  
**Article 9**

*Text proposed by the Commission*

*Amendment*

*Article 9*

*deleted*

***Special rules for multistage vehicles***

***1. In multistage type-approvals, manufacturers of the second or subsequent stages shall be responsible for the emission type-approval where they modify any part of the vehicle that, according to the data provided by the manufacturers of the previous stage, might affect emissions or battery durability.***

***2. The Commission shall adopt implementing acts laying down the administrative requirements and data to be provided by manufacturers of the previous stage in accordance with paragraph 1 and procedures for the determination of CO<sub>2</sub> emissions of such vehicles. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 17(2).***

*Justification*

*Multistage vehicles should not be considered in this Regulation as the testing conditions for HDV will be based on Euro VI testing conditions which apply solely to engines.*

## Amendment 702

Jens Gieseke

### Proposal for a regulation

#### Article 9 – paragraph 1

*Text proposed by the Commission*

*Amendment*

**1. In multistage type-approvals, manufacturers of the second or subsequent stages shall be responsible for the emission type-approval where they modify any part of the vehicle that, according to the data provided by the manufacturers of the previous stage, might affect emissions or battery durability.** *deleted*

Or. en

#### *Justification*

*The pollutant emissions cannot be affected by a multi-stage manufacturer as the powertrain OEM needs to make sure that the engine system (incl. exhaust after treatment system) is and stays installed in the correct manner. Returning to the current and well-functioning Euro VI laboratory and on-road test formulation makes this proposal irrelevant for HDV where the relationship between OEM and body-builders etc is well functioning and HDV are efficiently tested in on-road conditions as per the Euro VI method.*

## Amendment 703

**Maria Veronica Rossi, Gianna Gancia, Silvia Sardone, Rosanna Conte, Matteo Adinolfi, Danilo Oscar Lancini, Elisabetta De Blasis, Marco Campomenosi**

### Proposal for a regulation

#### Article 9 – paragraph 1

*Text proposed by the Commission*

*Amendment*

**1. In multistage type-approvals, manufacturers of the second or subsequent stages shall be responsible for the emission type-approval where they modify any part of the vehicle that, according to the data provided by the manufacturers of the previous stage, might affect emissions or battery durability.** *deleted*

**Amendment 704**  
**Massimiliano Salini**

**Proposal for a regulation**  
**Article 9 – paragraph 1**

*Text proposed by the Commission*

*Amendment*

**1. In multistage type-approvals, manufacturers of the second or subsequent stages shall be responsible for the emission type-approval where they modify any part of the vehicle that, according to the data provided by the manufacturers of the previous stage, might affect emissions or battery durability.** **deleted**

Or. en

*Justification*

*A multi-stage manufacturer cannot affect pollutant emissions because the first-stage manufacturer, who is in charge of engine type approval, must ensure that the engine system, including the exhaust after treatment system, is and stays installed in the correct manner. Heavy-duty vehicles are efficiently tested in on-road conditions as per the Euro VI method.*

**Amendment 705**  
**Ondřej Knotek**

**Proposal for a regulation**  
**Article 9 – paragraph 1**

*Text proposed by the Commission*

*Amendment*

**1. In multistage type-approvals, manufacturers of the second or subsequent stages shall be responsible for the emission type-approval where they modify any part of the vehicle that, according to the data provided by the manufacturers of the previous stage, might affect emissions or battery durability.** **deleted**

**Amendment 706**  
**Marian-Jean Marinescu**

**Proposal for a regulation**  
**Article 9 – paragraph 1**

*Text proposed by the Commission*

1. In multistage type-approvals, manufacturers of the second or subsequent stages shall be **responsible** for the emission type-approval where they modify any part of the vehicle that, according to the data provided by the manufacturers of the previous stage, might affect emissions or battery durability.

*Amendment*

1. In multistage type-approvals, **after the dates provided in Article 20**, manufacturers of the second or subsequent stages shall be **co-responsible with the manufacturer** for the emission type-approval where they modify any part of the vehicle that, according to the data provided by the manufacturers of the previous stage, might affect emissions or battery durability.

**Amendment 707**  
**Ondřej Knotek**

**Proposal for a regulation**  
**Article 9 – paragraph 2**

*Text proposed by the Commission*

2. ***The Commission shall adopt implementing acts laying down the administrative requirements and data to be provided by manufacturers of the previous stage in accordance with paragraph 1 and procedures for the determination of CO<sub>2</sub> emissions of such vehicles. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 17(2).***

*Amendment*

***deleted***

**Amendment 708**

**Maria Veronica Rossi, Gianna Gancia, Silvia Sardone, Rosanna Conte, Matteo Adinolfi, Danilo Oscar Lancini, Elisabetta De Blasis, Marco Campomenosi**

**Proposal for a regulation**

**Article 9 – paragraph 2**

*Text proposed by the Commission*

*Amendment*

**2. The Commission shall adopt implementing acts laying down the administrative requirements and data to be provided by manufacturers of the previous stage in accordance with paragraph 1 and procedures for the determination of CO<sub>2</sub> emissions of such vehicles. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 17(2).** *deleted*

Or. en

**Amendment 709**

**Massimiliano Salini**

**Proposal for a regulation**

**Article 9 – paragraph 2**

*Text proposed by the Commission*

*Amendment*

**2. The Commission shall adopt implementing acts laying down the administrative requirements and data to be provided by manufacturers of the previous stage in accordance with paragraph 1 and procedures for the determination of CO<sub>2</sub> emissions of such vehicles. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 17(2).** *deleted*

Or. en

*Justification*

*Request for delegated and implementing acts by EU Commission should be all addressed in*

one article only.

**Amendment 710**  
**Marian-Jean Marinescu**

**Proposal for a regulation**  
**Article 9 – paragraph 2**

*Text proposed by the Commission*

2. The Commission shall adopt implementing acts laying down the administrative requirements and data to be provided by manufacturers of the previous stage in accordance with paragraph 1 and procedures for the determination of CO<sub>2</sub> emissions of such vehicles. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 17(2).

*Amendment*

2. The Commission shall adopt, ***no later than one year from the date of entering in force of this Regulation,*** implementing acts laying down the administrative requirements and data to be provided by manufacturers of the previous stage in accordance with paragraph 1 and procedures for the determination of CO<sub>2</sub> emissions of such vehicles. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 17(2).

Or. en

**Amendment 711**  
**Nikolaj Villumsen**  
on behalf of The Left Group

**Proposal for a regulation**  
**Article 9 a (new)**

*Text proposed by the Commission*

*Amendment*

***Article 9a***

***Euro 7 Portal***

***1. The Commission shall establish a portal where stakeholders can submit feedback and information, including attachments files such as pictures, videos and documents to the Commission and Member States in relation to the requirements under this Chapter. There shall be a possibility to submit information to the portal anonymously.***

- 2. By [OP please insert: 3 months after the date of entry into force of this Regulation], the Commission shall be empowered to adopt implementing acts specifying the modalities of the portal. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 17(2).*
- 3. The Commission shall actively promote the portal to their potential users and the general public.*

Or. en

**Amendment 712**  
**Susana Solís Pérez, Jan Huitema**

**Proposal for a regulation**  
**Article 10 – paragraph 2 a (new)**

*Text proposed by the Commission*

*Amendment*

*2a. When performing tests, checks and inspections, national authorities and testing centres should update the environmental vehicle passport (EVP) with updated values for the information mentioned in Article 3 (71) of this Regulation*

Or. en

**Amendment 713**  
**Nikolaj Villumsen**  
on behalf of The Left Group

**Proposal for a regulation**  
**Article 10 – paragraph 2 a (new)**

*Text proposed by the Commission*

*Amendment*

*2a. When performing tests, checks and inspections, national authorities and testing centres should update the environmental vehicle passport (EVP) with updated values for the information*



*mentioned in Article 3 (71) of this Regulation.*

Or. en

**Amendment 714**

**Christel Schaldemose, Heléne Fritzon, Mohammed Chahim, Sara Cerdas, Tiemo Wölken**

**Proposal for a regulation**

**Article 10 – paragraph 2 a (new)**

*Text proposed by the Commission*

*Amendment*

**2a. When performing tests, checks and inspections, national authorities and testing centres should update the environmental vehicle passport (EVP) with updated values for the information mentioned in Article 3 (71) of this Regulation.**

Or. en

*Justification*

*The added value of the EVP should be brought to consumers, in line with technological developments allowing for the real-world measurement of emission levels, fuel consumption, battery range, etc. As such, the EVP should be presented before the act of purchase and should accompany the vehicle throughout its lifetime. If updated accordingly by manufacturers, competent authorities and testing centres, consumers will know if the vehicle exceeded the emission limits, but also the certified fuel consumption or the state of health of the battery. Data from the OBFCM devices installed in all cars should be used for proper consumer information. Roadworthiness Directives and the Regulation on market surveillance of motor vehicles (2018/858) also foresee data sharing requirements which Euro 7 would complement by providing this data to consumers*

**Amendment 715**

**Bas Eickhout**

**Proposal for a regulation**

**Article 10 – paragraph 2 a (new)**

*Text proposed by the Commission*

*Amendment*

**2a. When performing tests, checks and**

*inspections, national authorities and testing centres shall update the environmental vehicle passport (EVP) with updated values for the information mentioned in Article 3 (71) of this Regulation.*

Or. en

## **Amendment 716**

**Susana Solís Pérez, Andreas Glueck**

### **Proposal for a regulation**

#### **Article 10 – paragraph 3**

*Text proposed by the Commission*

3. With effect from ... ***[OP please insert the date*** = the date of entry into force of ***this Regulation]***, where a manufacturer so requests, the national approval authorities shall not refuse to grant EU emission type-approval or national emission type-approval for a new type of vehicle or engine, or prohibit the registration, sale or entry into service of a new vehicle complying with this regulation.

*Amendment*

3. With effect from the date of entry into force of ***all implementing or delegated acts applicable to the relevant vehicle category and taking into account the relevant timeline and specific provisions for components***, where a manufacturer so requests, the national approval authorities shall not refuse to grant EU emission type-approval or national emission type-approval for a new type of vehicle or engine, or prohibit the registration, sale or entry into service of a new vehicle complying with this regulation.

Or. en

## **Amendment 717**

**Jens Gieseke**

### **Proposal for a regulation**

#### **Article 10 – paragraph 3**

*Text proposed by the Commission*

3. With effect from ... ***[OP please insert the date*** = the date of entry into force of ***this Regulation]***, where a manufacturer so requests, the national approval authorities shall not refuse to

*Amendment*

3. With effect from the date of entry into force of ***all implementing or delegated acts applicable to the relevant vehicle category***, where a manufacturer so requests, the national approval authorities

grant EU emission type-approval or national emission type-approval for a new type of vehicle or engine, or prohibit the registration, sale or entry into service of a new vehicle complying with this regulation.

shall not refuse to grant EU emission type-approval or national emission type-approval for a new type of vehicle or engine, or prohibit the registration, sale or entry into service of a new vehicle complying with this regulation.

Or. en

*Justification*

*To align with Articles 10 (4) and 10 (5).*

**Amendment 718**

**César Luena, Adriana Maldonado López, Tiemo Wölken, Nicolás González Casares, Estrella Durá Ferrandis**

**Proposal for a regulation  
Article 10 – paragraph 3**

*Text proposed by the Commission*

3. With effect from ... [OP please insert the date = the ***date of*** entry into force of ***this Regulation***], where a manufacturer so requests, the national approval authorities shall not refuse to grant EU emission type-approval or national emission type-approval for a new type of vehicle or engine, or prohibit the registration, sale or entry into service of a new vehicle complying with this regulation.

*Amendment*

3. With effect from ... [OP please insert the date = ***21 months after*** the entry into force of ***the implementing acts as set out in Article 14 (3) and (4)***], where a manufacturer so requests, the national approval authorities shall not refuse to grant EU emission type-approval or national emission type-approval for a new type of vehicle or engine, or prohibit the registration, sale or entry into service of a new vehicle complying with this regulation.

Or. en

*Justification*

*Setting an attainable calendar is crucial to allow that manufacturers adapt to the new obligations in time whilst avoiding socioeconomic impacts.*

**Amendment 719**

**Ondřej Knotek**

**Proposal for a regulation**

## Article 10 – paragraph 3

*Text proposed by the Commission*

3. With effect from ... **[OP please insert the date** = the date of entry into force of this Regulation], where a manufacturer so requests, the national approval authorities shall not refuse to grant EU emission type-approval or national emission type-approval for a new type of vehicle or engine, or prohibit the registration, sale or entry into service of a new vehicle complying with this regulation.

*Amendment*

3. With effect from the date of entry into force of **all implementing or delegated acts related to** this Regulation, where a manufacturer so requests, the national approval authorities shall not refuse to grant EU emission type-approval or national emission type-approval for a new type of vehicle or engine, or prohibit the registration, sale or entry into service of a new vehicle complying with this regulation.

Or. en

### Amendment 720

Massimiliano Salini

#### Proposal for a regulation

#### Article 10 – paragraph 3

*Text proposed by the Commission*

3. With effect from ... **[OP please insert the date** = the date of entry into force of **this Regulation]**, where a manufacturer so requests, the national approval authorities shall not refuse to grant EU emission type-approval or national emission type-approval for a new type of vehicle or engine, or prohibit the registration, sale or entry into service of a new vehicle complying with this regulation.

*Amendment*

3. With effect from the date of entry into force of **the implementing or delegated acts applicable to the relevant vehicle category** where a manufacturer so requests, the national approval authorities shall not refuse to grant EU emission type-approval or national emission type-approval for a new type of vehicle or engine, or prohibit the registration, sale or entry into service of a new vehicle complying with this regulation.

Or. en

### Amendment 721

Marian-Jean Marinescu

#### Proposal for a regulation

#### Article 10 – paragraph 3

*Text proposed by the Commission*

3. With effect from ... ***[OP please insert the date = the date of entry into force of this Regulation]***, where a manufacturer so requests, the national approval authorities shall not refuse to grant EU emission type-approval or national emission type-approval for a new type of vehicle or engine, or prohibit the registration, sale or entry into service of a new vehicle complying with this regulation.

*Amendment*

3. With effect from the ***appropriate date mentioned in Article 20***, where a manufacturer so requests, the national approval authorities shall not refuse to grant EU emission type-approval or national emission type-approval for a new type of vehicle or engine, or prohibit the registration, sale or entry into service of a new vehicle complying with this regulation.

Or. en

**Amendment 722**

**Maria Veronica Rossi, Gianna Gancia, Silvia Sardone, Rosanna Conte, Matteo Adinolfi, Danilo Oscar Lancini, Elisabetta De Blasis, Marco Campomenosi**

**Proposal for a regulation  
Article 10 – paragraph 3**

*Text proposed by the Commission*

3. With effect from ... ***[OP please insert the date = the date of entry into force of this Regulation]***, where a manufacturer so requests, the national approval authorities shall not refuse to grant EU emission type-approval or national emission type-approval for a new type of vehicle or engine, or prohibit the registration, sale or entry into service of a new vehicle complying with this regulation.

*Amendment*

3. With effect from ***the publication of the implementing or delegated acts***, where a manufacturer so requests, the national approval authorities shall not refuse to grant EU emission type-approval or national emission type-approval for a new type of vehicle or engine, or prohibit the registration, sale or entry into service of a new vehicle complying with this regulation.

Or. en

**Amendment 723**

**Maria Veronica Rossi, Gianna Gancia, Silvia Sardone, Rosanna Conte, Matteo Adinolfi, Danilo Oscar Lancini, Elisabetta De Blasis, Marco Campomenosi**

**Proposal for a regulation  
Article 10 – paragraph 3 a (new)**

*Text proposed by the Commission*

*Amendment*

**3a. Starting 24 months after the entry into force of this Regulation, and following the relevant timeline and specific provisions for components, and separate technical units, national authorities shall, on grounds relating to CO<sub>2</sub> and pollutant emissions, fuel and electric energy consumption or battery durability, refuse to grant EU emission type-approval or national emission type-approval with regard to new types of M1 vehicles which do not comply with this Regulation.**

Or. en

**Amendment 724**

**Ondřej Knotek**

**Proposal for a regulation**

**Article 10 – paragraph 3 a (new)**

*Text proposed by the Commission*

*Amendment*

**3a. With effect from 2 years after entry into force of this Regulation, national authorities shall, on grounds relating to CO<sub>2</sub> and pollutant emissions, fuel and electric energy consumption or battery durability, in the case of new types of M1, N1 vehicles, refuse to grant EU emission type-approval or national emission type-approval which do not comply with this Regulation.**

Or. en

**Amendment 725**

**Maria Veronica Rossi, Gianna Gancia, Silvia Sardone, Rosanna Conte, Matteo Adinolfi, Danilo Oscar Lancini, Elisabetta De Blasis, Marco Campomenosi**

**Proposal for a regulation**

**Article 10 – paragraph 3 b (new)**

**3b. Starting 36 months after the entry into force of this Regulation, and following the relevant timeline and specific provisions for components, and separate technical units, national authorities shall, on grounds relating to CO<sub>2</sub> and pollutant emissions, fuel and electric energy consumption or battery durability, refuse to grant EU emission type-approval or national emission type-approval with regard to new types of N1 vehicles which do not comply with this Regulation.**

Or. en

## Amendment 726

Andreas Glueck, Ulrike Müller

### Proposal for a regulation Article 10 – paragraph 4

*Text proposed by the Commission*

4. With effect from **1 July 2025**, national authorities shall, in the case of new M<sub>1</sub>, N<sub>1</sub> vehicles which do not comply with this Regulation consider certificates of conformity to be no longer valid for the purposes of registration and shall, on grounds relating to CO<sub>2</sub> and pollutant emissions, fuel and energy consumption or battery durability, prohibit the registration, sale or entry into service of such vehicles.

*Amendment*

4. With effect from ... **[OP please insert the date = three years after the date of entry into force of all relevant secondary legislation]**, national authorities shall, in the case of new M<sub>1</sub>, N<sub>1</sub> vehicles, **in respect to new vehicle types**, which do not comply with this Regulation consider certificates of conformity to be no longer valid for the purposes of registration and shall, on grounds relating to CO<sub>2</sub> and pollutant emissions, fuel and energy consumption or battery durability, prohibit the registration, sale or entry into service of such vehicles.

**With effect from ... [OP please insert the date = five years after the date of entry into force of all relevant secondary legislation], national authorities shall, in the case of all new M1, N1 vehicles, which do not comply with this Regulation consider certificates of conformity to be no longer valid for the purposes of**

**registration and shall, on grounds relating to CO<sub>2</sub> and pollutant emissions, fuel and energy consumption or battery durability, prohibit the registration, sale or entry into service of such vehicles.**

Or. en

### *Justification*

*Many important aspects will be introduced via delegated and implementing acts. Before these have been adopted national type-approval authorities as well as economic operators cannot start planning production and certification with legal certainty. The currently foreseen application dates are thus not feasible. Enough lead time once all relevant secondary legislation has been adopted is therefore needed to ensure a smooth transition. A distinction between new and old types further reduces pressure from national type-approval authorities and economic operators.*

### **Amendment 727**

**Ondřej Knotek**

### **Proposal for a regulation**

### **Article 10 – paragraph 4**

#### *Text proposed by the Commission*

4. ***With effect from 1 July 2025***, national authorities shall, in the case of new M<sub>1</sub>, N<sub>1</sub> vehicles which do not comply with this Regulation consider certificates of conformity to be no longer valid for the purposes of registration and shall, on grounds relating to CO<sub>2</sub> and pollutant emissions, fuel and energy consumption or battery durability, prohibit the registration, sale or entry into service of such vehicles.

#### *Amendment*

4. ***As from 4 years after the entry into force of all implementing or delegated acts mandated by this regulation for obtaining vehicle type approval***, national authorities shall, in the case of new M<sub>1</sub>, N<sub>1</sub> vehicles, ***refuse on grounds relating to CO<sub>2</sub> and pollutant emissions, fuel and energy consumption or battery durability, to grant EC type approval or national type approval, in respect to new vehicle types which do not comply with this Regulation.***

***As from 5 years after the entry into force of all implementing or delegated acts relevant to the vehicle category in question, national authorities shall, in the case of new M1, N1 vehicles which do not comply with this Regulation consider certificates of conformity to be no longer valid for the purposes of registration and shall, on grounds relating to CO<sub>2</sub> and pollutant emissions, fuel and energy consumption or battery durability, prohibit***



the registration, sale or entry into service of such vehicles.

Or. en

**Amendment 728**  
**Jens Gieseke**

**Proposal for a regulation**  
**Article 10 – paragraph 4**

*Text proposed by the Commission*

4. ***With effect from 1 July 2025***, national authorities shall, in the case of new M<sub>1</sub>, N<sub>1</sub> vehicles which do not comply with this Regulation consider certificates of conformity to be no longer valid for the purposes of registration and shall, on grounds relating to CO<sub>2</sub> and pollutant emissions, fuel and energy consumption or battery durability, prohibit the registration, sale or entry into service of such vehicles.

*Amendment*

4. ***As from 3 years after the entry into force of all implementing or delegated acts relevant to the vehicle category in question, national authorities shall, in the case of new M1, N1 vehicles, refuse on grounds relating to CO2 and pollutant emissions, fuel and energy consumption or battery durability, to grant EC type approval or national type approval, in respect to new vehicle types which do not comply with this Regulation.***

***4a. As from 4 years after the entry into force of all implementing or delegated acts relevant to the vehicle category in question***, national authorities shall, in the case of new M<sub>1</sub>, N<sub>1</sub> vehicles which do not comply with this Regulation consider certificates of conformity to be no longer valid for the purposes of registration and shall, on grounds relating to CO<sub>2</sub> and pollutant emissions, fuel and energy consumption or battery durability, prohibit the registration, sale or entry into service of such vehicles.

Or. en

*Justification*

*The timeline proposed by the Commission is impossible to implement by both OEMs and authorities. Manufacturers can only conduct mass production development and certification from the moment all implementing/ delegated regulations are known. Therefore, the implementation date should be linked to the entry into force of the related implementing and delegated acts, providing three full years for development and certification processes for new*

*type approvals, due to the need for both Software and Hardware changes, recertification of the entire vehicle fleet, and installation of new testing equipment. For the same reason it makes sense to return to the usual formulation of new types and all registration dates separated by one year to give breathing space for authorities and industry to handle Euro 7 as it will apply to the approval of all new vehicles.*

## **Amendment 729**

**Ivan David**

### **Proposal for a regulation**

#### **Article 10 – paragraph 4**

*Text proposed by the Commission*

4. ***With effect from 1 July 2025***, national authorities shall, in the case of new *M<sub>1</sub>*, *N<sub>1</sub>* vehicles ***which do not comply with this Regulation consider certificates of conformity to be no longer valid for the purposes of registration and shall***, on grounds relating to ***CO<sub>2</sub>*** and pollutant emissions, fuel and energy consumption or battery durability, ***prohibit the registration, sale or entry into service of such vehicles.***

*Amendment*

4. ***As of 48 months after the entry into force of all implementing or delegated acts mandated by this regulation for obtaining vehicle type approval***, national authorities shall, in the case of new ***type M1, N1*** vehicles, ***refuse*** on grounds relating to ***CO<sub>2</sub>*** and pollutant emissions, fuel and energy consumption or battery durability, ***to grant EC type approval or national type approval, in respect to new vehicle types which do not comply with this Regulation.***

Or. en

#### *Justification*

*The proposed timeline by EU Commission is simply impossible to implement by both OEMs and authorities, due to lack of lead time for development and certification processes. Manufacturers can only conduct mass production development and certification from the moment all implementing/ delegated regulations are known, especially considering the great amount of secondary legislation expected under this regulation and its game-changing impact these acts are going to have within this regulation. Therefore, we ask for providing at least 4 years for development and certification processes, due to the need for both Software and Hardware changes, recertification of the entire vehicle fleet, and installation of new testing equipment. At the same time to return to the usual formulation of new types and all registration dates separated by one year to give breathing space for authorities and industry to handle Euro 7 as it will apply to the approval of all new vehicles (ie. all new ICE and all new pure battery electric and everything in between).*

## **Amendment 730**

**Massimiliano Salini**

**Proposal for a regulation**  
**Article 10 – paragraph 4**

*Text proposed by the Commission*

4. With effect from **1 July 2025**, national authorities shall, in the case of new M<sub>1</sub>, N<sub>1</sub> vehicles which do not comply with this Regulation consider certificates of conformity to be no longer valid for the purposes of registration and shall, on grounds relating to CO<sub>2</sub> and pollutant emissions, fuel and energy consumption or battery durability, prohibit the registration, sale or entry into service of such vehicles.

*Amendment*

4. With ***the*** effect from **36 months after entry into force of the corresponding implementing and delegated acts and according to the relevant timeline and specific provisions for components, and separate technical units**, national authorities shall, in the case of new M<sub>1</sub>, N<sub>1</sub> vehicles which do not comply with this Regulation consider certificates of conformity to be no longer valid for the purposes of registration and shall, on grounds relating to CO<sub>2</sub> and pollutant emissions, fuel and energy consumption or battery durability, prohibit the registration, sale or entry into service of such vehicles.

Or. en

*Justification*

*The proposed timeline does not take into account the time necessary for development and certification processes. Manufacturers can only conduct mass production development and certification from the moment all implementing and delegated acts are known.*