



**2022/0365(COD)**

26.5.2023

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## **DRAFT REPORT**

on the proposal for a regulation of the European Parliament and of the Council on 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  
(COM(2022)0586 – C9-0375/2022 – 2022/0365(COD))

Committee on the Environment, Public Health and Food Safety

Rapporteur: Alexandr Vondra

Rapporteurs for the opinion (\*):  
Massimiliano SALINI, Committee on Industry, Research and Energy

(\*) Associated committees – Rule 57 of the Rules of Procedure

***Symbols for procedures***

- \* Consultation procedure
- \*\*\* Consent procedure
- \*\*\*I Ordinary legislative procedure (first reading)
- \*\*\*II Ordinary legislative procedure (second reading)
- \*\*\*III Ordinary legislative procedure (third reading)

(The type of procedure depends on the legal basis proposed by the draft act.)

***Amendments to a draft act*****Amendments by Parliament set out in two columns**

Deletions are indicated in ***bold italics*** in the left-hand column. Replacements are indicated in ***bold italics*** in both columns. New text is indicated in ***bold italics*** in the right-hand column.

The first and second lines of the header of each amendment identify the relevant part of the draft act under consideration. If an amendment pertains to an existing act that the draft act is seeking to amend, the amendment heading includes a third line identifying the existing act and a fourth line identifying the provision in that act that Parliament wishes to amend.

**Amendments by Parliament in the form of a consolidated text**

New text is highlighted in ***bold italics***. Deletions are indicated using either the ***■*** symbol or strikeout. Replacements are indicated by highlighting the new text in ***bold italics*** and by deleting or striking out the text that has been replaced.

By way of exception, purely technical changes made by the drafting departments in preparing the final text are not highlighted.

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## DRAFT EUROPEAN PARLIAMENT LEGISLATIVE RESOLUTION

**on the proposal for a regulation of the European Parliament and of the Council on 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 (COM(2022)0586 – C9-0375/2022 – 2022/0365(COD))**

**(Ordinary legislative procedure: first reading)**

*The European Parliament,*

- having regard to the Commission proposal to Parliament and the Council (COM(2022)0586),
  - having regard to Article 294(2) and Article 114 of the Treaty on the Functioning of the European Union, pursuant to which the Commission submitted the proposal to Parliament (C9-0375/2022),
  - having regard to Article 294(3) of the Treaty on the Functioning of the European Union,
  - having regard to the opinion of the European Economic and Social Committee of xxx<sup>[1]</sup>,
  - having regard to the opinion of the Committee of the Regions of xxx<sup>[2]</sup>,
  - having regard to Rules 59 of its Rules of Procedure,
  - having regard to the opinion of the Committee on Industry, Research and Energy, the Committee on the Internal Market and Consumer Protection and the Committee on Transport and Tourism,
  - having regard to the report of the Committee on the Environment, Public Health and Food Safety (A9-0000/2023)
1. Adopts its position at first reading hereinafter set out;
  2. Calls on the Commission to refer the matter to Parliament again if it replaces, substantially amends or intends to substantially amend its proposal;
  3. Instructs its President to forward its position to the Council, the Commission and the national parliaments;

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<sup>[1]</sup> Not yet published in the Official Journal.

<sup>[2]</sup> Not yet published in the Official Journal.

## Amendment 1

### Proposal for a regulation

#### Recital 4

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

(4) The technical requirements for the type-approval of motor vehicles, engines and replacement parts with regard to emissions ('emission type-approval') are currently set out in two Regulations that apply to emission type-approval for light-duty and heavy-duty vehicles respectively, i.e. Regulation (EC) No 715/2007 of the European Parliament and of the Council ('Euro 6')<sup>44</sup> and Regulation (EC) No 595/2009 of the European Parliament and of the Council ('Euro VI')<sup>45</sup>. The reason for having two Regulations was that the emissions of heavy-duty vehicles were checked based on engine testing, while for light-duty vehicles the basis was whole vehicle testing. ***Since then, methodologies have been developed that allow testing of both light- and heavy-duty vehicles on the road. It is therefore no longer necessary to base type-approval on engine testing.***

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<sup>44</sup> Regulation (EC) No 715/2007 of the European Parliament and of the Council of 20 June 2007 on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information (OJ L 171, 29.6.2007, p. 1).

<sup>45</sup> Regulation (EC) No 595/2009 of the European Parliament and of the Council of 18 June 2009 on type-approval of motor vehicles and engines with respect to emissions from **heavy duty** vehicles (Euro VI) and on access to vehicle repair and maintenance information and amending Regulation (EC) No 715/2007 and Directive 2007/46/EC and repealing Directives 80/1269/EEC, 2005/55/EC and

##### *Amendment*

(4) The technical requirements for the type-approval of motor vehicles, engines and replacement parts with regard to emissions ('emission type-approval') are currently set out in two Regulations that apply to emission type-approval for light-duty and heavy-duty vehicles respectively, i.e. Regulation (EC) No 715/2007 of the European Parliament and of the Council ('Euro 6')<sup>44</sup> and Regulation (EC) No 595/2009 of the European Parliament and of the Council ('Euro VI')<sup>45</sup>. The reason for having two Regulations was that the emissions of heavy-duty vehicles were checked based on engine ***and vehicle*** testing, while for light-duty vehicles the basis was whole vehicle testing.

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<sup>44</sup> Regulation (EC) No 715/2007 of the European Parliament and of the Council of 20 June 2007 on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information (OJ L 171, 29.6.2007, p. 1).

<sup>45</sup> Regulation (EC) No 595/2009 of the European Parliament and of the Council of 18 June 2009 on type-approval of motor vehicles and engines with respect to emissions from **heavy-duty** vehicles (Euro VI) and on access to vehicle repair and maintenance information and amending Regulation (EC) No 715/2007 and Directive 2007/46/EC and repealing Directives 80/1269/EEC, 2005/55/EC and

*Justification*

*Commercial vehicle manufacturers rely heavily on the engine-based approach as it is essential to their business model. That is because a diverse range of vehicles shares the same engines, but with varying cabs, frames, gearboxes, and bodies, each tailored to meet the specific needs of a customer. Moving from engine testing on rigs to testing on the road significantly alters the regulatory framework for heavy vehicles. All heavy-duty vehicle manufacturers follow the same fundamental principle: developing building blocks that can be combined in endless ways to provide the customer with a bespoke work tool. Therefore, clear and well-defined testing methods are essential for the industry to create, verify, and validate products.*

**Amendment 2****Proposal for a regulation****Recital 4 a (new)***Text proposed by the Commission**Amendment*

***(4a) The EU General Safety Regulation ((EU) 2019/2144) establishes the necessary type approval requirements for newly manufactured C1, C2, and C3 tyres. It outlines the technical requirements that serve as the basis for new tyre type approval, including additional requirements for tyre abrasion. Currently, the UN World Forum for Harmonization of Vehicle Regulations (WP29) is developing a test method to measure tyre abrasion, along with the corresponding definitions and limits. To adopt this test method, along with manufacturers' obligations and a relevant timeline for implementation, as well as a transitional period for tyres produced after a certain date, this Regulation needs to be supplemented by delegated acts.***

## Justification

*It is important to establish a connection between the type approval requirements for newly manufactured C1, C2, and C3 tyres set by the General Safety Regulation ((EU) 2019/2144) and the provisions regarding tyre abrasion in this Regulation.*

### Amendment 3

#### Proposal for a regulation Recital 5

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

(5) Incorporating the requirements laid down in Regulation (EC) No 715/2007 and Regulation (EC) No 595/2009 into a single Regulation should ensure internal coherence of the system of emission type-approvals for both light and heavy-duty vehicles, while allowing for different emission limits for such vehicles.

##### *Amendment*

(5) Incorporating the requirements laid down in Regulation (EC) No 715/2007 and Regulation (EC) No 595/2009 into a single Regulation should ensure internal coherence of the system of emission type-approvals for both light and heavy-duty vehicles, while allowing for different emission limits **and testing parameters** for such vehicles.

Or. en

### Amendment 4

#### Proposal for a regulation Recital 7

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

(7) It is also necessary to reduce complexity, administrative and implementation costs for manufacturers and authorities and to ensure effective and efficient implementation of the Euro emission standards. ***Simplification is achieved by eliminating different application dates for the limits and tests which existed under Euro 6 and Euro VI, by eliminating multiple and complex emission tests where such tests are not needed, by referring to standards under existing UN Regulations where applicable, and by ensuring a streamlined and***

##### *Amendment*

(7) It is also necessary to reduce complexity, administrative and implementation costs for manufacturers and authorities and to ensure effective and efficient implementation of the Euro emission standards. ***The process of simplification involves removing various application dates for limits and tests found in Euro 6 and Euro VI, eliminating excessive and convoluted emission tests, referencing relevant standards from existing UN Regulations where applicable, and establishing a streamlined and standardized set of procedures and tests for***

**consistent** set of procedures and tests for **the various** phases of **the** emission type-approval.

***all* phases of emission type-approval. *To this end, it is imperative that this regulatory act upholds the mobility rights of EU citizens, while ensuring freedom of choice in purchasing their preferred vehicle or engine. It is also essential to keep the prices of private and commercial vehicles affordable for citizens and businesses, to maintain industrial competitiveness and innovation, and to support job creation and skill development in the sector. To achieve these goals, the EU should offer dedicated financial resources and programs as the industry transitions towards carbon neutrality.***

Or. en

## **Amendment 5**

### **Proposal for a regulation Recital 7 a (new)**

*Text proposed by the Commission*

*Amendment*

***(7a) While Euro 7 standards are focused on setting stricter emission standards for vehicles running on a conventional internal combustion engine, it is also necessary to underline the importance of prioritising industrial investment in the development and adoption of CO<sub>2</sub> neutral and zero-emission vehicles. By focusing resources on these technologies, the EU can accelerate the transition towards a more sustainable transportation sector and improve air quality, particularly in urban areas, where traffic congestion and pollution can have adverse effects on public health. This approach involves directing financial support, research and development efforts, and regulatory incentives towards fostering advancements in CO<sub>2</sub> neutral and zero-emission vehicle technology.***

**Amendment 6****Proposal for a regulation  
Recital 7 b (new)***Text proposed by the Commission**Amendment*

***(7b) The rising cost of living is the most pressing worry for 93% of European citizens according to the results of the European Parliament's Autumn 2022 Eurobarometer<sup>1a</sup>. It is therefore vitally important to ensure affordable new vehicle prices for consumers and businesses as they provide essential mobility, and often represent the primary mode of transportation due to limited public transportation options, particularly in suburban and rural areas. In this context, the Commission's estimates of additional direct costs for vehicle categories appear incomplete, as they neglect to account for the indirect costs to consumers and the increased manufacturing expenditure associated with battery-electric vehicles, particularly battery durability. According to industry analysis, the actual average incremental direct costs of Euro 7, primarily driven by equipment and investment expenditures, significantly exceed the figures presented in the impact assessment. These higher estimates range from €2,000 per passenger car/light-duty vehicle to €12,000 per heavy-duty vehicle, representing a four to tenfold increase compared to the Commission's projections<sup>1b</sup>.***

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*1a*

***<https://europa.eu/eurobarometer/surveys/detail/2932>***

*1b*

***Frontier Economics, Regulatory costs of***

## **Amendment 7**

### **Proposal for a regulation Recital 7 c (new)**

*Text proposed by the Commission*

*Amendment*

***(7c) The Commission's impact assessment also overlooks the high indirect costs to consumers resulting from increased fuel consumption, especially for heavy-duty vehicles. These unaccounted outgoings could exceed the total costs reported in the Commission evaluation. Experts in the industry note that meeting the proposed Euro 7 requirements may lead to higher fuel consumption, including additional fuel required to warm up the catalytic converter during cold starts. This results in substantial additional indirect costs for consumers and logistics companies. For example, a heavy-duty vehicle with a mileage of around 1 million kilometres and a fuel consumption rate of 25 litres per 100 kilometres, with diesel priced at €2 per litre, would incur an extra cost of €17,500 over its lifetime due to a 3.5%-point fuel increase. Similarly, the fuel cost increase for passenger cars and light commercial vehicles under Euro 7 would amount to approximately €700 per vehicle<sup>1a</sup>. Moreover, the impact assessment fails to account for other factors that could escalate costs for consumers, such as new requirements related to reducing tyre abrasion emissions, higher charges associated with battery-electric vehicles, and potential limitations in entry-level vehicle choices for consumers.***

Or. en

## Amendment 8

### Proposal for a regulation Recital 8

#### *Text proposed by the Commission*

(8) In order to ensure that the emissions for both light and **heavy duty** vehicles are limited in real life, testing vehicles ***in real conditions of use with a minimum*** set of restrictions, boundaries and other driving requirements ***and not only in the laboratory*** is required.

#### *Amendment*

(8) In order to ensure that the ***exhaust*** emissions for both light and ***heavy-duty*** vehicles are limited in real life, testing vehicles ***across a statistically representative, non-biased*** set of restrictions, boundaries and other driving requirements is required.

Or. en

#### *Justification*

*Merely imposing a basic set of limitations would not guarantee uniformity, as considerable deviations may still arise, resulting in increased production costs and engineering complexity. It is crucial to establish conditions that are statistically significant and impartial in conducting on-road evaluations, so as to avoid any biases aimed at intentionally disqualifying vehicles.*

## Amendment 9

### Proposal for a regulation Recital 9

#### *Text proposed by the Commission*

(9) ***The accuracy of the portable emission measurement equipment used for measuring the emissions of vehicles used on the road has improved significantly since their introduction. It is therefore appropriate to base the emission***

#### *Amendment*

***deleted***

*limits on such on-road measurements and therefore on-road testing no longer requires the use of conformity factors.*

Or. en

#### *Justification*

*The impact assessment for this Regulation lacks evidence to support the elimination of conformity factors for heavy-duty vehicles. Instead, it relies on approximations and assumptions about potential progress. It is important to note that conformity factors in Euro VI have a context. During in-service conformity (ISC) testing with PEMS, the actual test cycle is not run, and the PEMS equipment used is simplified compared to what is used in a test cell. This is why a conformity factor was introduced, determined to be 1.5, that accounts for the difference between the semi-transient test cycle and the WNTC (World-Wide Not To Exceed) requirement.*

### **Amendment 10**

#### **Proposal for a regulation Recital 11**

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

(11) There are now technologies available and used widely worldwide that limit evaporative emissions of volatile organic compounds during the use, parking and refuelling of a vehicle with petrol fuel. It is therefore appropriate to set the emission limits for such volatile organic compounds at a lower level **and introduce emission limits for the refuelling phase.**

##### *Amendment*

(11) There are now technologies available and used widely worldwide that limit evaporative emissions of volatile organic compounds during the use, parking and refuelling of a vehicle with petrol fuel. It is therefore appropriate to set the emission limits for such volatile organic compounds at a lower level **for new vehicles and Member States may adopt other measures at the national level to ensure that Stage II refuelling controls at petrol stations, in accordance with Commission Directive 2014/99/EU, maintain their efficacy in controlling refuelling of all petrol-run vehicles.**

Or. en

#### *Justification*

*While it may be feasible to establish more stringent evaporative emission limits for new gasoline-powered vehicles, it is crucial to carefully assess whether the associated costs outweigh the benefits of reducing volatile organic compound (VOC) emissions. This*

*consideration becomes particularly relevant given the anticipated phasing out of vehicles with internal combustion engines in the near future. Moreover, certain Member States already enforce Stage II vapor recovery system requirements at petrol stations, which involve efficiency monitoring to achieve comparable efficiency levels as Onboard Refueling Vapor Recovery (ORVR), across the entire vehicle fleet in the EU.*

## **Amendment 11**

### **Proposal for a regulation**

#### **Recital 12**

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

(12) Non-exhaust emissions consist of particles emitted by tyres and brakes of vehicles. Emissions from tyres is estimated to be the largest source of microplastics to the environment. As shown in the Impact Assessment, it is expected that by 2050, non-exhaust emissions will constitute up to 90% of all particles emitted by road transport, because exhaust particles will diminish due to vehicle electrification. Those non-exhaust emissions should therefore be measured and limited. The Commission should prepare a report on tyre abrasion by the end of 2024 to review the measurement methods and state-of-the-art *in order to propose* tyre abrasion limits.

##### *Amendment*

(12) Non-exhaust emissions consist of particles emitted by tyres and brakes of vehicles. Emissions from tyres is estimated to be the largest source of microplastics to the environment. As shown in the Impact Assessment, it is expected that by 2050, non-exhaust emissions will constitute up to 90% of all particles emitted by road transport, because exhaust particles will diminish due to vehicle electrification. Those non-exhaust emissions should therefore be measured and limited. The Commission should prepare a report on tyre abrasion by the end of 2024 to review the measurement methods and state-of-the-art ***developed in the UN WP29 common GRBP/GRPE Task Force on Tyre Abrasion with the view of ensuring consistency in the definition of*** tyre abrasion limits. ***Additionally, the report should comprehensively evaluate the impact of the tyre abrasion rate limits and requirements, which will address deficiencies identified in the impact assessment of this Regulation.***

Or. en

##### *Justification*

*The Commission acknowledges in the impact assessment that there are still technological limitations in setting regulatory limits and testing modalities for tyre abrasion. For that reason, it is recommended to conduct a further customized assessment, which should include an evaluation of the EU's capacity to test tyre abrasion.*

## Amendment 12

### Proposal for a regulation Recital 14

#### *Text proposed by the Commission*

(14) Vehicles with traction batteries, including plugin hybrids and battery electric vehicles, contribute to the decarbonisation of the road transport sector. In order to gain and increase consumer trust in such vehicles, they should be performant and durable. It is therefore important to require that traction batteries retain a good part of their initial capacity after many years of use. That is of particular importance to buyers of second hand electric vehicles to ensure that the vehicle will continue to perform as expected. Monitors of the battery *state-of-health* should therefore be required for all vehicles that use traction batteries. In addition minimum performance requirements for battery durability of passenger cars should be introduced, taking into account the UN Global Technical Regulation 22<sup>47</sup>.

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<sup>47</sup> United Nations Global Technical Regulation on In-vehicle Battery Durability for Electrified Vehicles, UN GTR 22

#### *Amendment*

(14) Vehicles with traction batteries, including plugin hybrids and battery electric vehicles, contribute to the decarbonisation of the road transport sector. In order to gain and increase consumer trust in such vehicles, they should be performant and durable. It is therefore important to require that traction batteries retain a good part of their initial capacity after many years of use. That is of particular importance to buyers of second hand electric vehicles to ensure that the vehicle will continue to perform as expected. Monitors of the battery *state of range (SOCR) or state of energy (SOCE)* should therefore be required for all vehicles that use traction batteries. In addition minimum performance requirements for battery durability of passenger cars should be introduced, taking into account the UN Global Technical Regulation 22<sup>47</sup>.

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<sup>47</sup> United Nations Global Technical Regulation on In-vehicle Battery Durability for Electrified Vehicles, UN GTR 22

Or. en

#### *Justification*

*An update is necessary for technical accuracy as the term "state-of-health" is not included in UN Global Technical Regulation No.22.*

## Amendment 13

### Proposal for a regulation Recital 15

#### *Text proposed by the Commission*

(15) Tampering of vehicles to remove or deactivate parts of the pollution control systems is a well-known problem. Such practice leads to uncontrolled emissions and should be prevented. Tampering of the odometer, leads to false mileage and hampers the proper in-service control of a vehicle. ***It is therefore of the utmost importance to guarantee the highest possible security protection of those systems, complete with security certificates and appropriate anti-tampering protection to ensure that neither pollution control systems nor the vehicle odometer can be tampered with.***

#### *Amendment*

(15) Tampering of vehicles to remove or deactivate parts of the pollution control systems is a well-known problem. Such practice leads to uncontrolled emissions and should be prevented ***through action to deter the advertising, sale and installation of tampering devices.*** Tampering of the odometer, leads to false mileage and hampers the proper in-service control of a vehicle, therefore ***all Member States should introduce vehicle mileage recording when a vehicle is serviced or during a periodic technical inspection. Accordingly, it is important that new vehicles are designed with appropriate security protection of those systems.***

Or. en

#### *Justification*

*Enforcing a high level of security protection throughout a vehicle's lifespan from production would prove to be a significant challenge due to the continued availability of tampering services across the EU. To address this issue, it is necessary to prohibit the advertising, sale, and installation of tampering devices or services at both the EU and Member State levels. In fact, some Member States have already implemented effective measures such as official vehicle mileage recording during service intervals or the Periodical Technical Inspection (PTI) process to prevent vehicle tampering and improve security. These measures have proven to be successful in reducing the incidence of vehicle tampering.*

## Amendment 14

### Proposal for a regulation Recital 16

#### *Text proposed by the Commission*

(16) Sensors installed on vehicles are already used today to detect anomalies on emissions and trigger related repairs

#### *Amendment*

(16) Sensors ***and other sophisticated strategies*** installed on vehicles are already used today to ***enhance their functionality***

through the on-board diagnostic (OBD) system. *The OBD system currently in use, however, does not detect accurately or timely the malfunctions and neither does it sufficiently and timely force repairs. As a result,* it is possible that vehicles emit much more than they are allowed to do. *The* sensors used *up to now* for OBD can also *be used to monitor and control the emission behaviour of the vehicles on a continuous basis via an on-board monitoring (OBM) system. The OBM will also warn the user to perform repairs of the engine or the pollution control systems when these are needed. It is therefore appropriate to require that such a system is installed and to regulate its technical requirements.*

*in order to* detect anomalies on *exhaust* emissions, *store data* and trigger *the need for* related repairs through the on-board diagnostic (OBD) system *and the dashboard Malfunction Indicator (MI)*. It is possible that vehicles emit much more than they are allowed to do *depending on how promptly drivers or operators address the warning signalled by the MI. In some cases,* sensors *that have been ordinarily* used for OBD can also *serve the purpose of* monitoring *the exhaust emission behaviour of vehicles, thereby enhancing the efficiency and functionality of OBD.*

Or. en

#### *Justification*

*The Commission proposal portrays the on-board diagnostic (OBD) system in an unfavourable light, implying that it has inherent drawbacks. However, this characterization is unwarranted, as some sensors, while not controlling emissions behaviour, can still monitor emissions behaviour to a certain extent.*

## Amendment 15

### Proposal for a regulation

#### Recital 17

*Text proposed by the Commission*

*Amendment*

*(17) Manufacturers may opt to produce vehicles which comply with lower emission limits or with better battery durability than what is required in this Regulation, or which include advanced options including geofencing and adaptive controls. Consumers and national authorities should be able to identify such vehicles through appropriate documentation. An environmental vehicle passport (EVP) should therefore be made available.*

*deleted*

### Justification

*Although manufacturers have the freedom to exceed regulatory requirements, it is important that this legislation does not inadvertently introduce measures that exceed the requirements of this Regulation, resulting in a higher level of overall ambition.*

## Amendment 16

### Proposal for a regulation

#### Recital 18

#### *Text proposed by the Commission*

(18) *In case* the Commission ***makes a proposal*** for registering ***after 2035 new light-duty*** vehicles ***running*** exclusively on CO2 neutral fuels outside the scope of ***the*** CO2 fleet standards, and in ***conformity*** with Union law and the Union's climate neutrality objective, this Regulation will need to be amended to include the possibility to type approve such vehicles.

#### *Amendment*

(18) ***In order to align with the provisions of Regulation (EU) 2023/851, it is recommended that*** the Commission ***propose a measure*** for registering ***new*** vehicles ***that*** exclusively ***run*** on CO2 neutral fuels ***after 2035***, outside the scope of CO2 fleet standards and in ***compliance*** with Union law and the Union's climate neutrality objective. ***Consequently***, this Regulation will need to be amended to include the possibility to type approve such vehicles.

## Amendment 17

### Proposal for a regulation

#### Recital 19

#### *Text proposed by the Commission*

(19) Emissions from vehicles sold by small volume manufacturers ***constitute an insignificant part of*** emissions in the Union. ***Some*** flexibility ***may therefore be allowed in some of the requirements*** for such manufacturers. ***Small volume manufacturers should therefore be able to substitute certain tests during type-approval with declarations of compliance,***

#### *Amendment*

(19) Emissions from vehicles sold by small volume manufacturers ***have a negligible impact on overall*** emissions in the Union. ***For that reason, it is appropriate to provide*** flexibility for such manufacturers, ***given the compliance requirements also mandated under Regulation (EU) 2023/851, by deferring the application of Euro 7 standards until***

***while ultra-small volume manufacturers should be allowed to use laboratory tests based on random real-driving cycles.***

**2035.**

Or. en

*Justification*

*To ensure coherence with Regulation (EU) 2023/851 as regards strengthening the CO<sub>2</sub> emission performance standards for new passenger cars and new light commercial vehicles in line with the Union's increased climate ambition.*

**Amendment 18**

**Proposal for a regulation  
Recital 21**

*Text proposed by the Commission*

(21) In order to ensure uniform conditions for the implementation of this Regulation, implementing powers should be conferred on the Commission in relation to obligations of manufacturers as part of type-approval and procedures, test and methodologies to be applied for declaration of conformity, conformity of production check, in-service conformity-check ***and environmental vehicle passport (EVP)***; options and designations of vehicles; requirements, tests, methods and corrective measures related to durability of vehicles, systems, components and separate technical units, as well as registration and communication capabilities of OBM systems, including for the purpose of periodic technical inspections and roadworthiness checks; requirements and information to be provided by manufacturers of multistage vehicles as well as procedures to determine the CO<sub>2</sub> value for these multistage vehicles; technical elements, administrative and documentation requirements for emission type-approval, checks and inspections and market surveillance checks, as well as reporting obligations, in-service

*Amendment*

(21) In order to ensure uniform conditions for the implementation of this Regulation, implementing powers should be conferred on the Commission in relation to obligations of manufacturers as part of type-approval and procedures, test and methodologies to be applied for declaration of conformity, conformity of production check, ***and*** in-service conformity-check; options and designations of vehicles; requirements, tests, methods and corrective measures related to durability of vehicles, systems, components and separate technical units, as well as registration and communication capabilities of OBM systems, including for the purpose of periodic technical inspections and roadworthiness checks; requirements and information to be provided by manufacturers of multistage vehicles as well as procedures to determine the CO<sub>2</sub> value for these multistage vehicles; technical elements, administrative and documentation requirements for emission type-approval, checks and inspections and market surveillance checks, as well as reporting obligations, in-service conformity and conformity of production

conformity and conformity of production checks; methods and tests to (i) measure exhaust emissions in the lab and on the road, **including random and worst-case RDE test cycles**, the use of portable emissions measurement systems for verifying real driving **emissions, and idle** emissions, (ii) determine the CO<sub>2</sub> emissions, fuel and energy consumption, the electric range and engine power of a motor vehicle, (iii) provide specifications for gear shift indicator (GSI) (iv) determine the impact of O<sub>3</sub>, O<sub>4</sub> trailers on the CO<sub>2</sub>, fuel and energy consumption, electric range and engine power of a motor vehicle, (iv) measure crankcase emissions, evaporative emissions, brake emissions, (v) evaluate compliance with minimum performance requirements of battery durability, (vi) assess the in-service conformity of engines and vehicles; compliance thresholds and performance requirements, as well as (vii) test and methods to ensure performance of sensors (OBD and OBM); (viii) methods to ensure and assess security measures; specification and characteristics of driver warning systems and inducement methods and to assess their correct operation; (ix) methods to assess the correct operation, effectiveness, regeneration and durability of original and replacement pollution control systems; (x) methods to ensure and assess security measures including vulnerability analysis and tampering protection; (xi) methods to assess the correct functioning of types approved under specific EURO7 designations; (xii) criteria for emission type-approvals for small and ultra-small volume manufacturers; (xiii) checks and test procedures for multistage vehicles; (xiv) performance requirements for test equipment; (xv) specification of reference fuels; and (xvi) methods for assessing the absence of defeat devices and defeat strategies; (xvii) to measure tyre abrasion, as well as (xviii) **EVP format, data and method of communication of the EVP**

checks; methods and tests to (i) measure exhaust emissions in the lab and on the road, the use of portable emissions measurement systems for verifying real driving emissions, (ii) determine the CO<sub>2</sub> emissions, fuel and energy consumption, the electric range and engine power of a motor vehicle, (iii) provide specifications for gear shift indicator (GSI) (iv) determine the impact of O<sub>3</sub>, O<sub>4</sub> trailers on the CO<sub>2</sub>, fuel and energy consumption, electric range and engine power of a motor vehicle, (iv) measure crankcase emissions, evaporative emissions **and** brake emissions **in conformity with the UN WP29**, (v) evaluate compliance with minimum performance requirements of battery durability **in conformity with the UN WP29**, (vi) assess the in-service conformity of engines and vehicles; compliance thresholds and performance requirements, as well as (vii) test and methods to ensure **the monitoring** performance of sensors (OBD and OBM); (viii) methods to ensure and assess security measures; specification and characteristics of driver warning systems and inducement methods and to assess their correct operation; (ix) methods to assess the correct operation, effectiveness, regeneration and durability of original and replacement pollution control systems; (x) methods to ensure and assess security measures including vulnerability analysis and tampering protection; (xi) methods to assess the correct functioning of types approved under specific EURO7 designations; (xii) criteria for emission type-approvals for small and ultra-small volume manufacturers; (xiii) checks and test procedures for multistage vehicles; (xiv) performance requirements for test equipment; (xv) specification of reference fuels; and (xvi) methods for assessing the absence of defeat devices and defeat strategies; (xvii) to measure tyre abrasion **in conformity with UN WP29**, as well as (xviii) **measures to clarify the application of tests which manufacturers, Member**

**data.** Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council<sup>50</sup>.

**States, third parties/Commission should exercise for initial type approval, conformity of production, in-service conformity and market surveillance.**

Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council<sup>50</sup>.

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<sup>50</sup> Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).

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<sup>50</sup> Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).

Or. en

### *Justification*

*There is no need to refer to the Environmental Vehicle Passport (EVP) since the requisite vehicle information is already provided. It is also important to note that idle emissions for heavy-duty vehicles do not accurately reflect the actual driving conditions and vehicle usage, and therefore, their relevance in the context of type-approval and testing procedures is inadequate for the purposes of this Regulation.*

## **Amendment 19**

### **Proposal for a regulation Recital 22**

#### *Text proposed by the Commission*

(22) In order to amend or supplement, as appropriate, non-essential elements of this Regulation, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of test conditions based on data collected when testing Euro 7 **vehicles**, brakes or tyres; test requirements, **in particular** taking into account technical progress and data collected when testing

#### *Amendment*

(22) In order to amend or supplement, as appropriate, non-essential elements of this Regulation, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of test conditions based on data collected when testing Euro 7 brakes or tyres; **the application of** test requirements, taking into account technical progress and data collected when testing Euro 7

Euro 7 vehicles; ***introducing vehicle options and designations based on innovative technologies for manufacturers but also*** setting out brake particle emission limits and abrasion limits for tyre types as well as minimum performance requirements of batteries ***and durability multipliers based on data collected when testing Euro 7 vehicles and setting out definitions and special rules for small volume manufacturers for vehicles of categories M<sub>2</sub>, M<sub>3</sub>, N<sub>2</sub>, N<sub>3</sub>***. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making<sup>51</sup>. In particular, in order to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

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<sup>51</sup> OJ L 123, 12.5.2016, p. 1.

vehicles, ***but only to reduce procedural complexity***; setting out brake particle emission limits and abrasion limits for tyre types, ***in accordance with the test method and limits developed in the UN WP29***, as well as minimum performance requirements of batteries. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making<sup>51</sup>. In particular, in order to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

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<sup>51</sup> OJ L 123, 12.5.2016, p. 1.

Or. en

### *Justification*

*This Regulation must give due consideration to the test method established by the UN World Forum for Harmonization of Vehicle Regulations (WP29).*

## **Amendment 20**

### **Proposal for a regulation Recital 25**

*Text proposed by the Commission*

(25) It is important to grant Member States, national type-approval authorities and economic operators enough time to prepare for the application of the new rules introduced by this Regulation. The date of application should therefore be deferred. While for light duty vehicles the date of application should be *as soon as technically possible*, for heavy duty vehicles and trailers the date of application *may be further delayed by two years*, since the transition to *zero-emission* vehicles will be *longer for heavy duty* vehicles.

*Amendment*

(25) It is important to grant Member States, national type-approval authorities and economic operators enough time to prepare for the application of the new rules introduced by this Regulation. The date of application should therefore be deferred. While for light duty vehicles the date of application *for new types* should be *36 months from the adoption of all corresponding implementing and delegated acts enacted in accordance with this Regulation*, for heavy-duty vehicles and trailers the date of application *for new types* should be *48 months from the adoption of all corresponding implementing and delegated acts enacted in accordance with this Regulation*, since the transition to *zero and low-emission* vehicles will be *a major technological challenge requiring additional lead time for heavy-duty* vehicles.

Or. en

*Justification*

*Legal certainty is essential for manufacturers as it allows them to plan and make investments for the future, such as developing new technologies or expanding production facilities, with confidence that their actions will comply with the law. For that reason, this Regulation should include a lead time in the basic act following the completion of all corresponding secondary legislation.*

**Amendment 21**

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

*Text proposed by the Commission*

1. This Regulation establishes common technical requirements and administrative provisions for the emission type-approval and market surveillance of motor vehicles, systems, components and

*Amendment*

1. This Regulation establishes common technical requirements and administrative provisions for the emission type-approval and market surveillance of motor vehicles, systems, components and

separate technical units, with regard to their CO<sub>2</sub> and pollutant emissions, fuel and energy consumption and battery durability.

separate technical units, with regard to their CO<sub>2</sub> and pollutant emissions, fuel and **electric** energy consumption and battery durability.

Or. en

## Amendment 22

### Proposal for a regulation

#### Article 1 – paragraph 1 a (new)

*Text proposed by the Commission*

*Amendment*

***1a. For the purposes of emission type-approval and market surveillance of newly manufactured tyres, the technical requirements and administrative provisions laid down in this Regulation must be taken into account in conjunction with the tyre technical requirements and administrative provisions of the General Safety Regulation (EU) 2019/2144.***

Or. en

#### *Justification*

*Given that the General Safety Regulation ((EU) 2019/2144) sets type approval requirements for newly manufactured tyres C1, C2, and C3, it is necessary to add a reference and connect it with the tyre abrasion provisions in this Regulation.*

## Amendment 23

### Proposal for a regulation

#### Article 1 – paragraph 2

*Text proposed by the Commission*

*Amendment*

2. This Regulation lays down rules for the initial emission type approval, conformity of production, in-service conformity, market surveillance, the durability of pollution control systems and traction batteries, on-board monitoring

2. This Regulation, ***in addition***, lays down rules for the initial emission type approval, conformity of production, in-service conformity, market surveillance, the durability of pollution control systems and traction batteries, on-board monitoring

systems, security provisions to limit tampering and cybersecurity measures, and the accurate determination of CO<sub>2</sub> emissions, electric range, fuel and energy consumption and energy efficiency.

systems, security provisions to limit tampering and cybersecurity measures, and the accurate determination of CO<sub>2</sub> emissions, electric range, fuel and ***electric*** energy consumption and energy efficiency.

Or. en

## Amendment 24

### Proposal for a regulation

#### Article 3 – paragraph 2 – point 1

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

(1) ‘emission type-approval’ means an EU type-approval complying with the administrative provisions and technical requirements of this Regulation in regards to their CO<sub>2</sub> and pollutant emissions, fuel and energy consumption and battery durability;

##### *Amendment*

(1) ‘emission type-approval’ means an EU type-approval complying with the administrative provisions and technical requirements of this Regulation in regards to their CO<sub>2</sub> and pollutant emissions, fuel and ***electric*** energy consumption and battery durability;

Or. en

## Amendment 25

### Proposal for a regulation

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

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

(2) ‘initial emission type approval’ or ‘IETA’ means the first phase of an emission type approval procedure before the emission type approval certificate is granted by the authorities and vehicles are put into production;

##### *Amendment*

(2) ‘initial emission type approval’ or ‘IETA’ means the first phase of an emission type approval procedure before the emission type approval certificate is granted by the authorities and vehicles, ***separate technical units or components*** are put into production;

Or. en

## Amendment 26

### Proposal for a regulation

#### Article 3 – paragraph 2 – point 4

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

(4) ‘in-service conformity’ or ‘ISC’ means the activities carried out on vehicles in circulation with the purpose of verifying the durability requirements set out in this Regulation;

##### *Amendment*

(4) ‘in-service conformity’ or ‘ISC’ means the activities carried out on vehicles ***separate technical units or components*** in circulation with the purpose of verifying the durability requirements set out in this Regulation;

Or. en

## Amendment 27

### Proposal for a regulation

#### Article 3 – paragraph 2 – point 5

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

(5) ‘engine’ means the propulsion source of ***a*** vehicle;

##### *Amendment*

(5) ‘engine’ means the propulsion source of ***an internal combustion engine*** vehicle (***ICEV***);

Or. en

## Amendment 28

### Proposal for a regulation

#### Article 3 – paragraph 2 – point 7

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

(7) ‘exhaust emissions’ means the emission from the tailpipe of the motor vehicle or engine of all of the following: CO<sub>2</sub>, gaseous, solid, ***liquid*** compounds and crankcase emissions;

##### *Amendment*

(7) ‘exhaust emissions’ means the emission from the tailpipe of the motor vehicle or engine of all of the following: CO<sub>2</sub>, gaseous, solid, compounds and crankcase emissions;

Or. en

### *Justification*

*Exhaust emissions ordinarily refer to the gases and particulate matter released into the atmosphere from the tailpipe of a vehicle. These emissions can include carbon monoxide, nitrogen oxides, particulate matter, and other pollutants, but they are not liquids.*

#### **Amendment 29**

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

##### **Article 3 – paragraph 2 – point 9**

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

(9) ‘CO<sub>2</sub> emissions’ or ‘CO<sub>2</sub>’ means the emission of carbon dioxide from the tailpipe *of the motor vehicle or engine*;

###### *Amendment*

(9) ‘CO<sub>2</sub> emissions’ or ‘CO<sub>2</sub>’ means the emission of carbon dioxide from the tailpipe;

Or. en

#### **Amendment 30**

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

##### **Article 3 – paragraph 2 – point 10**

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

(10) ‘nitrogen oxides’ or ‘NO<sub>x</sub>’ means the sum of *the oxides of nitrogen* emitted from the tailpipe;

###### *Amendment*

(10) ‘nitrogen oxides’ or ‘NO<sub>x</sub>’ means the sum of *NO and NO<sub>2</sub>* emitted from the tailpipe;

Or. en

### *Justification*

*Technical correction.*

#### **Amendment 31**

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

##### **Article 3 – paragraph 2 – point 11**

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

(11) ‘particulate matter’ or ‘PM’ means

###### *Amendment*

(11) ‘particulate matter’ or ‘PM’ means

any material emitted from the tailpipe or the brakes and collected on a filter media;

any material emitted from the tailpipe or the brakes and collected on a filter media ***in accordance with the procedure prescribed in this Regulation;***

Or. en

#### *Justification*

*To ensure legal consistency, it is essential to make a reference to the testing methodology described in this Regulation.*

### **Amendment 32**

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

#### **Article 3 – paragraph 2 – point 14**

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

(14) ‘particle ***number above 10 nm***’ or ‘PN<sub>10</sub>’ means the total number of solid particles emitted from the tailpipe or the brakes ***that have a diameter larger or equal than*** 10 nm;

##### *Amendment*

(14) ‘***10 nm*** particle’ or ‘PN<sub>10</sub>’ means the total number of solid particles emitted from the tailpipe or the brakes, ***measured according to the provisions of this Regulation, with a nominal cut-off size at*** 10 nm;

Or. en

#### *Justification*

*This amendment align with international regulations and standards, as the existing definition is inadequate and does not consider the "cut-off" concept specified in UN Global Technical Regulation (GTR) No. 22.*

### **Amendment 33**

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

#### **Article 3 – paragraph 2 – point 18**

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

(18) ‘non-methane hydrocarbons’ or ‘***NHMC***’ means the total hydrocarbons emitted from the tailpipe excluding methane;

##### *Amendment*

(18) ‘non-methane hydrocarbons’ or ‘***NMHC***’ means the total hydrocarbons emitted from the tailpipe excluding methane;

*Justification*

*This amendment rectifies an incorrect acronym used in the Commission's proposal.*

**Amendment 34**

**Proposal for a regulation**

**Article 3 – paragraph 2 – point 24**

*Text proposed by the Commission*

(24) ‘vehicle energy consumption calculation tool’ or ‘VECTO’ means a simulation tool used for determining CO<sub>2</sub> emissions, fuel consumption, electric energy consumption and the electric range from **heavy duty** vehicles; **‘energy consumption’ means the consumption of electric energy from each and all propulsion sources within a vehicle;**

*Amendment*

(24) ‘vehicle energy consumption calculation tool’ or ‘VECTO’ means a simulation tool used for determining CO<sub>2</sub> emissions, fuel consumption, electric energy consumption and the electric range from **heavy-duty** vehicles;

*Justification*

*This amendment addresses a formatting error that was identified in the Commission proposal.*

**Amendment 35**

**Proposal for a regulation**

**Article 3 – paragraph 2 – point 24 a (new)**

*Text proposed by the Commission*

*Amendment*

**(24a) ‘energy consumption’ means the consumption of electric energy from each and all propulsion sources within a vehicle;**

*Justification*

*This amendment addresses a formatting error that was identified in the Commission proposal.*

## Amendment 36

### Proposal for a regulation

#### Article 3 – paragraph 2 – point 29

*Text proposed by the Commission*

*Amendment*

**(29) ‘tyre abrasion’ means the mass of material lost from the tyre due to the abrasion process and emitted to the environment;** **deleted**

Or. en

#### *Justification*

*All the provisions for tyre abrasion will be outlined in secondary legislation, in line with the international definitions established by the common task force on Tyre Abrasion under the UN World Forum for Harmonization of Vehicle Regulations (WP29).*

## Amendment 37

### Proposal for a regulation

#### Article 3 – paragraph 2 – point 34

*Text proposed by the Commission*

*Amendment*

**(34) ‘original pollution control systems’ means a pollution control system or an assembly of such systems covered by the type-approval granted for the vehicle concerned;**

**(34) ‘original pollution control systems’ means a pollution control system or an assembly of such systems covered by the type-approval granted for the vehicle concerned *and installed on the vehicle at the time of its initial registration*;**

Or. en

#### *Justification*

*This clarification is necessary as it is possible to replace the original system with a different device, and third-party systems may also be used to ensure compliance.*

## Amendment 38

### Proposal for a regulation

#### Article 3 – paragraph 2 – point 36

*Text proposed by the Commission*

*Amendment*

(36) **‘adaptive control function’ means a system that adjusts engine, pollution control systems or other vehicle parameters with the purpose to improve fuel or energy consumption and the effectiveness of the pollution control system based on the expected usage of the vehicle;** **deleted**

Or. en

#### *Justification*

*This definition is unnecessary as modern emission control systems are already covered under existing type-approval requirements.*

## Amendment 39

### Proposal for a regulation

#### Article 3 – paragraph 2 – point 37

*Text proposed by the Commission*

*Amendment*

(37) **‘on-board diagnostic system’ or ‘OBD’ means a system that can generate vehicle on-board diagnostic (OBD) information, as defined in Article 3, point 49, of Regulation (EU) 2018/858 and is capable of communicating that information via the OBD port and over the air;**

(37) **‘on-board diagnostic system’ or ‘OBD’ means *in the context of this Regulation, a system on-board the vehicle that can detect malfunctions in the monitored emission control systems, identify the probable cause of the malfunction using fault codes stored in the computer memory, and illuminate the Malfunction Indicator (MI) to alert the vehicle operator;***

Or. en

#### *Justification*

*Using the definition of OBD and OBD information provided in UN Regulation 154 (UN R154) will prevent high costs. Requiring OTA transfer of OBD, OBFCM, or OBM data would*

*entail considerable expenses for software development, hardware modification, and data processing and transmission capabilities in the vehicle. The costs of vehicle/back-end changes and cellular OTA data transfer would be disproportionate and difficult to justify, as the frequency and size of the data remain unknown. Instead, data can be obtained via the wired OBD interface established at a minimal additional cost during roadworthiness tests or by authorized dealers/repairers. This approach is consistent with what is already in place for OBFCM under Commission Implementing Regulation (EU) 2021/392.*

## **Amendment 40**

### **Proposal for a regulation**

#### **Article 3 – paragraph 2 – point 37 a (new)**

*Text proposed by the Commission*

*Amendment*

***(37a) ‘vehicle on-board diagnostic (OBD) information’ means the information generated by a system that is on-board a vehicle or that is connected to an engine, and that is capable of detecting a malfunction, and, where applicable, is capable of signalling its occurrence by means of an alert system, it can also identify the probable cause of the malfunction by means of information stored in a computer memory, and is capable of communicating that information optionally off-board;***

Or. en

#### *Justification*

*The purpose of this amendment is to ensure that OBD, OBFCM or OBM data can be collected and reported in a technology neutral and cost-effective way, allowing the manufacturer to rely on the state-of-the-art protocols and take into account specific regional needs (such as lack of network coverage or national connectivity requirement in third countries that follow the EU Type approval framework) in line with the pending horizontal EU Data Act.*

## **Amendment 41**

### **Proposal for a regulation**

#### **Article 3 – paragraph 2 – point 38**

*Text proposed by the Commission*

(38) ‘on-board monitoring system’ or ‘OBM’ means a system on board a vehicle that is capable of ***detecting either emission exceedances or when a vehicle is in zero emission mode if applicable, and capable of indicating the occurrence of such exceedances by means of information stored in the vehicle, and of communicating that*** information via the OBD port and over the air;

*Amendment*

(38) ‘on-board monitoring system’ or ‘OBM’ means a system on board a vehicle that is capable of ***monitoring emissions while taking into account the tolerance of OBM measurements and delivering*** information via the OBD port and, ***optionally***, over the air;

Or. en

*Justification*

*The purpose of this amendment is to ensure that OBD, OBFCM or OBM data can be collected and reported in a technology neutral and cost-effective way, allowing the manufacturer to rely on the state-of-the-art protocols and take into account specific regional needs (such as lack of network coverage or national connectivity requirement in third countries that follow the EU Type approval framework) in line with the pending horizontal EU Data Act.*

**Amendment 42**

**Proposal for a regulation**

**Article 3 – paragraph 2 – point 39**

*Text proposed by the Commission*

(39) ‘on-board fuel and energy consumption monitoring device’ or ‘OBFCM device’ means any software or hardware that senses and uses vehicle, engine, fuel or electric energy and payload/mass parameters to determine, store in the vehicle the fuel and energy consumption data and other parameters relevant for determining the fuel or energy consumption and energy efficiency of the vehicle;

*Amendment*

(39) ‘on-board fuel and ***electric*** energy consumption monitoring device’ or ‘OBFCM device’ means any software or hardware that senses and uses vehicle, engine, fuel or electric energy and payload/mass parameters to determine, store in the vehicle the fuel and energy consumption data and other parameters relevant for determining the fuel or energy consumption and energy efficiency of the vehicle;

Or. en

## Amendment 43

### Proposal for a regulation

#### Article 3 – paragraph 2 – point 40

*Text proposed by the Commission*

(40) ‘defeat device’ means **any software or hardware that senses temperature, vehicle speed, engine speed, transmission gear, manifold vacuum or any other parameter to activate, modulate, delay or deactivate the operation of any part of the pollution control system, with the purpose of reducing the effectiveness of the pollution control system when the vehicle is driven;**

*Amendment*

(40) ‘defeat device’ means **a design component that allows a vehicle to appear compliant during testing but not during normal driving conditions, or manipulates data related to sensors, fuel/energy consumption, electric range, or battery durability, resulting in the vehicle not meeting regulatory requirements when driven outside of testing conditions;**

Or. en

## Amendment 44

### Proposal for a regulation

#### Article 3 – paragraph 2 – point 42

*Text proposed by the Commission*

(42) ‘real driving emissions’ or ‘RDE’ means the emissions of a vehicle under normal driving conditions and extended conditions as specified in Tables 1 and 2 of Annex III;

*Amendment*

(42) ‘real driving emissions’ or ‘RDE’ means the emissions of a vehicle under normal driving conditions and **maximum one of the** extended conditions **at the same time** as specified in Tables 1 and 2 of Annex III **and Article 4 of Regulation (EC) 595/2009 and Annex II of Regulation (EU) 582/2011;**

Or. en

### *Justification*

*In order to avoid any confusion regarding the proposed Regulation, it is essential to make it clear that it is not feasible to have a mix of several extended conditions at the same time. In addition, it is also necessary to include references to the specific test conditions applicable to light duty and heavy-duty vehicles.*

## Amendment 45

### Proposal for a regulation

#### Article 3 – paragraph 2 – point 44

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

(44) ‘tampering’ means the inactivation, or modification ***by the economic operators or independent operators***, of the engine, vehicle pollution control device and system, propulsion system, traction battery, odometer, OBFCM or OBD/OBM, including any software or other logical control elements of those systems and their data;

##### *Amendment*

(44) ‘tampering’ means the inactivation, or modification of the engine ***or electric motor***, vehicle pollution control device and system, propulsion system, traction battery, odometer, OBFCM or OBD/OBM, including any software or other logical control elements of those systems and their data ***for personal benefit and having an effect on the emissions of the vehicle. This excludes those actions addressed by UN Regulation No. 155 (UN R155) or other relevant UN regulatory frameworks***;

Or. en

##### *Justification*

*Modifications that do not impact vehicle emissions and are unlikely to be intentionally made for personal gain should not be subject to monitoring requirements as per this definition.*

## Amendment 46

### Proposal for a regulation

#### Article 3 – paragraph 2 – point 57 a (new)

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

##### *Amendment*

***(57a) ‘CO2 neutral fuel’ means a renewable and/or synthetic fuels as defined in Directive (EU) 2018/2001, which include biofuels, biogas, biomass fuel, Renewable liquid and gaseous transport Fuel of Non Biological Origin (RFNBO), or Recycled Carbon Fuel (RCF). Such fuels have net-zero CO2 emissions during use (e(u)), indicating that the CO2 equivalent of the carbon contained in the fuel's chemical composition is biogenic in origin or has been prevented from being released into***

***the atmosphere. Any other renewable and/or synthetic fuels that satisfy the above conditions and the sustainability criteria of Directive (EU) 2018/2001 and associated delegated acts may also fulfil this definition.***

Or. en

#### *Justification*

*CO<sub>2</sub>-neutral fuels are defined as fuels, including biofuel, biogas, biomass fuel, Renewable liquid and gaseous transport Fuel of Non Biological Origin (RFNBO) or a Recycled Carbon Fuel (RCF), that emit only biogenic CO<sub>2</sub> or recycled CO<sub>2</sub> when burned, resulting in circular CO<sub>2</sub> emissions and a net-zero impact on the climate. This definition is already in line with the REDII, indicating that all fuels listed in the directive should be considered as CO<sub>2</sub>-neutral fuels.*

#### **Amendment 47**

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

##### **Article 3 – paragraph 2 – point 57 b (new)**

*Text proposed by the Commission*

*Amendment*

***(57b) ‘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;***

Or. en

#### *Justification*

*It is not accurate to classify all liquid and gaseous fuels as 100% fossil fuels, as an increasing proportion of sustainable fuels is being added due to regulations such as the Renewable Energy Directive. In order to better evaluate the impact of CO<sub>2</sub> neutral fuels on greenhouse gas emissions, a Carbon Correction Factor should be introduced. This would provide a more realistic measurement of CO<sub>2</sub> emissions from fuel and help support a more comprehensive climate policy for the European mobility sector.*

## Amendment 48

### 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 Commission Implementing Regulation (EU) 2021/535***;

Or. en

*Justification*

*Under Real Driving Emissions (RDE) testing, the relevant mass is the vehicle’s maximum mass rather than its mass in running order.*

## Amendment 49

### Proposal for a regulation

#### Article 3 – paragraph 2 – point 63

*Text proposed by the Commission*

(63) ‘rated power’ or ‘P<sub>rated</sub>’ means the maximum net power of the engine or motor in kW;

*Amendment*

(63) ‘rated power’ or ‘P<sub>rated</sub>’ means the maximum net power of the engine or ***electric*** motor in kW;

Or. en

## Amendment 50

### 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 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*

*Given that the definition refers to Plug-in Electric Vehicles (PEVs) separately it clearly intends to also cover Off-Vehicle Charging Hybrid Electric Vehicles (PHEVs). These are not zero emission vehicles, but rather vehicles with a zero-emission mode.*

**Amendment 51**

**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*

*Amendment to align and ensure consistency with UN Global Technical Regulation No.22.*

**Amendment 52**

**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 Energy**’ or ‘**SOCE**’ and state of **Certified Range**’ or ‘**SOCR**’ means the measured or estimated state of a specific performance metric of a vehicle (**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

*Justification*

*Amendment to align and ensure consistency with UN Global Technical Regulation No.22.*

**Amendment 53**

**Proposal for a regulation**

**Article 3 – paragraph 2 – point 70 a (new)**

*Text proposed by the Commission*

*Amendment*

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

Or. en

*Justification*

*Amendment to align and ensure consistency with UN Global Technical Regulation No.22.*

**Amendment 54**

**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

### *Justification*

*Details regarding a vehicle's environmental performance are already required in other EU legislation and can be found in documents such as the Certification of Conformity (CoC).*

#### **Amendment 55**

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

###### *Amendment*

(72) ‘excess **exhaust** emissions driver warning system’ means a system designed, constructed and installed in a vehicle to provide information to the user about excess **exhaust** emissions and enforce repairs;

Or. en

#### **Amendment 56**

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

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

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

(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;*

###### *Amendment*

*deleted*

Or. en

### *Justification*

*Definitions pertaining to tyre abrasion requirements will be included in the secondary legislation used to align this Regulation with those established by the common GRBP/GRPE Task Force on Tyre Abrasion conducted under the auspices of the UN WP29.*

## Amendment 57

### 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*

*Definitions pertaining to tyre abrasion requirements will be included in the secondary legislation used to align this Regulation with those established by the common GRBP/GRPE Task Force on Tyre Abrasion conducted under the auspices of the UN WP29.*

## Amendment 58

### Proposal for a regulation

#### Article 4 – paragraph 1

*Text proposed by the Commission*

*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 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

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. ***From the specific application dates described in 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 is aimed at limiting emissions from brakes, it does not however apply to brakes as a system component. Therefore, this Article should refer to brake emission systems, namely the devices installed in vehicles to minimize the amount of pollution generated by braking.*

## **Amendment 59**

### **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 ***while operating under the conditions set out in Annex III, Article 4 of Regulation (EU) 595/2009 and Annex II of Regulation 582/2011*** and respecting 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*

*Enforcement of emission limits must be tied to the conditions and lifetime requirements outlined in the Annexes, which are applicable to light duty or heavy-duty vehicles.*

## **Amendment 60**

### **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

##### *Amendment*

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

*Justification*

*It is not possible to have a simultaneous application of various expanded conditions, and it is necessary to specify the particular requirements for both light duty and heavy-duty vehicles.*

**Amendment 61**

**Proposal for a regulation**

**Article 4 – paragraph 3 – subparagraph 2**

*Text proposed by the Commission*

The emissions during regeneration of pollution control systems **will** be included as a weighted average based on the frequency and duration of the regeneration events.

*Amendment*

The emissions during regeneration of pollution control systems **shall** be included as a weighted average based on the frequency and duration of the regeneration events. ***The compliance verification tests shall not include, or take into consideration, biased driving.***

**Amendment 62**

**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 **systems**, components or separate technical units, including, ***presently, only*** engines, ***electric motors***, 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 specified in Annex III, Article 4 of Regulation (EC) 595/2009 and Annex***

*Justification*

*After the establishment of appropriate test procedures and limits for tyre abrasion rates via secondary legislation, the range of components and technical units covered by this article can be expanded to encompass tyres. Moreover, the obligations of manufacturers regarding limits and conditions should be explicitly stated in conjunction with one another, and specifically for light duty and heavy-duty vehicles.*

**Amendment 63**

**Proposal for a regulation**

**Article 4 – paragraph 6 – point a**

*Text proposed by the Commission*

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

*Amendment*

(a) OBD systems ***that can detect*** malfunctioning systems which ***are known to*** lead to ***exhaust*** emission exceedances in order to facilitate repairs;

*Justification*

*Even though a malfunction has the potential to cause an "emission exceedance", it does not necessarily mean that it will always result in one. In addition, it is important to note that OBD systems are only adapted to measure exhaust emissions.*

**Amendment 64**

**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 exhaust*** emissions ***within the tolerance range of OBM measurements;***

### *Justification*

*Emission exceedances cannot be accurately measured, and there is currently no established procedure for assessing them therefore, OBM systems should only be utilized for monitoring functions. In addition, it is important to note that OBM systems are adapted to only measure exhaust emissions.*

## **Amendment 65**

### **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 **electric** energy consumption and, **for N<sub>2</sub> and N<sub>3</sub> category vehicles**, other relevant parameters such as payload/mass which are needed to determine their real-world fuel and energy efficiency;

Or. en

### *Justification*

*This amendment adds an explicit reference to vehicles of categories N2 and N3, as monitoring the payload or mass of light-duty vehicles would be disproportionate and unnecessary for the aims of this Regulation.*

## **Amendment 66**

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

Or. en

### *Justification*

*Analysis based on UN Global Technical Regulation (GTR) No. 22 has concluded that State of*

*Health (SOH) monitors may not be the most efficient parameter for assessing the condition of electric vehicle batteries. As a result, it is proposed to use State of Certified Energy (SOCE) and State of Certified Range (SOCR) instead, as they align with UN GTR No. 22.*

## **Amendment 67**

### **Proposal for a regulation**

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

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

(e) excess emissions driver warning systems;

##### *Amendment*

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

Or. en

## **Amendment 68**

### **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, **optionally**, and for the purposes of communicating with recharging infrastructure and stationary power systems capable of supporting smart and bidirectional charging functionalities **and also for the provision of third-party services to the vehicle user in order to improve vehicle usage, reduce energy consumption and emissions, or extend the lifespan of its battery during use.**

Or. en

##### *Justification*

*The mandatory requirement for over-the-air (OTA) transmission of data should be re-*

evaluated, as there are viable alternatives available for managing fleet data, as outlined in Commission Implementing Regulation (EU) 2021/392.

## Amendment 69

### Proposal for a regulation

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

*Text proposed by the Commission*

*Amendment*

**(ea) electric motor and related control units,**

Or. en

## Amendment 70

### 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.***

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

Or. en

### *Justification*

*The second sentence in this paragraph acknowledges that it is challenging to completely prevent the possibility of tampering, which makes it impractical to expect manufacturers to design vehicles based on potential tampering methods or future data transmission standards that are currently unknown. Hence, it is not reasonable to hold manufacturers accountable for events that may occur during the vehicle's lifespan and are beyond their control.*

## Amendment 71

### 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*

*To improve legal clarity, Articles 14-17 should incorporate all provisions related to secondary legislation.*

## **Amendment 72**

### **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 term "may" in relation to manufacturers' compliance with Euro 7+ standards suggests that compliance is optional. However, compliance with these standards may be essential to access certain territories due to city access requirements, effectively making Euro 7+ the de-facto standard. To ensure consistency, the requirement for HDV vehicles to comply with Euro 7+ should be mandatory. Furthermore, assigning 10 percentage points for PEV in the first step at 5 years may not be appropriate for accounting for the physical aging of a vehicle, and achieving a 90% reduction for particulate matter number may be unfeasible under the required Real Driving Emissions (RDE) conditions.*

**Amendment 73**

**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*

*In line with the deletion of paragraph 1. The specified requirements could potentially be used by local authorities to restrict entry into certain low emission zones, allowing only a limited number of vehicles to enter. Moreover, the proposed classifications are not feasible for heavy-duty vehicles and would not serve any useful purpose in categorizing them. A different approach should be considered for classifying such vehicles.*

**Amendment 74**

**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 applies to all modern emission control systems and does not require a specific designation route, even as an option.*

## **Amendment 75**

### **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 **of category  $M_1$  and  $N_1$**  as “Euro 7G vehicle” where those vehicles are equipped with internal combustion engines with geofencing technologies.

Or. en

*Justification*

*Geo-fencing can ensure access to restricted areas for hybrid vehicles (e.g. low emission zones), but only if it is implemented consistently across EU cities—a patchwork approach*

cannot be applied under the internal market. Therefore, a clear definition of geo-fencing technology is necessary if it is to be included as an option, and existing OEM technologies should not be excluded from this option. Moreover, given that Euro 7G requirements apply only to hybrid cars with location determination, these requirements are not relevant for heavy-duty vehicles.

## **Amendment 76**

### **Proposal for a regulation**

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

*Text proposed by the Commission*

*Amendment*

**4a. Manufacturers shall have the option to designate vehicles as "Euro 7 NF vehicles" if they are powered by CO<sub>2</sub>-neutral fuels, as defined in Article 3. This applies to vehicles that run solely on CO<sub>2</sub>-neutral fuels or a blend of conventional and CO<sub>2</sub>-neutral fuels, throughout their lifetime. If a vehicle exclusively uses CO<sub>2</sub>-neutral fuels, the CO<sub>2</sub> emissions will be deemed as zero for the purposes of Regulation (EU) 2023/851 and the pending Regulation on CO<sub>2</sub> emission standards for heavy duty vehicles.**

Or. en

*Justification*

*Provides consistency with Regulation (EU) 2023/851.*

## **Amendment 77**

### **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** **deleted**

**7+AG” or “Euro 7AG” vehicles.**

Or. en

*Justification*

*Geo-fencing can ensure access to restricted areas for hybrid vehicles (e.g. low-emission zones), but only if it is implemented consistently across EU cities—a patchwork approach cannot be applied under the internal market. Therefore, a clear definition of geo-fencing technology is necessary if it is to be included as an option, and existing OEM technologies should not be excluded from this option. In addition, these requirements are not applicable for heavy-duty vehicles.*

**Amendment 78**

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

*Text proposed by the Commission*

6. At the manufacturer’s request, for  $N_2$  vehicles ***between 3.5 and 4.0 tonnes*** maximum mass ***originating from an  $N_1$  vehicle type***, the type-approval authority may grant an emission type-approval for  $N_1$  vehicle type. Such vehicles shall be designated as “Euro 7ext vehicle”.

*Amendment*

6. At the manufacturer’s request, for vehicles ***of category  $N_2$  and  $M_2$  with a*** maximum mass ***of 5.0 tonnes or less***, the type-approval authority may grant an emission type-approval for  $N_1$  vehicle type. Such vehicles shall be designated as “Euro 7ext vehicle”.

Or. en

*Justification*

*To simplify manufacturing processes and reduce high compliance costs, it is recommended that the exemption for  $N_2$  and  $M_2$  vehicles be extended to a maximum weight of 5.0 tonnes. The rationale behind this proposal is that these vehicle types often share the same platform as  $M_1$  and  $N_1$  vehicles. This weight limit aligns with VECTO, the second amendment to Regulation (EU) 2017/2400, which establishes certification standards for measuring CO<sub>2</sub> emissions in medium lorries, heavy lorries, and heavy buses.*

**Amendment 79**

**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*

*To improve legal clarity, Articles 14-17 should incorporate all provisions related to secondary legislation.*

## **Amendment 80**

### **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 requirement is contrary to the concept of CO<sub>2</sub> in-service verification, currently being developed by the Commission under the requirements of Regulation (EU) 2023/851 and should therefore be removed.*

## Amendment 81

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

*Text proposed by the Commission*

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.

*Amendment*

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

Or. en

*Justification*

*Ensuring compliance with regulations throughout the entire lifespan of a vehicle is challenging and not practically feasible for manufacturers, as they would effectively need to account for, among other things, varied conditions and usage, the effects of time/usage as well as ownership and responsibility.*

## Amendment 82

### 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*

4. The requirements referred to in **paragraphs** 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.

Or. en

## Amendment 83

### Proposal for a regulation Article 6 – paragraph 6 – introductory part

*Text proposed by the Commission*

*Amendment*

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

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

Or. en

*Justification*

*The level of detail provided in this paragraph creates a conflict, as there are currently no requirements outlined for OBM in the basic act. These requirements will only be fully defined at a later stage by means of a delegated act, which cannot currently be evaluated by the co-legislators.*

**Amendment 84**

**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*

*Limits that are expressed in mg/km do not have a time duration associated with them and moreover, the OBM cannot initiate a repair. Therefore, the mandatory requirement for over-the-air (OTA) transmission of data should be re-assessed, as there are already viable alternatives available for managing fleet data, as outlined in Commission Implementing Regulation (EU) 2021/392.*

**Amendment 85**

**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***

(b) communicating the data of the ***exhaust*** emission behaviour of the vehicle, via the OBD port and, ***optionally***, over the

**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>;

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 use-phase emissions**;

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<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)

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<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*

*Limits that are expressed in mg/km do not have a time duration associated with them and moreover, the OBM cannot initiate a repair. Therefore, the mandatory requirement for over-the-air (OTA) transmission of data should be re-assessed, as there are already viable alternatives available for managing fleet data, as outlined in Commission Implementing Regulation (EU) 2021/392.*

## **Amendment 86**

### **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*

**deleted**

Or. en

### *Justification*

*Limits that are expressed in mg/km do not have a time duration associated with them, and the OBM cannot initiate a repair. Given this, the mandatory requirement for Over-The-Air (OTA) transmission of data should be reconsidered. This is because there are alternative methods available for effectively managing fleet data, which are outlined in Commission Implementing Regulation (EU) 2021/392.*

## **Amendment 87**

### **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 ***all legally required relevant*** vehicle data they record, ***optionally***, via the OBD port and over the air.

Or. en

### *Justification*

*It is important to mention that certain types of data, including personal location data, cannot be transmitted due to the EU General Data Protection Regulation (EU) 2016/679 (GDPR). Additionally, the transmission of large volumes of vehicle data at a frequency that is currently unknown poses potential security concerns and remains an unresolved issue.*

## **Amendment 88**

### **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

#### *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, ***in accordance with the specified procedures in the corresponding implementing and delegated acts***, take the necessary

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.

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 89**

### **Proposal for a regulation Article 6 – paragraph 9**

*Text proposed by the Commission*

*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).**

**deleted**

Or. en

*Justification*

*To improve legal clarity, Articles 14—17 should incorporate all provisions related to secondary legislation.*

## **Amendment 90**

### **Proposal for a regulation Article 7 – paragraph 2**

*Text proposed by the Commission*

*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.***

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*

*The obligation to issue a declaration of conformity for adaptive controls and geofencing cannot be enforced until the corresponding requirements are adopted in the relevant secondary legislation.*

**Amendment 91**

**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*

*European legislation already mandates the inclusion of vehicle environmental performance information and is included, for instance, in the Certification of Conformity (CoC). All necessary information is catalogued in the EU transparency list, according to Commission Regulation (EU) 2018/1832, so that for market surveillance testing that information is readily accessible.*

### **Amendment 92**

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

*Text proposed by the Commission*

*Amendment*

**5. The Commission shall adopt ~~deleted~~  
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).**

Or. en

### *Justification*

*To improve legal clarity, Articles 14-17 should incorporate all provisions related to secondary legislation.*

### **Amendment 93**

#### **Proposal for a regulation Article 7 a (new)**

*Text proposed by the Commission*

*Amendment*

#### **Article 7a**

***Specific provisions relating to vehicle tyre  
abrasion***

***The classification and definitions of tyres***

*for the purpose of type approval based on abrasion emissions shall align with the uniform provisions established in UN WP29 for the approval of tyres regarding tyre abrasion emissions type approval. These provisions should be incorporated into this Regulation via a delegated act in accordance with Article 16. Any derogation to these requirements should be established by the definitions pertaining to tyre abrasion requirements and be included in the delegated act that aligns this Regulation with the definitions established in UN WP29 and incorporated into this Regulation by means of delegated acts in accordance with Article 16.*

Or. en

## Amendment 94

### 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*

*There is a drafting error in the reference to "Article 4(4) point (b)," which should refer instead to "Article 4(6) point (b)." In addition, it is recommended that ultra-small volume manufacturers, in addition to small volume manufacturers, also be exempted from OBM requirements.*

## **Amendment 95**

### **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.

Or. en

## **Amendment 96**

### **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*

***deleted***

Or. en

### *Justification*

*Multi-stage manufacturers have no control over pollutant emissions since it is the responsibility of the initial manufacturer who obtains the engine type approval to ensure that*

*the engine system, including the exhaust after-treatment system, is properly installed and maintained. Moreover, the Euro VI method already conducts effective on-road testing for heavy-duty vehicles.*

## **Amendment 97**

### **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*

*To improve legal clarity, Articles 14-17 should incorporate all provisions related to secondary legislation.*

## **Amendment 98**

### **Proposal for a regulation**

#### **Article 10 – paragraph 1**

*Text proposed by the Commission*

*Amendment*

**1. National approval authorities shall put in place measures to grant emission type-approvals to vehicle types, components and separate technical units and to perform tests, checks and inspections for verifying whether the manufacturers comply with the requirements for conformity of production and in-service conformity in accordance**

**1. National approval authorities shall put in place measures to grant emission type-approvals to vehicle types, *systems*, components and separate technical units and to perform tests, checks and inspections for verifying whether the manufacturers comply with the requirements for conformity of production and in-service conformity in accordance**

with Annex V.

with Annex V.

Or. en

## Amendment 99

### 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 and delegated acts adopted in accordance with this Regulation 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

*Justification*

*Amendment aligns with the changes introduced under Article 10.*

## Amendment 100

### Proposal for a regulation Article 10 – paragraph 3 a (new)

*Text proposed by the Commission*

*Amendment*

***3a. With effect from 36 months after the entry into force of all implementing or delegated acts relevant to the vehicle category in question, and according to the specific provisions for systems, components, and separate technical units, national approval 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 M<sub>1</sub>, N<sub>1</sub> vehicles, refuse to grant EU emission type-approval or national emission type-approval which do not comply with this Regulation.*

Or. en

#### *Justification*

*The proposed timeline by the Commission cannot be implemented by both original equipment manufacturers (OEMs) and national authorities due to insufficient lead time for development and certification processes. Manufacturers can only commence mass production development and certification once all implementing and delegated acts are known and in effect. Additionally, to alleviate the burden on the industry and type approval authorities, it is essential to differentiate between new vehicle types and all vehicle registrations.*

### **Amendment 101**

#### **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 **48 months after the entry into force of all implementing or delegated acts relevant to the vehicle category in question, and according to the specific provisions for systems, 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 electric energy** consumption or battery durability, prohibit the registration, sale or entry into service of such vehicles.

Or. en

#### *Justification*

*The proposed timeline by the Commission cannot be implemented by both original equipment*

*manufacturers (OEMs) and national authorities due to insufficient lead time for development and certification processes. Manufacturers can only commence mass production development and certification once all implementing and delegated acts are known and in effect. Additionally, to alleviate the burden on the industry and type approval authorities, it is essential to differentiate between new vehicle types and all vehicle registrations.*

## **Amendment 102**

### **Proposal for a regulation**

#### **Article 10 – paragraph 4 a (new)**

*Text proposed by the Commission*

*Amendment*

***4a. With effect from 48 months after the entry into force of all implementing or delegated acts relevant to the vehicle category in question, and according to the specific provisions for systems, components, and separate technical units, national approval 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 M<sub>2</sub>, M<sub>3</sub>, N<sub>2</sub>, N<sub>3</sub> vehicles and new O<sub>3</sub>, O<sub>4</sub> trailers, refuse to grant EU emission type-approval or national emission type-approval which do not comply with this Regulation.***

Or. en

#### *Justification*

*The proposed timeline by the Commission cannot be implemented by both original equipment manufacturers (OEMs) and national authorities due to insufficient lead time for development and certification processes. Manufacturers can only commence mass production development and certification once all implementing and delegated acts are known and in effect. Additionally, to alleviate the burden on the industry and type approval authorities, it is essential to differentiate between new vehicle types and all vehicle registrations.*

## **Amendment 103**

### **Proposal for a regulation**

#### **Article 10 – paragraph 5**

*Text proposed by the Commission*

5. With effect from **1 July 2027**, national authorities shall, in the case of new M<sub>2</sub>, M<sub>3</sub>, N<sub>2</sub>, N<sub>3</sub> vehicles and new O<sub>3</sub>, O<sub>4</sub> trailers, ***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, ***energy efficiency*** or battery durability, ***prohibit the registration, sale or entry into service of such vehicles.***

*Amendment*

5. With effect from **60 months after the entry into force of all implementing or delegated acts relevant to the engine, vehicle or trailer category in question, and according to the specific provisions for systems, components, and separate technical units**, national authorities shall, in the case of new M<sub>2</sub>, M<sub>3</sub>, N<sub>2</sub>, N<sub>3</sub> vehicles and new O<sub>3</sub>, O<sub>4</sub> trailers, 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 ***electric*** energy consumption or battery durability, ***refuse to grant EU emission type-approval or national type-approval, with respect to new engine or vehicle or trailer types, which do not comply with this Regulation***

Or. en

*Justification*

*The proposed timeline by the Commission cannot be implemented by both original equipment manufacturers (OEMs) and national authorities due to insufficient lead time for development and certification processes. Manufacturers can only commence mass production development and certification once all implementing and delegated acts are known and in effect. Additionally, to alleviate the burden on the industry and type approval authorities, it is essential to differentiate between new vehicle types and all vehicle registrations.*

**Amendment 104**

**Proposal for a regulation  
Article 10 – paragraph 6**

*Text proposed by the Commission*

6. With effect from 1 July **2030**, national authorities shall, in the case of new M<sub>1</sub>, N<sub>1</sub> vehicles constructed by small volume manufacturers which do not comply with this Regulation consider certificates of conformity to be no longer valid for the purposes of registration and

*Amendment*

6. With effect from 1 July **2035**, national authorities shall, in the case of new M<sub>1</sub>, N<sub>1</sub> vehicles constructed by small volume manufacturers ***and vehicles categorized following Regulation (EU) 2018/858, Part A, 5.2 as SB*** which do not comply with this Regulation consider

shall, on grounds relating to CO<sub>2</sub> and pollutant emissions, fuel and energy consumption, energy efficiency or battery durability, prohibit the registration, sale or entry into service of such vehicles.

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 **electric** energy consumption, energy efficiency or battery durability, prohibit the registration, sale or entry into service of such vehicles.

Or. en

#### *Justification*

*The first amendment here provides consistency by aligning with the exemption given to small volume manufacturers in Regulation (EU) 2023/851. Furthermore, this proposal needs to account for armored vehicles, which are heavier due to their anti-bullet armor plating—these vehicles are important for protecting people and goods, and are already categorized as special purpose vehicles (Code SB) under Regulation (EU) 2018/858. As only a small number of these vehicles are registered each year, they should, along with small volume producers, be excluded from the scope of Euro 7 for a period of time to ensure compliance with the already demanding EU6/VI regulations. When the specified timeframe is over, these vehicles are fully expected to be ready for electrification.*

#### **Amendment 105**

##### **Proposal for a regulation Article 10 – paragraph 7**

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

7. With effect from 1 July **2031**, national authorities shall, in the case of new M<sub>2</sub>, M<sub>3</sub>, N<sub>2</sub>, N<sub>3</sub> vehicles constructed by small volume manufacturers, 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, energy efficiency or battery durability, prohibit the registration, sale or entry into service of such vehicles.

###### *Amendment*

7. With effect from 1 July **2035**, national authorities shall, in the case of new M<sub>2</sub>, M<sub>3</sub>, N<sub>2</sub>, N<sub>3</sub> vehicles constructed by small volume manufacturers, 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 **electric** energy consumption, energy efficiency or battery durability, prohibit the registration, sale or entry into service of such vehicles.

Or. en

## Amendment 106

### Proposal for a regulation Article 10 – paragraph 8

*Text proposed by the Commission*

*Amendment*

**8. The Commission shall adopt implementing acts laying down the administrative and technical elements required for performing tests, checks and inspections for the purposes of verifying compliance with paragraph 1, as well as the technical elements required for market surveillance checks under paragraph 2. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 17(2).**

**deleted**

Or. en

*Justification*

*To improve legal clarity, Articles 14-17 should incorporate all provisions related to secondary legislation.*

## Amendment 107

### Proposal for a regulation Article 11 – paragraph 1

*Text proposed by the Commission*

*Amendment*

1. With effect from **1 July 2025**, the sale or installation of a system, component or separate technical unit intended to be fitted on an M<sub>1</sub>, N<sub>1</sub> vehicle approved under this Regulation, shall be prohibited if the system, component and separate technical unit is not of type approved in compliance with this Regulation.

1. With effect from **36 months after the entry into force of all implementing or delegated acts relevant to the vehicle category in question, and according to the specific provisions for systems, components, and separate technical units**, the sale or installation of a system, component or separate technical unit intended to be fitted on an M<sub>1</sub>, N<sub>1</sub> vehicle approved under this Regulation, shall be prohibited if the system, component and separate technical unit is not of type approved in compliance with this

Regulation.

Or. en

## Amendment 108

### Proposal for a regulation Article 11 – paragraph 2

*Text proposed by the Commission*

2. With effect from **1 July 2027**, the sale or installation of a system, component or separate technical unit intended to be fitted on an M<sub>2</sub>, M<sub>3</sub>, N<sub>2</sub>, N<sub>3</sub> vehicle approved under this Regulation, shall be prohibited if the system, component and separate technical unit is not type approved in compliance with this Regulation.

*Amendment*

2. With effect from **48 months after the entry into force of all implementing or delegated acts relevant to the engine, vehicle or trailer category in question, and according to the specific provisions for systems, components, and separate technical units**, the sale or installation of a system, component or separate technical unit intended to be fitted on an M<sub>2</sub>, M<sub>3</sub>, N<sub>2</sub>, N<sub>3</sub> vehicle **and O<sub>3</sub>, O<sub>4</sub> trailers** approved under this Regulation, shall be prohibited if the system, component and separate technical unit is not type approved in compliance with this Regulation.

Or. en

## Amendment 109

### Proposal for a regulation Article 11 – paragraph 3 a (new)

*Text proposed by the Commission*

*Amendment*

**3a. With effect from 24 months after adoption of the delegated act on the approval of C1 tyres as regards abrasion emissions aligning with the limits established in UN WP29, national authorities shall refuse, to grant component/separate technical unit type approval in respect of new types of tyre that do not comply with this Regulation and its implementing and delegated acts.**

*With effect from 36 months after adoption of the delegated act on the approval of C1 tyres as regards abrasion emissions aligning with those established in UN WP29, national authorities shall refuse to grant type approval or national EC type approval in respect of new C1 tyres which do not comply with this Regulation and its implementing and delegated acts. C1 tyres that were manufactured prior to the dates set out in this paragraph and which do not comply with the requirements of this Regulation may be sold for a period not exceeding 24 months from those dates. The UN will subsequently develop an appropriate test method and limits for tyre abrasion performance to be applied to C2 and C3 tyres, which shall be incorporated into this Regulation by means of delegated acts in accordance with Article 16.*

Or. en

## Amendment 110

### Proposal for a regulation Article 12 – paragraph 2

#### *Text proposed by the Commission*

2. National authorities shall, during in-service conformity or market surveillance checks, verify whether manufacturers of vehicles have correctly installed excess emissions driver warning systems, low-reagent driver warning systems and whether vehicles can be tampered.

#### *Amendment*

2. National authorities shall, during in-service conformity or market surveillance checks, verify whether manufacturers of vehicles have correctly installed excess **exhaust** emissions driver warning systems, **verify the quality of the reagent**, low-reagent driver warning systems and whether vehicles can be tampered.

Or. en

#### *Justification*

*This legislation should make clear that excess emissions driver warning systems apply only to exhaust emissions. Moreover, ensuring the compliance of vehicles with the durability*

*requirements for their systems and components is crucial, and the verification of the quality of the reagent plays a significant role in achieving this. Quality requirements for reagents are already established and can be found in standards such as ISO 22241.*

## **Amendment 111**

### **Proposal for a regulation**

#### **Article 14 – paragraph 2**

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

2. Tests to prove compliance with the requirements of **Article 4** shall be applied by manufacturers and national authorities as specified in Annex V. Tests to prove compliance with the requirements of **Article 4** may be applied by the Commission and third parties also as specified in Annex V.

##### *Amendment*

2. Tests to prove compliance with the requirements of **this Regulation** shall be applied by manufacturers and national authorities as specified in Annex V. Tests to prove compliance with the requirements of **this Regulation** may be applied by the Commission and third parties also as specified in Annex V.

Or. en

## **Amendment 112**

### **Proposal for a regulation**

#### **Article 14 – paragraph 3 – introductory part**

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

3. The Commission shall adopt implementing acts for all the phases of emission type-approval, including conformity of production, in-service conformity and market surveillance, addressing procedures and tests for emission type-approval, testing methodologies, administrative provisions, amending and extending emission type-approvals, data access, documentation requirements and templates for all of the following:

##### *Amendment*

3. ***For a period of 18 months following the publication of this Regulation in the Official Journal of the European Union and after a comprehensive consultation process,*** the Commission shall adopt implementing acts for all the phases of emission type-approval, including conformity of production, in-service conformity and market surveillance, addressing procedures and tests for emission type-approval, testing methodologies, administrative provisions, amending and extending emission type-approvals, data access, documentation requirements and templates for all of the following:

### Amendment 113

#### Proposal for a regulation

#### Article 14 – paragraph 3 – point d

*Text proposed by the Commission*

*Amendment*

(d) OBM/OBD systems;

(d) OBM/OBD **monitoring** systems;

Or. en

#### *Justification*

*The OBD/OBM is designed solely for monitoring purposes and is not intended to perform any other function, including controlling or manipulating vehicle systems.*

### Amendment 114

#### Proposal for a regulation

#### Article 14 – paragraph 3 – point g

*Text proposed by the Commission*

*Amendment*

(g) brake system types and their replacement parts;

(g) brake system types and their replacement parts ***in respect to particle emissions for all vehicle categories, while taking into account other on-vehicle systems that contribute to the braking of both vehicles and trailers;***

Or. en

#### *Justification*

*The brake testing procedures and methods should also take into consideration non-wheel braking systems that have been installed on vehicles.*

### Amendment 115

#### Proposal for a regulation

#### Article 14 – paragraph 3 – point h

*Text proposed by the Commission*

(h) tyre types in respect to tyre abrasion;

*Amendment*

(h) tyre types in respect to tyre abrasion ***as specified by the common GRBP/GRPE Task Force on Tyre Abrasion conducted under the auspices of the UN WP29***;

Or. en

**Amendment 116**

**Proposal for a regulation**

**Article 14 – paragraph 3 – point j**

*Text proposed by the Commission*

(j) CO<sub>2</sub>, fuel and energy consumption, electric range and engine power determination for M<sub>1</sub>, N<sub>1</sub> vehicles, provisions for OBFCM;

*Amendment*

(j) CO<sub>2</sub>, fuel and ***electric*** energy consumption, electric range and engine power determination for M<sub>1</sub>, N<sub>1</sub> vehicles, provisions for OBFCM;

Or. en

**Amendment 117**

**Proposal for a regulation**

**Article 14 – paragraph 3 – point k**

*Text proposed by the Commission*

(k) CO<sub>2</sub>, fuel and energy consumption, zero-emission range, electric range and ***engine*** power determination for M<sub>2</sub>, M<sub>3</sub>, N<sub>2</sub>, N<sub>3</sub> vehicles, energy efficiency of O<sub>3</sub>, O<sub>4</sub> trailers, provisions for OBFCM.

*Amendment*

(k) CO<sub>2</sub>, fuel and ***electric*** energy consumption, zero-emission range, electric range and power determination for M<sub>2</sub>, M<sub>3</sub>, N<sub>2</sub>, N<sub>3</sub> vehicles, energy efficiency of O<sub>3</sub>, O<sub>4</sub> trailers, provisions for OBFCM.

Or. en

## Amendment 118

### Proposal for a regulation

#### Article 14 – paragraph 4 – subparagraph 1 – introductory part

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

The Commission shall be empowered to adopt implementing acts for all phases of the emission type-approval, including in-service conformity, conformity of production and market surveillance, to lay down the following:

##### *Amendment*

***For a period of 18 months following the publication of this Regulation in the Official Journal of the European Union and after a comprehensive consultation process,*** the Commission shall be empowered to adopt implementing acts for all phases of the emission type-approval, including in-service conformity, conformity of production and market surveillance, to lay down the following:

Or. en

##### *Justification*

*To ensure that the objectives of this Regulation are achieved, it is crucial to establish a deadline by which the Commission must propose all necessary implementing and delegated acts to ensure legal and investor certainty. This deadline should then be linked to the lead time required for implementation. The rules, procedures, and modalities outlined in secondary legislation play a critical role in achieving the goals of this Regulation, making it essential to establish a firm timeline for their proposal and adoption.*

## Amendment 119

### Proposal for a regulation

#### Article 14 – paragraph 4 – subparagraph 1 – point a

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

(a) the methods to measure exhaust emissions in the lab and on the road, including ***random and worst-case RDE test cycles***, the use of portable emissions measurement systems for verifying real driving emissions, and idle emissions;

##### *Amendment*

(a) ***with regard to vehicles under the scope of Regulation (EC) 715/2007,*** the methods to measure exhaust emissions in the lab and ***during Real Driving Emissions (RDE)*** on the road, including ***safeguards to detect and prevent biased driving or misuse during RDE testing***, the use of portable emissions measurement systems for verifying real driving emissions and, ***for M<sub>1</sub>, N<sub>1</sub> vehicle types,*** idle emissions;

*Justification*

*It is important to clarify that this particular point applies only to light-duty vehicles. Additionally, the use of random or worst-case driving scenarios is not proportional, and Real Driving Emissions (RDE) testing should be limited to statistically significant driving events. This is essential for protecting against any instances of biased driving or misuse.*

**Amendment 120****Proposal for a regulation****Article 14 – paragraph 4 – subparagraph 1 – point b a (new)**

*Text proposed by the Commission*

*Amendment*

***(ba) the methods to type-approve applicable hybrid technologies of category M<sub>2</sub>, M<sub>3</sub>, N<sub>2</sub> and N<sub>3</sub> vehicles;***

Or. en

*Justification*

*The Euro 7 proposal does not include the necessary test methods for manufacturers to approve new hybrid heavy-duty vehicle engines and vehicles.*

**Amendment 121****Proposal for a regulation****Article 14 – paragraph 4 – subparagraph 1 – point g**

*Text proposed by the Commission*

*Amendment*

(g) the methods to measure brake particle emissions, ***including methods for HDV, real driving*** brake particle emissions and regenerative braking;

(g) the methods to measure brake particle emissions ***on the basis of the completed UNECE GTR for M<sub>1</sub> and N<sub>1</sub> vehicles and to conduct an expansive inter-laboratory test program to determine a reference point for M<sub>1</sub> and N<sub>1</sub> vehicle brake wear emissions from which proportional brake wear limits can be evaluated, a similar approach for heavy-duty vehicles when an appropriate test method has first been developed at UNECE level,*** and regenerative braking;

### *Justification*

*It is essential to establish a baseline for brake wear emissions by completing the brake wear test method and evaluating its accuracy among different laboratories before setting a limit on brake wear emissions. This will ensure that the limit is based on reliable and accurate data.*

## **Amendment 122**

### **Proposal for a regulation**

#### **Article 14 – paragraph 4 – subparagraph 1 – point h**

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

(h) the methods to measure tyre abrasion in order to monitor tyre abrasion rates;

##### *Amendment*

(h) the methods to measure tyre abrasion in order to monitor tyre abrasion rates ***as specified by the common GRBP/GRPE Task Force on Tyre Abrasion conducted under the auspices of the UN WP29;***

## **Amendment 123**

### **Proposal for a regulation**

#### **Article 14 – paragraph 4 – subparagraph 1 – point j**

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

(j) OBFCM device, OBD and OBM systems, including ***compliance thresholds, performance requirements and tests, methods to ensure performance of sensors and*** over the air communication of data recorded by these devices and systems;

##### *Amendment*

(j) OBFCM device, OBD and OBM systems, including, ***optionally***, over the air communication of data recorded by these devices and systems;

## **Amendment 124**

### **Proposal for a regulation**

#### **Article 14 – paragraph 4 – subparagraph 1 – point l**

*Text proposed by the Commission*

*Amendment*

(l) the methods to assess the correct operation, effectiveness, regeneration and durability of original and replacement pollution control systems;

(l) the methods **and requirements** to assess the correct **quality**, operation, effectiveness, regeneration and durability of original and replacement pollution control systems, **including reagents**;

Or. en

*Justification*

*Verification of reagent quality plays a significant role in ensuring compliance of vehicles with the durability requirements of their systems and components. Quality requirements for reagents are already established in standards such as ISO 22241, and their adherence is essential to achieve accurate and reliable measurement of exhaust emissions.*

**Amendment 125**

**Proposal for a regulation**

**Article 14 – paragraph 4 – subparagraph 1 – point p**

*Text proposed by the Commission*

*Amendment*

**(p) checks for compliance with the provisions of Article 9 (1) and test procedures for multistage vehicles;**

**deleted**

Or. en

*Justification*

*Alignment with deletion amendments introduced in Article 9.*

**Amendment 126**

**Proposal for a regulation**

**Article 14 – paragraph 4 – subparagraph 1 – point r**

*Text proposed by the Commission*

*Amendment*

(r) specifications of reference fuels for testing;

(r) specifications of reference fuels for testing **that include in the Fuel Quality Directive 98/70/EC an improved environmental specification for market**

*fuels to enable exhaust pollutant reduction;*

Or. en

*Justification*

*This Article should facilitate an improvement in market fuels via updates to the Fuel Quality Directive 98/70/EC.*

**Amendment 127**

**Proposal for a regulation**

**Article 14 – paragraph 4 – subparagraph 1 – point s**

*Text proposed by the Commission*

(s) methods for establishing the absence of defeat devices and defeat strategies;

*Amendment*

(s) methods for establishing the absence of defeat devices and defeat strategies ***and to carry-over into this Regulation requirements laid out in Article 5(2) of Regulation (EC) 715/2007 and Article 5(11) of Regulation (EU) 2017/1151 applicable to category M<sub>1</sub> and N<sub>1</sub> vehicles, and in UNECE Regulation No. 49, Revision 6, Annex 10, paragraph 5.1.2 applicable to category M<sub>2</sub>, M<sub>3</sub>, N<sub>2</sub> and N<sub>3</sub> vehicles;***

Or. en

*Justification*

*The current defeat device guidance published in OJ C68, 24.02.2023, p.1 must also be adopted in the Euro 7 secondary legislation, as it is crucial to ensure that the shortcomings found in the light duty emission Regulations of Euro 5/6 are not repeated in this Regulation.*

**Amendment 128**

**Proposal for a regulation**

**Article 14 – paragraph 4 – subparagraph 1 – point t**

*Text proposed by the Commission*

(t) ***methods to measure tyre abrasion;***

*Amendment*

***deleted***

*Justification*

*Corrects a drafting error in the Commission proposal as this duplicates point h.*

**Amendment 129**

**Proposal for a regulation**

**Article 14 – paragraph 4 – subparagraph 1 – point v a (new)**

*Text proposed by the Commission*

*Amendment*

***(va) clarification of the test obligations to manufacturers, type-approval authorities, third parties/Commission for initial type approval, conformity of production, in-service compliance and market surveillance;***

Or. en

*Justification*

*Given that Annex V is deleted in this draft report, the basic act needs to make clear that test requirements must be elaborated via secondary legislation.*

**Amendment 130**

**Proposal for a regulation**

**Article 14 – paragraph 4 – subparagraph 1 – point w a (new)**

*Text proposed by the Commission*

*Amendment*

***(wa) for category M<sub>2</sub>, M<sub>3</sub>, N<sub>2</sub> and N<sub>3</sub> vehicles, to carry-over into this Regulation all laboratory and in-service conformity (ISC-PEMS) test procedures according to the footnotes and references included in Annex I Table 2 and Annex III Table 2;***

Or. en

### *Justification*

*In alignment with previous amendments aimed at returning to the Euro VI test regime, the Commission must adopt an implementing act to that effect in accordance with Article 14.*

#### **Amendment 131**

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

##### **Article 15 – paragraph 1 – introductory part**

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

1. The Commission shall be empowered to adopt delegated acts in accordance with Article 16 in order to take into account technical progress to amend the following:

###### *Amendment*

1. ***For a period of 36 months following the adoption of the applicable test conditions, test requirements and declaration, and after a comprehensive scrutiny process,*** the Commission shall be empowered to adopt delegated acts in accordance with Article 16 in order to take into account technical progress to amend the following:

Or. en

#### **Amendment 132**

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

##### **Article 15 – paragraph 2 – introductory part**

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

2. The Commission shall be empowered to adopt delegated acts to supplement this Regulation in accordance with Article 16 in order to take into account technical progress by:

###### *Amendment*

2. ***Following completion of the work on tyre abrasion in the common GRBP/GRPE Task Force on Tyre Abrasion conducted under the authority of the UN WP29,*** the Commission shall be empowered to adopt delegated acts, ***no later than 18 months following the date of receipt of the UN WP29 limits, including a comprehensive scrutiny process,*** to supplement this Regulation in accordance with Article 16 in order to take into account technical progress by:

Or. en

## *Justification*

*To ensure that the objectives of this Regulation are achieved, it is crucial to establish a deadline by which the Commission must propose all necessary implementing and delegated acts to ensure regulatory certainty. This deadline should then, in turn, be linked to the lead time required for implementation. The rules, procedures, and modalities outlined in secondary legislation play a fundamental role in achieving the goals of this Regulation, making it essential to establish a firm timeline for their proposal and final adoption.*

### **Amendment 133**

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

#### **Article 15 – paragraph 2 – point a**

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

(a) setting out brake particle emission limits in Annex I *referring to* the work *performed* in the *UN World Forum for Harmonisation of Vehicle Regulations (WP29)*;

##### *Amendment*

(a) setting out brake particle emission limits in Annex I *following completion of* the work in *the Task Force on Brake Emissions conducted under the authority of* the UN WP29;

Or. en

### **Amendment 134**

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

#### **Article 15 – paragraph 2 – point b**

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

(b) setting out abrasion limits for tyre types in Annex I *referring to* the work *performed* in the *UN World Forum for Harmonisation of Vehicle Regulations (WP29)*;

##### *Amendment*

(b) setting out abrasion limits for tyre types in Annex I *following completion of* the work *on tyre abrasion* in the *common GRBP/GRPE Task Force on Tyre Abrasion conducted under the authority of* the UN WP29;

Or. en

### **Amendment 135**

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

#### **Article 15 – paragraph 2 – point c**

*Text proposed by the Commission*

*Amendment*

(c) setting out the minimum performance requirements of batteries laid down in Annex II, ***referring*** to the work performed in the UN ***World Forum for Harmonisation of Vehicle Regulations (WP29)***;

(c) setting out the minimum performance requirements of batteries laid down in Annex II, ***by reference*** to the work performed ***and the decisions taken*** in the UN ***WP29***;

Or. en

*Justification*

*As per Article 15(1), the Parliament and Council should not give delegated power to the Commission to change essential elements that the co-legislators must agree in the basic act. As for battery durability, the provisions agreed upon in UNECE should be incorporated into this Regulation without any changes.*

**Amendment 136**

**Proposal for a regulation**

**Article 15 – paragraph 2 – point d**

*Text proposed by the Commission*

*Amendment*

(d) setting out durability multipliers in Annex IV based on data collected when testing Euro 7 M<sub>2</sub>, M<sub>3</sub>, N<sub>2</sub>, N<sub>3</sub> vehicles and a report on the durability of ***heavy duty*** vehicles submitted to the European Parliament and Council;

(d) setting out durability multipliers in Annex IV based on data collected when testing Euro 7 M<sub>2</sub>, M<sub>3</sub>, N<sub>2</sub>, N<sub>3</sub> vehicles and ***the conclusions of*** a report on the durability of ***heavy-duty*** vehicles submitted to the European Parliament and Council;

Or. en

**Amendment 137**

**Proposal for a regulation**

**Article 18 – paragraph 2**

*Text proposed by the Commission*

*Amendment*

2. ***By 1 September 2031***, on the basis of the information supplied in accordance with paragraph 1, the Commission shall submit to the European Parliament and to

2. ***No later than 60 months after the entry into force of all implementing and delegated acts adopted in accordance with this Regulation***, on the basis of the

the Council an evaluation report on the application of this Regulation.

information supplied in accordance with paragraph 1, the Commission shall submit to the European Parliament and to the Council an evaluation report on the application of this Regulation.

Or. en

## **Amendment 138**

### **Proposal for a regulation**

#### **Article 18 – paragraph 2 a (new)**

*Text proposed by the Commission*

*Amendment*

***2a. No later than 36 months after the entry into force of all implementing and delegated acts adopted in accordance with this Regulation, the Commission shall submit to the European Parliament and to the Council a report assessing the durability of heavy-duty vehicles.***

Or. en

## **Amendment 139**

### **Proposal for a regulation**

#### **Article 19 – paragraph 1**

*Text proposed by the Commission*

*Amendment*

Regulation (EC) 715/2007 is repealed with effect from 1 July **2025**.

Regulation (EC) 715/2007 is repealed with effect from 1 July **2035**.

Or. en

#### *Justification*

*This Regulation should be consistent with the small volume manufacturer derogation present in Regulation (EU) 2023/851 by postponing the entry into force date to 1 July 2035, particularly given that Recital 19 of the Commission proposal acknowledges that the vehicle emissions from small volume manufacturers have a negligible impact on the environment within the EU.*

## Amendment 140

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

*Text proposed by the Commission*

Regulation (EC) 595/2009 is repealed with effect from 1 July **2027**.

*Amendment*

Regulation (EC) 595/2009 is repealed with effect from 1 July **2035**.

Or. en

*Justification*

*The repeal date for heavy-duty vehicles should not be discriminatory and align with the small volume manufacturer derogation for passenger cars and light duty vehicles present in Regulation (EU) 2023/851.*

## Amendment 141

### Proposal for a regulation Article 20 – paragraph 2

*Text proposed by the Commission*

It shall apply from **1 July 2025** for M<sub>1</sub>, N<sub>1</sub> vehicles and components and separate technical units for those vehicles and **from 1 July 2027** for M<sub>2</sub>, M<sub>3</sub>, N<sub>2</sub>, N<sub>3</sub> vehicles and components and separate technical units for those vehicles and O<sub>3</sub>, O<sub>4</sub> trailers.

*Amendment*

It shall apply from **36 months after the adoption of all corresponding implementing or delegated acts enacted in accordance with this Regulation for new type** M<sub>1</sub>, N<sub>1</sub> vehicles and components and separate technical units for those vehicles and **48 months after the adoption of all corresponding implementing and delegated acts enacted in accordance with this Regulation to new** M<sub>1</sub>, N<sub>1</sub> vehicles and components and separate technical units for those vehicles. **It shall apply 48 months after the adoption of all corresponding implementing and delegated acts enacted in accordance with this Regulation for new type** M<sub>2</sub>, M<sub>3</sub>, N<sub>2</sub>, N<sub>3</sub> vehicles and components and separate technical units for those vehicles and O<sub>3</sub>, O<sub>4</sub> trailers **and 60 months after the adoption of all corresponding implementing and delegated acts enacted**

*in accordance with this Regulation to new M<sub>2</sub>, M<sub>3</sub>, N<sub>2</sub>, N<sub>3</sub> vehicles and components and separate technical units for those vehicles and O<sub>3</sub>, O<sub>4</sub> trailers.*

Or. en

### *Justification*

*To provide coherence with the timeframes indicated in Article 10.*

## **Amendment 142**

### **Proposal for a regulation Article 20 – paragraph 3**

#### *Text proposed by the Commission*

It shall apply from 1 July **2030** for M<sub>1</sub>, N<sub>1</sub> vehicles constructed by small volume manufacturers.

#### *Amendment*

It shall apply **as** from 1 July **2035** for M<sub>1</sub>, N<sub>1</sub> vehicles **and components and separate technical units**, constructed by small volume manufacturers **and vehicles categorized following Regulation (EU) 2018/858, Part A, 5.2 as SB.**

Or. en

### *Justification*

*For consistency with Regulation (EU) 2023/851. In addition, this proposal should account for armored vehicles, which are heavier due to their anti-bullet armor plating—these vehicles are important for protecting people and goods, and are already categorized as special purpose vehicles (Code SB) under Regulation (EU) 2018/858. Although only a small number of these vehicles are registered each year, they should, as with small volume manufacturers, be excluded from the scope of this Regulation.*

## **Amendment 143**

### **Proposal for a regulation Annex I – Table 1 – Row 1**

<i>Text proposed by the Commission</i>				
Pollutant emissions	M <sub>1</sub> , N <sub>1</sub> vehicles	Only for N <sub>1</sub> vehicles with power to mass ratio <sup>1</sup> less than <b>35 kW/t</b>	Emission budget for all trips less than 10 km for M <sub>1</sub> , N <sub>1</sub> vehicles	Emission budget for all trips less than 10 km only for N <sub>1</sub> vehicles with power to mass

				ratio less than <b>35</b> kW/t
<sup>1</sup> . Measured in accordance with paragraph 5.3.2. of <i>UNECE</i> Regulation No 85 in the case of ICEVs and PEVs, or, in all other cases, measured in accordance with one of the test procedures laid down in paragraph 6 of UN Global Technical Regulation 21				

<i>Amendment</i>				
Pollutant emissions	M <sub>1</sub> , N <sub>1</sub> vehicles	Only for N <sub>1</sub> vehicles with power to mass ratio <sup>1</sup> less than <b>44</b> kW/t	Emission budget for all trips less than 10 km for M <sub>1</sub> , N <sub>1</sub> vehicles	Emission budget for all trips less than 10 km only for N <sub>1</sub> vehicles with power to mass ratio less than <b>44</b> kW/t
<sup>1</sup> . Measured in accordance with paragraph 5.3.2. of <i>UNECE</i> Regulation No 85 in the case of ICEVs and PEVs, or, in all other cases, measured in accordance with one of the test procedures laid down in paragraph 6 of UN Global Technical Regulation 21				

Or. en

### *Justification*

*Heavier vans, classified as N1 vehicles with a power-to-mass ratio less than 44 kW/t, are often subject to unfair treatment because they are mistakenly perceived as being equivalent to small passenger cars. Moreover, these N1 category vehicles are often used for utility rather than mobility purposes, as recognized in the Euro 6 standards and therefore, the emission limits should be adjusted accordingly, with the reintroduction of specific limits for N1 class III.*

### **Amendment 144** **Proposal for a regulation** **Annex I – Table 1 – Row 3**

<i>Text proposed by the Commission</i>				
NO <sub>x</sub> in mg	60	<b>75</b>	600	<b>750</b>

<i>Amendment</i>				
NO <sub>x</sub> in mg	60	<b>125</b>	600	<b>2000</b>

Or. en

### *Justification*

*Heavier vans, classified as N1 vehicles with a power-to-mass ratio less than 44 kW/t, are often subject to unfair treatment because they are mistakenly perceived as being equivalent to small passenger cars. Moreover, these N1 category vehicles are often used for utility rather than mobility purposes, as recognized in the Euro 6 standards and therefore, the emission limits should be adjusted accordingly, with the reintroduction of specific limits for N1 class III.*

#### **Amendment 145** **Proposal for a regulation** **Annex I – Table 1 – Row 4**

<i>Text proposed by the Commission</i>				
PM in mg	4.5	<b>4.5</b>	45	<b>45</b>

<i>Amendment</i>				
PM in mg	4.5	<b>5</b>	45	<b>50</b>

Or. en

### *Justification*

*Heavier vans, classified as N1 vehicles with a power-to-mass ratio less than 44 kW/t, are often subject to unfair treatment because they are mistakenly perceived as being equivalent to small passenger cars. Moreover, these N1 category vehicles are often used for utility rather than mobility purposes, as recognized in the Euro 6 standards and therefore, the emission limits should be adjusted accordingly, with the reintroduction of specific limits for N1 class III.*

#### **Amendment 146** **Proposal for a regulation** **Annex I – Table 1 – Row 6**

<i>Text proposed by the Commission</i>				
CO in mg	500	<b>630</b>	5000	<b>6300</b>

<i>Amendment</i>				
CO in mg	500	<b>740</b>	5000	<b>7400</b>

Or. en

### *Justification*

*Heavier vans, classified as N1 vehicles with a power-to-mass ratio less than 44 kW/t, are often subject to unfair treatment because they are mistakenly perceived as being equivalent to small passenger cars. Moreover, these N1 category vehicles are often used for utility rather than mobility purposes, as recognized in the Euro 6 standards and therefore, the emission limits should be adjusted accordingly, with the reintroduction of specific limits for N1 class III.*

#### **Amendment 147** **Proposal for a regulation** **Annex I – Table 1 – Row 7**

<i>Text proposed by the Commission</i>				
THC in mg	100	<b>130</b>	1000	<b>1300</b>

<i>Amendment</i>				
THC in mg	100	<b>160</b>	1000	<b>1600</b>

Or. en

### *Justification*

*Heavier vans, classified as N1 vehicles with a power-to-mass ratio less than 44 kW/t, are often subject to unfair treatment because they are mistakenly perceived as being equivalent to small passenger cars. Moreover, these N1 category vehicles are often used for utility rather than mobility purposes, as recognized in the Euro 6 standards and therefore, the emission limits should be adjusted accordingly, with the reintroduction of specific limits for N1 class III.*

#### **Amendment 148** **Proposal for a regulation** **Annex I – Table 1 – Row 8**

<i>Text proposed by the Commission</i>				
NMHC in mg	68	<b>90</b>	680	<b>900</b>

<i>Amendment</i>				
NMHC in mg	68	<b>108</b>	680	<b>1080</b>

*Justification*

*Heavier vans, classified as N1 vehicles with a power-to-mass ratio less than 44 kW/t, are often subject to unfair treatment because they are mistakenly perceived as being equivalent to small passenger cars. Moreover, these N1 category vehicles are often used for utility rather than mobility purposes, as recognized in the Euro 6 standards and therefore, the emission limits should be adjusted accordingly, with the reintroduction of specific limits for N1 class III.*

**Amendment 149**

**Proposal for a regulation**  
**Annex I – Table 2**

<i>Text proposed by the Commission</i>				
Pollutant emissions	<i>Cold emissions</i> <sup>2</sup>	<i>Hot emissions</i> <sup>3</sup>	<i>Emission budget for all trips less than 3*WHTC long</i>	<i>Optional idle emission limits</i> <sup>4</sup>
	<i>per kWh</i>	<i>per kWh</i>	<i>per kWh</i>	<i>per hour</i>
NO <sub>x</sub> in mg	<b>350</b>	<b>90</b>	<b>150</b>	<b>5000</b>
PM in mg	<b>12</b>	<b>8</b>	<b>10</b>	
PN <sub>10</sub> in #	<b>5x10<sup>11</sup></b>	<b>2x10<sup>11</sup></b>	<b>3x10<sup>11</sup></b>	
CO in mg	<b>3500</b>	<b>200</b>	<b>2700</b>	
<b>NMOG in mg</b>	<b>200</b>	<b>50</b>	<b>75</b>	
NH <sub>3</sub> in mg	<b>65</b>	<b>65</b>	<b>70</b>	
CH <sub>4</sub> in mg	<b>500</b>	<b>350</b>	<b>500</b>	
<b>N<sub>2</sub>O in mg</b>	<b>160</b>	<b>100</b>	<b>140</b>	
<b>HCHO in mg</b>	<b>30</b>	<b>30</b>		
<sup>2</sup> . <i>Cold emissions refers to the 100<sup>th</sup> percentile of moving windows (MW) of 1 WHTC for vehicles, or WHTC<sub>cold</sub> for engines</i>				

**3. Hot emission refers to the 90<sup>th</sup> percentile of moving windows (MW) of 1 WHTC for vehicles or WHTC<sub>hot</sub> for engines**

**4. Applicable only if a system is not present that automatically shuts down the engine after 300 seconds of continuous idling operation (once the vehicle is stopped and brakes applied)**

<i>Amendment</i>		
Pollutant emissions	<b>WHSC (CI) and WHTC<sup>1)</sup> (CI and PI)</b>	<b>Real Driving Emissions (RDE)<sup>2)</sup></b>
NO <sub>x</sub> in mg/kWh	<b>230</b>	<b>345</b>
PM in mg/kWh	<b>8</b>	<b>-</b>
PN <sub>10</sub> in #/kWh	<b>6 x 10<sup>11</sup></b>	<b>9 x 10<sup>11</sup></b>
CO in mg/kWh	<b>1500</b>	<b>2250</b>
<b>NMHC in mg/kWh</b>	<b>80</b>	<b>120</b>
NH <sub>3</sub> in mg/kWh	<b>80</b>	<b>120</b>
CH <sub>4</sub> in mg/kWh	<b>500</b>	<b>750</b>
<sup>1)</sup> Calculation of specific emissions according to paragraph 8.6.3 of Annex 4 to UNECE Regulation No. 49-07.		
<sup>2)</sup> Emissions evaluation shall be based on accumulated mass/number of emissions over a trip divided by the engine work.		

Or. en

### *Justification*

*With a focus on reducing emissions from heavy-duty vehicles, the ACEA Euro 7 proposal, published in 2021, provides a good basis for establishing limit values for M2, M3, N2 and N3 vehicles. Its primary aim is to decrease the levels of main pollutants by 50%. It aims to decrease the main pollutants by 50% and recognizes the new PN<sub>10</sub> test procedure, which increases the severity by 30-40%. A key feature of the proposal is the retention of stricter test bed limits but with the inclusion of a conformity factor (of 1.5) for transposing the engine test limits to an on-road in-service conformity procedure for the entire vehicle.*

### **Amendment 150**

### **Proposal for a regulation**

### **Annex I – Table 3 – Row 1**

<i>Text proposed by the Commission</i>		
Pollutant emissions	M <sub>1</sub> , N <sub>1</sub> with maximum mass	N <sub>1</sub> with maximum mass equal

	up to 2650 kg	or more than 2650 kg
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<i>Amendment</i>		
Pollutant emissions	M <sub>1</sub> <b>and</b> N <sub>1</sub> with maximum mass up to 2650 kg	<b>M<sub>1</sub> and</b> N <sub>1</sub> with maximum mass equal or more than 2650 kg

Or. en

#### *Justification*

*Vehicle weight does not affect evaporative emissions, regardless of vehicle category. Evaporative emissions are mostly linked to vehicle size when padding is present, but light commercial vehicles with steel load spaces do not emit such pollutants. Therefore, to ensure technological neutrality and regulatory simplicity, the same rules should apply to both M1 and N1 vehicles.*

#### **Amendment 151** **Proposal for a regulation** **Annex I – Table 3 – Row 3**

<i>Text proposed by the Commission</i>		
<b><i>Refuelling emissions</i></b>	<b><i>0.05 g/L of fuel</i></b>	<b><i>0.05 g/L of fuel</i></b>

<i>Amendment</i>		
<b><i>delete</i></b>	<b><i>delete</i></b>	<b><i>delete</i></b>

Or. en

#### *Justification*

*Implementing new controls for refuelling emissions (ORVR) for a technology that is being phased out seems illogical, considering that Stage II at petrol stations fulfils the same purpose and addresses refuelling emissions for all petrol vehicles, not just newly manufactured ones.*

#### **Amendment 152** **Proposal for a regulation** **Annex II – Table 1 – Row 1**

<i>Text proposed by the Commission</i>			
Battery energy based MPR	<b><i>Start of life to 5 years or 100 000 km whichever comes first</i></b>	<b><i>Vehicles more than 5 years or 100 000 km, and up to whichever comes first of 8 years or 160 000 km</i></b>	Vehicles up to additional lifetime*
OVC-HEV	<b>80%</b>	70%	
PEV	<b>80%</b>	70%	

<i>Amendment</i>			
Battery energy based MPR		<b><i>Start of life to 8 years or 160 000 km whichever comes first</i></b>	Vehicles up to additional lifetime*
OVC-HEV		70%	
PEV		70%	

Or. en

### *Justification*

*One set point after 8 years and 160 000 km is sufficient as defined also at UNECE level.*

### **Amendment 153** **Proposal for a regulation** **Annex II – Table 2 – Row 1**

<i>Text proposed by the Commission</i>			
Battery energy based MPR	<b><i>Start of life to 5 years or 100 000 km whichever comes first</i></b>	<b><i>Vehicles more than 5 years or 100 000 km, and up to whichever comes first of 8 years or 160 000 km</i></b>	Vehicles up to additional lifetime*
OVC-HEV	<b>75%</b>	65%	
PEV	<b>75%</b>	65%	

<i>Amendment</i>			
Battery energy based MPR		<b><i>Start of life to 8 years or 160 000 km whichever comes first</i></b>	Vehicles up to additional lifetime*
OVC-HEV		65%	

PEV		65%	
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Or. en

*Justification*

*One set point after 8 years and 160 000 km is sufficient as defined also at UNECE level.*

**Amendment 154**

**Proposal for a regulation**

**Annex III – Table 1 – Row 2**

<i>Text proposed by the Commission</i>		
Extended driving divider	-	1.6 (applies to measured emissions only during the time when one of the conditions set out in this column applies)

<i>Amendment</i>		
Extended driving divider	-	1.6 (applies to measured emissions only during the time when one of the conditions set out in this column applies); <b><i>and in the case two or more conditions are met, that part of the trip shall be excluded and set invalid. When test energy (rk) exceeds 1.3x the Worldwide harmonized Light vehicles Test Procedure (WLTP) test energy, normalisation shall occur in line with RDE UN GTR Appendix 11.</i></b>

Or. en

*Justification*

*Further clarification is needed regarding the conditions under which the 1.6 factor is applied. It is also crucial to explicitly mandate the use of RDE UN GTR Appendix 11 normalization, especially for infrequent driving scenarios.*

**Amendment 155**  
**Proposal for a regulation**  
**Annex III – Table 1 – Row 8**

<i>Text proposed by the Commission</i>		
<b><i>Maximum average wheel power during first 2 km after cold start</i></b>	<b><i>Lower than 20% of maximum wheel power</i></b>	<b><i>Higher than 20% of maximum wheel power</i></b>

<i>Amendment</i>		
<b><i>Deleted</i></b>	<b><i>Deleted</i></b>	<b><i>Deleted</i></b>

Or. en

*Justification*

*Further clarification is needed regarding the conditions under which the 1.6 factor is applied.*

**Amendment 156**  
**Proposal for a regulation**  
**Annex III – Table 1 – Row 8a (new)**

<i>Text proposed by the Commission</i>		

<i>Amendment</i>		
<b><i>Trip dynamics</i></b>	<b><i>According to Appendix 7a to Annex IIIA of Regulation (EU) 2017/1151</i></b>	<b><i>Procedures laid down in Appendix 7a of Annex IIIA to Regulation (EU) 2017/1151, according to Article 14, paragraph 4, subparagraph (a)</i></b>

Or. en

### *Justification*

*Further clarification is needed regarding the conditions under which the 1.6 factor is applied. It is also crucial to explicitly mandate the use of RDE UN GTR Appendix 11 normalization, especially for infrequent driving scenarios. The term "any" should be re-evaluated to exclude atypical and infrequent driving situations that do not accurately represent real-world driving conditions and render compliance with emission limits unattainable. Moreover, manufacturers should not be allowed to exploit low mileage testing to obtain a 1.6 factor during the type approval process. The criteria for type approval should be obligatory, while still allowing for testing with low mileage to shorten vehicle run-in time.*

#### **Amendment 157** **Proposal for a regulation** **Annex III – Table 1 – Row 9**

<i>Text proposed by the Commission</i>		
Trip composition	Any	-

<i>Amendment</i>		
Trip composition	Any, as per normal use **	Any, as per normal use **
<hr/>		
<b>** Rare driving conditions, i.e. [2% of customer trips] and biased driving is not permitted; driving dynamics limits are laid down in the corresponding implementing act.</b>		

Or. en

### *Justification*

*The term "any" should be re-evaluated to exclude atypical and infrequent driving situations that do not accurately represent real-world driving conditions and render compliance with emission limits unattainable*

#### **Amendment 158** **Proposal for a regulation**

**Annex III – Table 1 – Row 10**

<i>Text proposed by the Commission</i>		
Minimum mileage	10 000 km	Between 3 000 and 10 000 km

<i>Amendment</i>		
Minimum mileage	10 000 km***	Between 3 000 and 10 000 km***
<p>*** At type approval testing the manufacturer shall not apply the extended driving factor in the case the vehicle is below 10 000 km mileage.</p>		

Or. en

*Justification*

*Manufacturers should not be allowed to exploit low mileage testing to obtain a 1.6 factor during the type approval process. The criteria for type approval should be obligatory, while still allowing for testing with low mileage to shorten vehicle run-in time.*

**Amendment 159**  
**Proposal for a regulation**  
**Annex III – Table 2 – Row 1**

<i>Text proposed by the Commission</i>		
Parameter	<b><i>Normal driving conditions</i></b>	<b><i>Extended driving conditions*</i></b>

<i>Amendment</i>		
Parameter	<b><i>Euro VI test conditions to be brought into Euro 7</i></b>	<b><i>Point of reference</i></b>

Or. en

*Justification*

*The limits cannot be separated from the test procedures, and the proposed shift in the Euro 7 heavy duty vehicle approval system is a significant change for the European sector.*

*Currently, the engine-based approval system is in place, which verifies compliance by evaluating the engine installed in vehicles. This system is well established in the UNECE, and more than 60 contracting parties adhere to it, including North America, which, despite not applying UNECE Regulations, follows the engine approach for heavy duty vehicles due to its suitability for engines and work-performing vehicles.*

#### **Amendment 160**

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

#### **Annex III – Table 2 – Row 2**

<i>Text proposed by the Commission</i>		
<b><i>Extended Driving Divider</i></b>	<b><i>-</i></b>	<b><i>2 (applies to measured emissions only during the time when one of the conditions set out in this column applies)</i></b>

<i>Amendment</i>		
<b><i>deleted</i></b>	<b><i>deleted</i></b>	<b><i>deleted</i></b>

Or. en

#### *Justification*

*The limits cannot be separated from the test procedures, and the proposed shift in the Euro 7 heavy duty vehicle approval system is a significant change for the European sector. Currently, the engine-based approval system is in place, which verifies compliance by evaluating the engine installed in vehicles. This system is well established in the UNECE, and more than 60 contracting parties adhere to it, including North America, which, despite not applying UNECE Regulations, follows the engine approach for heavy duty vehicles due to its suitability for engines and work-performing vehicles.*

#### **Amendment 161**

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

#### **Annex III – Table 2 – Row 3**

<i>Text proposed by the Commission</i>		
<b>Ambient temperature</b>	<b><i>-7°C to 35°C</i></b>	<b><i>-10°C to -7°C or 35°C to 45°C</i></b>

*Amendment*

<i>Amendment</i>		
Ambient temperature	<b><i>According to paragraph 4.2 of Annex 8 to UNECE Regulation No.49-07</i></b>	<b><i>Covering -7°C to 38°C</i></b>

Or. en

*Justification*

*The limits cannot be separated from the test procedures, and the proposed shift in the Euro 7 heavy duty vehicle approval system is a significant change for the European sector. Currently, the engine-based approval system is in place, which verifies compliance by evaluating the engine installed in vehicles. This system is well established in the UNECE, and more than 60 contracting parties adhere to it, including North America, which, despite not applying UNECE Regulations, follows the engine approach for heavy duty vehicles due to its suitability for engines and work-performing vehicles.*

**Amendment 162**

**Proposal for a regulation**

**Annex III – Table 2 – Row 4**

<i>Text proposed by the Commission</i>		
Maximum altitude	<b><i>1 600 m</i></b>	<b><i>From 1 600 to 1 800 m</i></b>

<i>Amendment</i>		
Maximum altitude	<b><i>According to paragraph 4.2 of Annex 8 to UNECE Regulation No.49-07</i></b>	<b><i>1 700 m</i></b>

Or. en

*Justification*

*The limits cannot be separated from the test procedures, and the proposed shift in the Euro 7 heavy duty vehicle approval system is a significant change for the European sector. Currently, the engine-based approval system is in place, which verifies compliance by evaluating the engine installed in vehicles. This system is well established in the UNECE, and more than 60 contracting parties adhere to it, including North America, which, despite not applying UNECE Regulations, follows the engine approach for heavy duty vehicles due to its suitability for engines and work-performing vehicles.*

**Amendment 163**  
**Proposal for a regulation**  
**Annex III – Table 2 – Row 5**

<i>Text proposed by the Commission</i>		
<b><i>Towing/aerodynamic modifications</i></b>	<b><i>Not allowed</i></b>	<b><i>Allowed according to manufacturer specifications and up to the regulated speed</i></b>

<i>Amendment</i>		
<b><i>deleted</i></b>	<b><i>deleted</i></b>	<b><i>deleted</i></b>

Or. en

*Justification*

*The limits cannot be separated from the test procedures, and the proposed shift in the Euro 7 heavy duty vehicle approval system is a significant change for the European sector. Currently, the engine-based approval system is in place, which verifies compliance by evaluating the engine installed in vehicles. This system is well established in the UNECE, and more than 60 contracting parties adhere to it, including North America, which, despite not applying UNECE Regulations, follows the engine approach for heavy duty vehicles due to its suitability for engines and work-performing vehicles.*

**Amendment 164**  
**Proposal for a regulation**  
**Annex III – Table 2 – Row 6**

<i>Text proposed by the Commission</i>		
Vehicle Payload	<b><i>Higher or equal than 10%</i></b>	<b><i>Less than 10%</i></b>

<i>Amendment</i>		
Vehicle payload	<b><i>According to paragraph 4.1 of Annex 8 to UNECE Regulation No.49-07</i></b>	<b><i>≥ 10%</i></b>

*Justification*

*The limits cannot be separated from the test procedures, and the proposed shift in the Euro 7 heavy duty vehicle approval system is a significant change for the European sector. Currently, the engine-based approval system is in place, which verifies compliance by evaluating the engine installed in vehicles. This system is well established in the UNECE, and more than 60 contracting parties adhere to it, including North America, which, despite not applying UNECE Regulations, follows the engine approach for heavy duty vehicles due to its suitability for engines and work-performing vehicles.*

**Amendment 165****Proposal for a regulation****Annex III – Table 2 – Row 7**

<i>Text proposed by the Commission</i>		
<i>Auxiliaries</i>	<i>Possible as per normal use</i>	-

<i>Amendment</i>		
<i>deleted</i>	<i>deleted</i>	<i>deleted</i>

*Justification*

*The limits cannot be separated from the test procedures, and the proposed shift in the Euro 7 heavy duty vehicle approval system is a significant change for the European sector. Currently, the engine-based approval system is in place, which verifies compliance by evaluating the engine installed in vehicles. This system is well established in the UNECE, and more than 60 contracting parties adhere to it, including North America, which, despite not applying UNECE Regulations, follows the engine approach for heavy duty vehicles due to its suitability for engines and work-performing vehicles.*

**Amendment 166****Proposal for a regulation****Annex III – Table 2 – Row 8**

<i>Text proposed by the Commission</i>		
<i>Internal Combustion Engine Loading at cold start</i>	<i>Any</i>	-

<i>Amendment</i>		
<i>deleted</i>	<i>deleted</i>	<i>deleted</i>

Or. en

*Justification*

*The limits cannot be separated from the test procedures, and the proposed shift in the Euro 7 heavy duty vehicle approval system is a significant change for the European sector. Currently, the engine-based approval system is in place, which verifies compliance by evaluating the engine installed in vehicles. This system is well established in the UNECE, and more than 60 contracting parties adhere to it, including North America, which, despite not applying UNECE Regulations, follows the engine approach for heavy duty vehicles due to its suitability for engines and work-performing vehicles.*

**Amendment 167**

**Proposal for a regulation**

**Annex III – Table 2 – Row 9**

<i>Text proposed by the Commission</i>		
Trip composition	<i>As per usual use</i>	-

<i>Amendment</i>		
Trip composition	<i>According to paragraph 4.5 of Annex 8 to UNECE Regulation No.49-07</i>	<i>Urban / rural / motorway</i>

Or. en

*Justification*

*The limits cannot be separated from the test procedures, and the proposed shift in the Euro 7 heavy duty vehicle approval system is a significant change for the European sector. Currently, the engine-based approval system is in place, which verifies compliance by evaluating the engine installed in vehicles. This system is well established in the UNECE, and more than 60 contracting parties adhere to it, including North America, which, despite not applying UNECE Regulations, follows the engine approach for heavy duty vehicles due to its suitability for engines and work-performing vehicles.*

**Amendment 168**  
**Proposal for a regulation**  
**Annex III – Table 2 – Row 10**

<i>Text proposed by the Commission</i>		
Minimum mileage	<b><i>5 000 km for &lt; 16t TPMLM 10 000 km for &gt; 16t TPMLM</i></b>	<b><i>Between 3 000 km and 5 000 km for &lt; 16t TPMLM Between 3 000 km and 10 000 km for &gt; 16t TPMLM</i></b>

<i>Amendment</i>		
Minimum mileage	<b><i>According to paragraph 3.2 of Annex 8 to UNECE Regulation No.49-07</i></b>	<b><i>25 000 km</i></b>

Or. en

*Justification*

*The limits cannot be separated from the test procedures, and the proposed shift in the Euro 7 heavy duty vehicle approval system is a significant change for the European sector. Currently, the engine-based approval system is in place, which verifies compliance by evaluating the engine installed in vehicles. This system is well established in the UNECE, and more than 60 contracting parties adhere to it, including North America, which, despite not applying UNECE Regulations, follows the engine approach for heavy duty vehicles due to its suitability for engines and work-performing vehicles.*

**Amendment 169**  
**Proposal for a regulation**  
**Annex III – Table 3 – Title**

*Text proposed by the Commission*

Conditions for testing compliance with evaporative emission limits ***with any market fuel and lubricant within the specifications issued by the manufacturer of the vehicle***

*Amendment*

Conditions for testing compliance with evaporative emission limits

Or. en

### *Justification*

Conducting evaporative emissions testing on a vehicle at 38°C using a fuel intended for winter use in Arctic regions would be highly misleading and not reflective of real-world conditions.

**Amendment 170**  
**Proposal for a regulation**  
**Annex IV – Table 1 – Row 1**

<i>Text proposed by the Commission</i>			
Lifetime of vehicles, engines and replacement pollution control systems	M1, N1 and M2	<i><b>N2, N3&lt;16t, M3&lt;7.5t</b></i>	N3>16t, M3>7.5t

<i>Amendment</i>			
Lifetime of vehicles, engines and replacement pollution control systems	M1, N1 and M2	<i><b>N2, N3 ≤16t, M3 ≤7.5t</b></i>	N3 > 16t, M3 > 7.5t

Or. en

### *Justification*

*While the majority of vehicles are likely to reach mileage thresholds within eight years, certain vehicle applications with low annual mileage may take over thirty years to reach maximum extended lifetime mileage values. Therefore, requiring manufacturers to ensure compliance for such an extended period would be disproportionate. Introducing a time limit for the additional lifetime, as done for the main lifetime, offers a reasonable solution.*

**Amendment 171**  
**Proposal for a regulation**  
**Annex IV – Table 1 – Row 3**

<i>Text proposed by the Commission</i>			
Additional lifetime	After main lifetime and up to 200 000 km or 10 years, whichever comes first	After main lifetime and up to 375 000 km	After main lifetime and up to 875 000 km

<i>Amendment</i>			
Additional lifetime	After main lifetime and up to 200 000 km or 10 years, whichever comes first	After main lifetime and up to 375 000 km <b><i>or 10 years, whichever comes first</i></b>	After main lifetime and up to 875 000 km <b><i>or 20 years, whichever comes first</i></b>

Or. en

### *Justification*

*While the majority of vehicles are likely to reach mileage thresholds within eight years, certain vehicle applications with low annual mileage may take over thirty years to reach maximum extended lifetime mileage values. Therefore, requiring manufacturers to ensure compliance for such an extended period would be disproportionate. Introducing a time limit for the additional lifetime, as done for the main lifetime, offers a reasonable solution.*

### **Amendment 172**

### **Proposal for a regulation**

### **Annex V – Table 3 – Row 2**

<i>Text proposed by the Commission</i>			
Gaseous pollutants, PM and PN in road testing (RDE) for each fuel and for the applicable vehicle categories (M <sub>2</sub> , M <sub>3</sub> , N <sub>2</sub> and N <sub>3</sub> ) and low load test (if applicable)	Required demonstration tests for all fuels for which the type approval is granted per vehicle type and a declaration of compliance for all fuels, all payloads and all applicable vehicle types	Conformity of production performed at engine level only	Required test on a vehicle with any fuel and on any vehicle category and any payload for all engine types every two year

<i>Amendment</i>			
Gaseous pollutants, PM and PN in road testing (RDE) for each fuel and for the applicable vehicle categories (M <sub>2</sub> , M <sub>3</sub> , N <sub>2</sub> and N <sub>3</sub> ) and low	Required demonstration tests for all fuels for which the type approval is granted per vehicle type and a declaration of compliance for all fuels, all payloads and all applicable vehicle	Conformity of production performed at engine level only	Required test on a vehicle with any fuel and on any vehicle category and any payload for all engine types every two year

load test (if applicable)	<i>types*</i>		
<i>* may also be carried out by engine manufacturers on condition that installation information has been provided and verified in accordance with this Regulation</i>			

Or. en

*Justification*

*This approach would reduce the testing and administrative burden on both vehicle manufacturer and approval authority. The amendment complements the proposed modification for Table 5 within this annex.*

**Amendment 173**  
**Proposal for a regulation**  
**Annex V – Table 5 – Row 8**

<i>Text proposed by the Commission</i>			
On-board monitoring (OBM family level)	Performed only with <i>the</i> complete vehicle as in Tables 3 and 4	Not required	Performed only with the complete vehicle as in Tables 3 and 4

<i>Amendment</i>			
On-board monitoring (OBM family level)	Performed only with <i>a representative</i> complete vehicle as in Tables 3 and 4	Not required	Performed only with the complete vehicle as in Tables 3 and 4

Or. en

*Justification*

*The amendment eliminates the need for redundant testing of an engine system that has already been certified as a Standard Technical Unit (STU) in different vehicle types, thereby reducing duplication.*

**Amendment 174**  
**Proposal for a regulation**  
**Annex V – Table 5 – Row 8 a (New)**

<i>Text proposed by the Commission</i>
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			Performed only with the complete vehicle as in Tables 3 and 4
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<i>Amendment</i>			
<b><i>Installation information to ensure correct functioning of engine and emissions control system in vehicle</i></b>	<b><i>Provided for the parent engine, declaration for all family members</i></b>	<b><i>Not required</i></b>	Performed only with the complete vehicle as in Tables 3 and 4

Or. en

### *Justification*

*The amendment eliminates the need for redundant testing of an engine system that has already been certified as a Standard Technical Unit (STU) in different vehicle types, thereby reducing duplication.*

### **Amendment 175 Proposal for a regulation Annex V – Table 6 – Row 9**

<i>Text proposed by the Commission</i>			
On-board monitoring (OBM family level)	Performed only with <b><i>the</i></b> complete vehicle as in Tables 3 and 4	Performed only with the complete vehicle as in Tables 3 and 4	Performed only with the complete vehicle as in Tables 3 and 4

<i>Amendment</i>			
On-board monitoring (OBM family level)	Performed only with <b><i>a</i></b> complete vehicle as in Tables 3 and 4	Performed only with the complete vehicle as in Tables 3 and 4	Performed only with the complete vehicle as in Tables 3 and 4

Or. en

### *Justification*

*Amendment to align with amendment proposed to Annex V – table 5.*



## EXPLANATORY STATEMENT

From 1992 onwards, the EU has introduced progressively stringent exhaust emission limits for each new vehicle sold on the European market ('Euro' standards). In November 2022, the Commission came forward with a sixth update of these standards in its proposal for Euro 7 standards, bringing together previously separate emission requirements for cars and vans (Euro 6) and trucks and buses (Euro VI) under a single set of rules. The Euro 7 standards include new limits on exhaust pollutants, revised testing parameters, as well as addressing non-exhaust particle emissions from brakes and tyres. Since EU law already requires all new cars to produce zero CO<sub>2</sub> emissions from 2035, the standards will serve as a transitional measure to regulate emissions until the full phase-out of new vehicles that are neither CO<sub>2</sub>-neutral nor zero-emission compliant.

The Commission's work in preparing this proposal has been fraught with challenges, incurring a publication delay of almost eighteen months. This hold-up was a consequence, in part, of the Commission's own Regulatory Scrutiny Board (RSB) issuing an initial negative opinion of the impact assessment amid concerns over the coherency of technical details on the problems facing different vehicle types and the choice of the preferred policy option. In this context, Parliament's Rapporteur, Alexandr Vondra, has identified several of his own reservations about the feasibility and effectiveness of the Commission proposal. The Rapporteur emphasises that the co-legislators face a significant task ahead if they are to ensure that the adopted Euro 7 rules are proportionate and ultimately fit for purpose.

These reservations can be summarised as follows:

- **Cost implications:** Introducing stringent emission standards requires significant investment by manufacturers to develop and produce new technologies that meet the requirements. Such costs could force higher prices on manufacturers and consumers, as the proposal targets a diminishing technology that is in competition with vehicle solutions from the CO<sub>2</sub> regulation, potentially leading to a 'Havana effect' whereby people postpone new purchases or only buy second-hand cars. The Commission estimates additional direct costs for vehicles to be approximately €180-€450 for cars/vans and €2,800 for buses/lorries. However, the findings of a recent assessment of the regulatory costs of Euro 7<sup>1</sup> report average incremental direct costs of Euro 7 (compared to Euro 6 or Euro VI) of €2,000 per internal combustion engine car/van and €12,000 per diesel bus/lorry. These estimates are between four to ten times higher than the figures reported in the Commission impact assessment. Furthermore, these amounts could escalate even further because of indirect costs (e.g., an increase in fuel consumption to achieve some of the proposal's testing requirements), an upward pressure on prices not considered by the Commission. Given the substantial discrepancy between the two estimates, it is clear that further assessment will be necessary to validate the exact costs of introducing these new standards.

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<sup>1</sup> Frontier Economics, Regulatory costs of Euro 7 – findings from an industrial survey, 23 May 2023.

- **Technological feasibility:** Questions remain about the technological feasibility of meeting the new standards, which depend on unreliable PEMS measuring devices as well as emerging and unproven testing, surveillance and emission control equipment. In particular, the Commission's decision to overhaul heavy-duty vehicle testing exacerbates these worries, replacing in-service conformity assessments using portable emission measuring equipment. Instead, it seeks to extend the Real Driving Emissions (RDE) regime in place for cars and vans to heavy-duty vehicles, disregarding their broader range of emissions and pushing the engineering target—in combination with the proposal's limit values—close to zero. Indeed, as currently drafted, these requirements will require a different development pathway for manufacturers and original equipment manufacturers (OEMs) to those used in North America, China and South America undermining the EU's role in setting automotive standards that many global markets follow.
- **Diverting resources from decarbonisation:** To meet existing EU CO<sub>2</sub> targets, the transition towards low-carbon transport is already well underway, with manufacturers of commercial vehicles progressively expanding their range of battery-electric and hydrogen-powered vehicles. Investments aimed at decarbonizing road transport must therefore be supported by a comprehensive regulatory framework that strikes a fair balance between enhancing air quality and facilitating the adoption of CO<sub>2</sub>-neutral and zero-emission vehicles. However, the Commission proposal raises fears over its potential negative impact on manufacturers' investment strategies. While acknowledging concerns specific to heavy-duty vehicles, the Euro 7 proposal must not direct attention away from the broader objective of achieving carbon neutrality. This legislation has to be realistic in setting achievable targets as well as being consistent and proportional with the investments required for compliance with existing and future CO<sub>2</sub> standards.

In this context, the Rapporteur looks to address the following fundamental and interconnected issues in his draft committee report:

- **Insufficient lead times for the automotive sector:** The proposal's entry into force dates (2025 for cars and vans; 2027 for trucks and buses) do not provide the necessary time for industrial development and adaptation of production, and fail to reflect the fact that the legal framework will only be complete following the adoption of the relevant implementing and delegated acts. The Rapporteur, therefore, recommends linking the dates of entry into force to the dates of adoption of the applicable secondary legislation. With the exception of requirements for brakes and tyres, which are contingent on agreements within the UNECE, the Commission will have deadlines to adopt the required delegated and implementing acts before triggering a lead in time of 36 months for new type cars and vans, and 48 months for new type trucks and buses. Moreover, the Rapporteur adds an extra 12 months between the new type and all registration dates to limit the administrative burden on type approval authorities and account for the lengthier product cycle of vans over cars.
- **Undue reliance on secondary legislation:** The cumulative changes to Euro 7's modalities via secondary legislation are wide-ranging and vaguely defined in the

Commission proposal. This lack of clarity is a significant concern, as the methodologies for measuring emissions during specified test conditions and verifying the application of test requirements/declarations are still to be finalised and risk amounting to "an empty box" in the basic act. Hence, understanding the implications and legal responsibilities arising from the many implementing and delegated acts on manufacturers and Member States is currently a futile task. The Rapporteur proposes to address this by setting conditional time limits for the Commission to prepare and finalise the secondary legislation, giving stakeholders and Member States much-needed legal certainty.

- **Statistically-relevant RDE test conditions:** The existing Euro 6 standard already delivers on-road testing with low exhaust emissions covering the vast majority (95 percent) of statistically possible driving events and situations. The Commission proposal aims to cover the last five percent, adding substantial complexities for compliance and additional hardware requirements with only nominal environmental benefits. Moreover, biased driving/worst-case conditions will oblige further supplementary technology in all Euro 7 vehicles. As a result, smaller low-budget cars that are indispensable for working people and rural communities could see a noticeable cost increase, resulting in the market withdrawal of certain models. The Rapporteur believes these driving scenarios go far beyond the parameters necessary to achieve the objectives of this legislation and reinstates the existing testing requirements in this proposal.
- **On-Board Monitoring (OBM) requirements:** The Commission requires OBM of emissions at all times throughout a vehicle's lifetime. This will require new exhaust sensors, which are either unavailable or have limited capability and lifespan, and their precise cost is still unknown. With the automotive sector already obliged to achieve new CO<sub>2</sub> standards, adding onerous new technological expenses seems unreasonable and will deter investments in CO<sub>2</sub>-neutral and zero-emission vehicles. Responding to this, the Rapporteur introduces amendments emphasising the importance of greater legal clarity on the scope and detail of the OBM requirements, the development time for these technologies, and evaluating the overall need for OBM in achieving the new standards.
- **Regulatory discrimination against heavier vans:** The new standards require that heavier vans meet the same exhaust pollutant limits as cars despite their higher weights and rolling resistance. Although the Commission proposal attempts to offset the more stringent requirements with less rigorous pollutant rules for vans with a power-to-weight ratio less than 35kW/t, there are currently no vans on the EU market that can reportedly qualify for these reduced limit values. For that reason, almost all vans must meet the same exhaust pollutant limits as cars. The Rapporteur recognises that these vans are an indispensable working tool for individuals and small businesses and addresses this imbalance by defining such vehicles at 44kW/t (based on the Euro 6 N1 Class III limits).
- **Viability of emission limits/testing for Heavy-Duty Vehicles:** The Commission's proposal for Euro 7 emission limits for heavy-duty vehicles would place an unrealistic burden on industry and deviate from global standards. As a result, EU manufacturers would face additional costs to develop vehicles specifically for EU requirements while

still having to comply with other regulations around the world, and this would disrupt technical harmonization for heavy-duty vehicle regulations. Therefore, the Rapporteur recommends bringing the Euro VI formulation for heavy-duty emission limits and testing into Euro 7 with some necessary adjustments to reduce the levels of main pollutants by 50 percent and account for the new PN10 test procedure.

- **Addition of brake wear emissions:** The Euro 7 proposal sets out additional limits for particulate emissions generated by brakes. These rules will apply to all vehicle types, including electric. Although the Rapporteur supports the inclusion of brakes within the scope, he considers the entry into force dates (2025 for cars and vans; 2027 for trucks and buses) technically unfeasible, as work on the test procedure still needs to be finalised in the UNECE. Once agreed, the procedure will then require a monitoring phase to evaluate the methodology and allow for the setting of technically achievable limits. With this in mind, the Rapporteur recommends introducing a 36-month lead in time following the adoption of relevant secondary legislation for brakes.
- **Abrasion limits for tyres:** Reiterating concerns about the volume of, and reliance on, secondary legislation in this proposal, both Member States and manufacturers can only plan and assess this requirement with the relevant implementing and delegated acts. Indeed, the Commission acknowledges that the UNECE World Forum for Harmonization of Vehicle Regulations (WP29) must first adopt the test method, market assessment, and limits, expected in late 2024/early 2025, before incorporating these requirements in Euro 7 via comitology. As with brake emissions, the Rapporteur welcomes the inclusion of tyres, and notes with caution that tyres shedding fewer micro-plastics must not compromise vehicle safety. The Rapporteur introduces several amendments making it clear that the scope for tyres should be expanded to progressively include newly manufactured tyres of Classes C1, C2 and C3 fitted to all vehicles, and not only those tyres fitted on Euro 7 type approved vehicles.

## **ANNEX: LIST OF ENTITIES OR PERSONS FROM WHOM THE RAPPORTEUR HAS RECEIVED INPUT**

The rapporteur received input from the following entities or persons in the preparation of the draft report:

Association for Emissions Control by Catalyst (AECC)
Association of Road Enterprises & Passenger Transport (ČESMAD)
AutoSAP Ltd.
Bureau Européen des Unions de Consommateurs (BEUC)
BMW AG
Robert Bosch GmbH
European Association of Automotive Suppliers (CLEPA)
Concawe
Cummins Europe
Daimler Truck AG
DENSO Corporation
European Automobile Manufacturers' Association (ACEA)
European Biodiesel Board
European Platform on Sustainable Mobility
European Small Volume Car Manufacturers Alliance (ESCA)
European Tyre & Rubber Manufacturers Association (ETRMA)
Ferrari S.p.A.
Fédération Internationale de l'Automobile (FIA)
Ford Motor Company
FuelsEurope
Garrett Motion
Groupe Renault
International Road Transport Union (IRU)
Industrial Vehicles Corporation (IVECO)
Jaguar Land Rover Automotive PLC
Mazda Motor Corporation
Mercedes-Benz
Tallano Technologies
Toyota Motor Corporation
Transport & Environment (T&E)
Verband der Automobilindustrie e. V. (VDA)
Volkswagen Group
Volvo Trucks

