



2022/0365(COD)

24.7.2023

OPINION

of the Committee on Industry, Research and Energy

for the Committee on the Environment, Public Health and Food Safety

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))

Rapporteur for opinion (*): Massimiliano Salini

(*) Associated committee – Rule 57 of the Rules of Procedure

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AMENDMENTS

The Committee on Industry, Research and Energy calls on the Committee on the Environment, Public Health and Food Safety, as the committee responsible, to take into account the following amendments:

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')⁴⁴ and Regulation (EC) No 595/2009 of the European Parliament and of the Council ('Euro VI')⁴⁵. 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.***

⁴⁴ 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).

⁴⁵ 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')⁴⁴ and Regulation (EC) No 595/2009 of the European Parliament and of the Council ('Euro VI')⁴⁵. 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.

⁴⁴ 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).

⁴⁵ 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 2

Proposal for a regulation

Recital 4 a (new)

Text proposed by the Commission

Amendment

(4 a) The type approval requirements for newly manufactured tyres C1, C2 and C3 are set in the General Safety Regulation ((EU) 2019/2144). Consequently, this Regulation complements those technical requirements – which remain the basis for new tyre type approval - with tyre abrasion requirements. The test method to measure tyre abrasion as well as tyre abrasion limits are being developed in the UN. In order to adopt such test method, relevant definitions, and tyre abrasion limits, this Regulation will have to be supplemented by secondary legislation along with the manufacturers' obligations and relevant timeline for implementation as well as transitional period for tyres manufactured after a certain date according to Article 11 paragraph 3a (new).

Amendment 3

Proposal for a regulation

Recital 7

Text proposed by the Commission

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. Simplification is achieved by eliminating different application dates for the limits and tests

(7) It is also necessary to reduce complexity, administrative and implementation costs for manufacturers and authorities, to ensure effective and efficient implementation of the Euro emission standards ***as well as the technological neutrality***. Simplification is achieved by eliminating different

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

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

Amendment 4

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 in real conditions of use with a **relevant** set of restrictions, boundaries and other driving requirements and not only in the laboratory is required, **while so called "biased-driving" should be avoided. This on-road testing should exclude biased driving and rare driving conditions.**

Amendment 5

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

Amendment

deleted

Amendment 6

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 via other means at national level to ensure that Stage II** refuelling controls at filling stations, as referred to in Directive 2014/99/EU, remain efficient at controlling refuelling of all vehicles filling with petrol.

Amendment 7

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 with the view of ensuring consistency in the definition of** tyre abrasion limits. **In addition, the report should include, to the extent possible, an**

impact assessment on tyre abrasion requirements, filling the gaps identified in this Regulation's impact assessment.

Amendment 8

Proposal for a regulation Recital 14 a (new)

Text proposed by the Commission

Amendment

(14 a) OBM, OBFCM or SOH devices use data generated by the vehicle to monitor its compliance with this Regulation. This same data must be shared according to the Data Act to the vehicle users and their service providers so that the vehicle users can benefit from advice and recommendations on how to limit the vehicle's emissions, its energy consumption and extend its battery-life through improved use of the vehicle.

Amendment 9

Proposal for a regulation Recital 15

Text proposed by the Commission

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. 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.***

(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 prevent 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, ***so Member States should follow the example of other Member States and introduce vehicle mileage recording when a vehicle is serviced or at periodic technical inspection.*** It is therefore ***important that new vehicles are designed with***

appropriate security protection of those systems.

Amendment 10

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 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.***

Amendment 11

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

Amendment

(16) Sensors ***and other complex systems*** installed on vehicles are already used today to detect anomalies on emissions, ***store information*** and trigger ***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 long drivers or operators take to follow the indication of the OBD MI. Some*** sensors used up to now for OBD can also be used to monitor and control the ***exhaust*** emission behaviour of the vehicles ***and may help improve the functionality of OBD.***

Amendment

(18) ***The decarbonisation of the transport sector requires a technologically open framework.*** The Commission ***should make*** a proposal for registering after 2035 new light-duty vehicles running

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.

exclusively on *CO₂ neutral fuels and vehicles running on a blend of conventional and CO₂-Neutral Fuels, in conformity with the Union law on type approval of vehicles*, outside the scope of the *CO₂ fleet emission performance* standards, and in conformity with Union law and the Union's climate neutrality objective. *Therefore*, this Regulation will need to be amended to include the possibility to type approve such vehicles.

Amendment 12

Proposal for a regulation Recital 18 a (new)

Text proposed by the Commission

Amendment

(18 a) Scientific and technological findings prove the sustainability of climate-friendly, CO₂-neutral fuels. In order to ensure that no fossil fuels are used in vehicles powered by these fuels, the Commission should work out requirements and rules, in cooperation with manufacturers and suppliers, to find technical solutions that are practical, affordable and suitable for the masses.

Amendment 13

Proposal for a regulation Recital 19

Text proposed by the Commission

Amendment

(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,*

(19) Emissions from vehicles sold by small volume manufacturers constitute an insignificant part of emissions in the Union. Flexibility *should* therefore be allowed in some of the requirements for such manufacturers *in relation to what is also demanded through the CO₂ regulations [insert OJ reference] by delaying the application of Euro 7 until*

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

2035.

Amendment 14

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 CO₂ 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 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 CO₂ emissions, fuel and energy consumption,

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 CO₂ 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 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 CO₂ 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 electric range and engine power of a motor vehicle, (iii) provide specifications for gear shift indicator (GSI) (iv) determine the impact of O₃, O₄ trailers on the CO₂, 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 data***. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council⁵⁰.

⁵⁰ Regulation (EU) No 182/2011 of the European Parliament and of the Council of

the impact of O₃, O₄ trailers on the CO₂, 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 ***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, as well as (xviii) ***measures to clarify the application of tests which manufacturers, Member 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 Council⁵⁰.

⁵⁰ 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).

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).

Amendment 15

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 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 M₂, M₃, N₂, N₃. 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-Making⁵¹. In particular, in order to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at

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 vehicles, brakes or tyres; test requirements, in particular taking into account technical progress and data collected when testing 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 ***in accordance with the test method and limits developed in the UN*** 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 M₂, M₃, N₂, N₃. 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-Making⁵¹. In particular, in order to ensure equal participation in the preparation of

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.

⁵¹ OJ L 123, 12.5.2016, p. 1.

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.

⁵¹ OJ L 123, 12.5.2016, p. 1.

Amendment 16

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 17

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

Text proposed by the Commission

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 *until all the respective implementing and delegated acts have been subsequently delivered and adopted by the Commission and by granting three years lead time from then for new types.*

Technical requirements and administrative provisions established by this regulation for the emission type-approval and market surveillance of newly manufactured tyres, are to be considered together with the tyre technical

Amendment 18

Proposal for a regulation

Article 3 – paragraph 2 – point 11

Text proposed by the Commission

(11) ‘particulate matter’ or ‘PM’ means any material emitted from the tailpipe or the brakes and collected on a filter media;

Amendment

(11) ‘particulate matter’ or ‘PM’ means any material emitted from the tailpipe or the brakes and collected on a filter media ***according to the procedure described in this Regulation;***

Amendment 19

Proposal for a regulation

Article 3 – paragraph 2 – point 14

Text proposed by the Commission

(14) ‘particle number ***above 10 nm***’ or ‘PN₁₀’ 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 number’ or ‘PN₁₀’ means the total number of solid particles emitted from the tailpipe or the brakes ***measured according to the procedure described in this Regulation with a nominal cut-off at*** 10 nm;

Amendment 20

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;

Amendment 21

Proposal for a regulation

Article 3 – paragraph 2 – point 29

Text proposed by the Commission

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

Amendment

deleted

Amendment 22

Proposal for a regulation

Article 3 – paragraph 2 – point 34

Text proposed by the Commission

(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;

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 **and fitted within the vehicle at the date of its first registration**;

Amendment 23

Proposal for a regulation

Article 3 – paragraph 2 – point 37

Text proposed by the Commission

(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**;

Amendment

(37) ‘on-board diagnostic system’ or ‘OBD’ means, **in the context of this Regulation, a system on-board the vehicle which has the capability of detecting malfunctions of the monitored emission control systems, identifying the likely area of a malfunction by means of fault codes stored in computer memory, and illumination of the Malfunction Indicator (MI) to notify the operator of the vehicle and optionally over the air**;

Amendment 24

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 under the consideration of OBM measurement tolerances and providing*** information via the OBD port and ***optionally*** over the air;

Amendment 25

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 ***Table 1*** of Annex III ***and Article 4 of Regulation (EU) 595/2009 and Annex II of Regulation 582/2011, for testing under extended conditions, no combination of these conditions at the same time should apply;***

Amendment 26

Proposal for a regulation

Article 3 – paragraph 2 – point 61

Text proposed by the Commission

(61) ‘wheel power’ means the power ***measured*** at the wheels of a vehicle and used for its propulsion;

Amendment

(61) ‘wheel power’ means the power ***determined according to this Regulation, to be delivered*** at the wheels of a vehicle

and used for its propulsion;

Amendment 27

Proposal for a regulation

Article 3 – paragraph 2 – point 62

Text proposed by the Commission

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

Amendment

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

Amendment 28

Proposal for a regulation

Article 3 – paragraph 2 – point 71

Text proposed by the Commission

(71) ‘***environmental vehicle passport***’ or ‘***EVP***’ means a record on paper and digital form containing information on the environmental performance of a vehicle at the moment of registration, including the level of pollutant emission limits, CO₂ emissions, fuel consumption, energy consumption, electric range and engine power, and battery durability and other related values;

Amendment

deleted

Amendment 29

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

Amendment

deleted

its ability to initiate or maintain vehicle motion;

Amendment 30

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

Amendment 31

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(78 a) "CO₂ Neutral Fuel" means a renewable and/or synthetic fuel as defined by Directive 2018/2001 including biofuel, biogas, biomass fuel, Renewable liquid and gaseous transport Fuel of Non Biological Origin (RFNBO) or a Recycled Carbon Fuel (RCF), where the emissions of the fuel in use (e(u)) can be taken to be net zero, meaning that the CO₂ equivalent of the carbon incorporated in the chemical composition of the fuel in use e(u) is of biogenic origin, or has been avoided being emitted as CO₂ into the atmosphere or has avoided its existing fate.

Amendment 32

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(78 b) 'Carbon Correction Factor (CFF)' means a factor which applies GHG correction to the tailpipe emissions of the heavy-duty vehicles for compliance assessment, to reflect the carbon intensity and share of carbon-neutral fuels, including biofuels produced from feedstock listed in RED Annex IX, Renewable Fuels of Non-Biological Origin - RFNBO and Recycled Carbon Fuel - RCF.

Amendment 33

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

Amendment 34

Proposal for a regulation Article 4 – paragraph 2

Text proposed by the Commission

Amendment

2. Manufacturers shall design,

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.

construct and assemble vehicles to comply with this Regulation, including complying with the emission limits set out in Annex I and respecting *under the conditions set out in Annex III and Article 4 of Regulation (EU) 595/2009 and Annex II of Regulation 582/2011* 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 35

Proposal for a regulation

Article 4 – paragraph 3 – subparagraph 1

Text proposed by the Commission

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

Amendment

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

Amendment 36

Proposal for a regulation

Article 4 – paragraph 4

Text proposed by the Commission

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

Amendment

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

Amendment 37

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

Amendment 38

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 capability of OBM measurement tolerances**;

Amendment 39

Proposal for a regulation

Article 4 – paragraph 6 – point c

Text proposed by the Commission

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

Amendment

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

Amendment 40

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 ***optionally*** over the air, and for the purposes of communicating with recharging infrastructure and stationary power systems capable of supporting smart and bidirectional charging functionalities ***and for the provision of third-party services to the vehicle user in order to improve vehicle's usage, limit the vehicle's energy consumption, its emissions or to extend the life of its battery in use.***

Amendment 41

**Proposal for a regulation
Article 4 – paragraph 8**

Text proposed by the Commission

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

Amendment

8. The manufacturer shall prevent the possibility of exploiting vulnerabilities referred to in paragraph 7, ***based on state of the art technology at the time of type approval***. When such a vulnerability is found, the manufacturer shall ***take measures to*** remove the vulnerability, by software update or any other appropriate means.

Amendment 42

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

Text proposed by the Commission

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

Amendment

deleted

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

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

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

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

Amendment 43

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

Amendment 44

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

4. Manufacturers may designate vehicles *of category M1 and N1* as “Euro 7G vehicle” where those vehicles are equipped with internal combustion engines

technologies. The manufacturer shall install a driver warning system on those vehicles to inform the user when the traction batteries are nearly empty ***and to stop the vehicle if not charged within 5 km from the first warning while on zero-emission mode.*** The application of such geofencing technologies may be verified during the lifetime of the vehicle.

Amendment 45

Proposal for a regulation

Article 5 – paragraph 4 a (new)

Text proposed by the Commission

with geofencing technologies. The manufacturer shall install a driver warning system on those vehicles to inform the user when the traction batteries are nearly empty. The application of such geofencing technologies may be verified during the lifetime of the vehicle.

Amendment

4 a. Manufacturers may designate vehicles as "Euro 7 NF vehicle" where those vehicles are powered by CO₂-Neutral Fuels, as defined in Article 3 paragraph 78a of this regulation, either exclusively or as a blend of conventional and CO₂-Neutral Fuels, over the vehicle lifetime.

In the case of exclusive use of CO₂-Neutral Fuels, the CO₂ emissions are considered zero for the purpose of regulation [CO₂ emission standards for cars and vans] and regulation [CO₂ emission standards for heavy-duty vehicles.

In the case of use of a blend of conventional and CO₂-Neutral Fuels, the CO₂ emissions for the purpose of regulation [CO₂ emission standards for cars and vans] and regulation [CO₂ emission standards for heavy-duty vehicles] are regulated through the Carbon Correction Factor, as defined in Article 3 paragraph 78b of this regulation.

Amendment 46

Proposal for a regulation
Article 5 – paragraph 5

Text proposed by the Commission

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

Amendment

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

Amendment 47

Proposal for a regulation
Article 5 – paragraph 6

Text proposed by the Commission

6. At the manufacturer’s request, for N₂ vehicles **between 3.5 and 4.0** tonnes maximum mass **originating from an N₁ vehicle type**, the type-approval authority may grant an emission type-approval for N₁ vehicle type. Such vehicles shall be designated as “Euro 7ext vehicle”.

Amendment

6. At the manufacturer’s request, for N₂ **and M2** vehicles **up to and including 5.0** tonnes maximum mass, the type-approval authority may grant an emission type-approval for N₁ vehicle type. Such vehicles shall be designated as “Euro 7ext vehicle”.

Amendment 48

Proposal for a regulation
Article 6 – paragraph 2

Text proposed by the Commission

2. **Manufacturers shall ensure that these vehicles comply with the values regarding CO₂ emissions, fuel and energy consumption and energy efficiency declared under the provisions of this Regulation for the lifetime of the vehicle as set out in Annex IV, Table 1.**

Amendment

deleted

Amendment 49

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

Amendment 50

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

Text proposed by the Commission

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

Amendment

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

Amendment 51

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

Text proposed by the Commission

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

Amendment

deleted

Amendment 52

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

Text proposed by the Commission

(b) communicating ***the data of the emission behaviour of the vehicle, including pollutant sensor and exhaust flow data,*** via the OBD port and over the

Amendment

(b) communicating, via the OBD port and ***optionally*** over the air, including for the purpose of roadworthiness tests and technical roadside inspections⁵⁵, ⁵⁶;

air, including for the purpose of roadworthiness tests and technical roadside inspections^{55, 56} ;

⁵⁵ 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).

⁵⁶ 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)

⁵⁵ 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).

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

Amendment 53

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

Amendment 54

Proposal for a regulation

Article 6 – paragraph 7

Text proposed by the Commission

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

Amendment

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

Amendment 55

Proposal for a regulation Article 6 – paragraph 8

Text proposed by the Commission

8. For vehicles, systems, components and separate technical units presenting a serious risk or non-compliance with the requirements laid down in this regulation, manufacturers shall **immediately** take the necessary corrective measures, including repairs or modifications of those vehicles, systems, components and separate technical units as appropriate, to ensure compliance with this regulation. Manufacturers or any other economic operator shall withdraw it from the market or recall it, as appropriate. The manufacturer shall immediately inform the type approval authority that granted the type-approval of the non-conformity with appropriate details.

Amendment

8. For vehicles, systems, components and separate technical units presenting a serious risk or non-compliance with the requirements laid down in this regulation, manufacturers shall **be instructed according to the process and timescales of implementing legislation** take the necessary corrective measures, including repairs or modifications of those vehicles, systems, **wear of components** components and separate technical units as appropriate, to ensure compliance with this regulation. Manufacturers or any other economic operator shall withdraw it from the market or recall it, as appropriate. The manufacturer shall immediately inform the type approval authority that granted the type-approval of the non-conformity with appropriate details.

Amendment 56

Proposal for a regulation Article 7 – paragraph 2

Text proposed by the Commission

2. The manufacturer shall provide the type-approval authority with a signed declaration of conformity as regards the RDE, CO₂ ambient temperature correction, OBD, OBM, emission and battery durability, continuous or periodic regeneration, anti-tampering and crankcase requirements as specified in Annex V. The manufacturer shall provide to the type-approval authority a signed declaration of conformity on the use of adaptive controls and geofencing options when the manufacturer selects these options.

Amendment

2. The manufacturer shall provide the type-approval authority with a signed declaration of conformity as regards the RDE, CO₂ 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. **The manufacturer shall provide to the type-**

approval authority a signed declaration of conformity on the use of adaptive controls and geofencing options when the manufacturer selects these options.

Amendment 57

Proposal for a regulation Article 7 – paragraph 4

Text proposed by the Commission

4. Manufacturers shall issue the environmental vehicle passport (EVP) for each vehicle and deliver that passport to the purchaser of the vehicle together with the vehicle, extracting the relevant data from sources such as the certificate of conformity and the type-approval documentation. The manufacturer shall ensure that EVP data are available for display in the vehicle electronic systems and can be transmitted from on- to off-board.

Amendment

deleted

Amendment 58

Proposal for a regulation Article 7 – paragraph 5

Text proposed by the Commission

5. The Commission shall adopt implementing acts laying down the testing and compliance verifications as well as procedures, related to emission type-approval, conformity of production, in-service conformity, declaration of conformity *and EVP* under paragraphs *1 to 4*. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 17(2).

Amendment

5. The Commission shall adopt implementing acts laying down the testing and compliance verifications as well as procedures, related to emission type-approval, conformity of production, in-service conformity *and* declaration of conformity under paragraphs *1 to 3*. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 17(2).

Amendment 59

Proposal for a regulation Article 7 a (new)

Text proposed by the Commission

Amendment

Article 7 a

Specific provision relating to vehicle tyres abrasion

1. Tyre classification and definitions for the purposes of abrasion emission type approval shall follow the uniform provisions developed in the UN concerning the approval of tyres with regard to Tyre Abrasion emissions Type Approval and be included in this Regulation through an implementing act as per Article 14 paragraph 3.

2. Any derogation to these requirements should be developed in the UN and included in this Regulation by delegated act as per Article 15.

Amendment 60

Proposal for a regulation Article 8 – title

Text proposed by the Commission

Amendment

Special rules for small volume manufacturers

Special rules for small **and ultra-small** volume manufacturers

Amendment 61

Proposal for a regulation Article 8 – paragraph 1

Text proposed by the Commission

Amendment

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.

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

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.

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.

Amendment 62

Proposal for a regulation Article 9

Text proposed by the Commission

Amendment

Article 9

deleted

Special rules for multistage vehicles

1. In multistage type-approvals, manufacturers of the second or subsequent stages shall be responsible for the emission type-approval where they modify any part of the vehicle that, according to the data provided by the manufacturers of the previous stage, might affect emissions or battery durability.

2. The Commission shall adopt implementing acts laying down the administrative requirements and data to be provided by manufacturers of the previous stage in accordance with paragraph 1 and procedures for the determination of CO₂ emissions of such vehicles. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 17(2).

Amendment 63

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 64

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 M₁, N₁ vehicles which do not comply with this Regulation consider certificates of conformity to be no longer valid for the purposes of registration and shall, on grounds relating to CO₂ and pollutant emissions, fuel and energy consumption or battery durability, prohibit the registration, sale or entry into service of such vehicles.

Amendment 65

Proposal for a regulation
Article 10 – paragraph 5

Amendment

3. With effect from the date of entry into force of ***the implementing or delegated acts applicable to the relevant vehicle category***, where a manufacturer so requests, the national approval authorities shall not refuse to grant EU emission type-approval or national emission type-approval for a new type of vehicle or engine, or prohibit the registration, sale or entry into service of a new vehicle complying with this regulation.

Amendment

4. With effect from ***36 months after entry into force of the corresponding implementing and delegated acts and according to the relevant timeline and specific provisions for components, and separate technical units***, national authorities shall, in the case of new M₁, N₁ vehicles which do not comply with this Regulation consider certificates of conformity to be no longer valid for the purposes of registration and shall, on grounds relating to CO₂ and pollutant emissions, fuel and energy consumption or battery durability, prohibit the registration, sale or entry into service of such vehicles.

Text proposed by the Commission

5. With effect from **1 July 2027**, national authorities shall, in the case of new ***M₂, M₃, N₂, N₃*** vehicles and new ***O₃, O₄*** 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 CO₂ 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 the corresponding implementing and delegates acts and according to the relevant timeline and specific provisions for components, and separate technical units,*** national authorities shall, ***on grounds relating to CO₂ and pollutant emissions, fuel and electric energy consumption or battery durability,*** in the case of new ***M₂, M₃, N₂, N₃*** vehicles and new ***O₃, O₄*** trailers, ***refuse to grant EU emission type-approval or national emission type-approval*** which do not comply with this Regulation.

Amendment 66

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 **M₁, N₁** 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 CO₂ and pollutant emissions, fuel and energy consumption, energy efficiency or battery durability, prohibit the registration, sale or entry into service of such vehicles.

Amendment

6. With effect from 1 July **2035**, national authorities shall, in the case of new **M₁, N₁** 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 CO₂ and pollutant emissions, fuel and ***electric*** energy consumption, energy efficiency or battery durability, prohibit the registration, sale or entry into service of such vehicles.

Amendment 67

Proposal for a regulation
Article 10 – paragraph 8

Text proposed by the Commission

8. The Commission shall adopt

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).

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) **and shall enter into force at least 3 years before the applicable dates in Article 10 (4) and (5).**

Amendment 68

Proposal for a regulation

Article 11 – paragraph 1

Text proposed by the Commission

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 M₁, N₁ 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.

Amendment

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 M₁, **N1** 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.

Amendment 69

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 M₂, M₃, N₂, N₃ vehicle

Amendment

2. **60 months after entry into force of the corresponding implementing and delegated acts**, the sale or installation of a system, component or separate technical

approved under this Regulation, shall be prohibited if the system, component and separate technical unit is not type approved in compliance with this Regulation.

unit intended to be fitted on an M₂, M₃, N₂, N₃ 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 70

Proposal for a regulation

Article 11 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3 a. With effect from the date [2 years after the publication of the delegated act concerning the approval of C1 tyres with regard to abrasion emissions aligning with the limits established in UN WP29 Regulation], national authorities shall refuse, on grounds relating to the areas of C1 tyres covered by Article 7 a (new) (Specific provisions relating to vehicle tyres abrasion), to grant component/separate technical unit EC type approval in respect of new types of tyre which do not comply with this Regulation and its implementing measures. With effect from the date of [4 years after the publication of delegated act concerning the approval of C1 tyres with regard to abrasion emissions aligning with the established in UN WP29 Regulation], national authorities shall refuse, on grounds relating to the areas of tyres covered by Article 7 a (new) (Specific provisions relating to tyres abrasion emissions), to grant type-approval or national EC type approval in respect of newly manufactured C1 tyres which do not comply with this Regulation and its implementing measures. C1 tyres that were manufactured prior to the dates set out in paragraph 3a and which do not comply with the requirements of Annex I may be sold for a period not exceeding 30 months from those dates. The UN will expand an appropriate test method and

limits for tyre abrasion performance to C2 and C3 tyres.

Amendment 71

Proposal for a regulation

Article 14 – paragraph 3 – point f

Text proposed by the Commission

(f) replacement pollution control systems types and their parts;

Amendment

(f) replacement pollution control systems types and their parts ***specifically for the different vehicle categories that also take into account other on-vehicle systems that contribute to vehicle braking and braking of trailers;***

Amendment 72

Proposal for a regulation

Article 14 – paragraph 3 – point g

Text proposed by the Commission

(g) brake system types and their replacement parts;

Amendment

(g) brake system types and their replacement parts ***specifically for the different vehicle categories that also take into account other on-vehicle systems that contribute to vehicle braking and braking of trailers;***

Amendment 73

Proposal for a regulation

Article 14 – paragraph 3 – point g a (new)

Text proposed by the Commission

Amendment

(g a) brake system types and their replacement parts for older cars to be retrofitted to significantly reduce the brake emissions;

Amendment 74

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 defined by the UN World Forum for Harmonisation of Vehicle Regulations (WP29) Task Force on Tyre Abrasion***;

Amendment 75

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) ***for vehicles under the scope of Regulation (EC) 715/2007***, the methods to measure exhaust emissions in the lab and on the road, including ***measures to prevent biased driving and misuse during RDE testing***, the use of portable emissions measurement systems for verifying real driving emissions, and idle emissions;

Amendment 76

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(a a) for vehicles under the scope of Regulation (EC) 595/2009, to carry-over all laboratory and in-service conformity (ISC-PEMS) test procedures laid down in that Regulation and its subsequent amendments;

Amendment 77

Proposal for a regulation

Article 14 – paragraph 4 – subparagraph 1 – point g

Text proposed by the Commission

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

Amendment

(g) the methods to measure brake particle emissions ***on the basis of the completed UNECE GTR for M1 and N1 vehicles and to carry out an expansive inter-laboratory test program to determine the baseline for M1 and N1 vehicle*** brake wear emissions ***from which proportional brake wear limits can be considered, a similar approach for HDV when an appropriate test method has first been developed at UNECE level,*** and regenerative braking;

Amendment 78

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 ***line with the relevant UN WP29 Regulation***;

Amendment 79

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 80

Proposal for a regulation

Article 14 – paragraph 4 – subparagraph 1 – point r

Text proposed by the Commission

(r) specifications of reference fuels for testing;

Amendment

(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;***

Amendment 81

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 the requirements laid out in Article 5(2) of Regulation (EC) 715/2007 and Article 5(11) of Regulation (EU) 2017/1151 applicable to the case of category M1 and N1 vehicles, and in UNECE Regulation No. 49 (8) Revision 6, Annex 10, paragraph 5.1.2 applicable to category M2, M3, N2 and N3 vehicles;***

Amendment 82

Proposal for a regulation

Article 14 – paragraph 4 – subparagraph 1 – point t

Text proposed by the Commission

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

Amendment

Amendment 83

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(w a) for category M2, M3, N2 and N3 vehicles, to carry-over into this Regulation all laboratory and in-service conformity (ISC-PEMS) test procedures laid down in Regulation (EC) 595/2009 and its subsequent amendments;

Amendment 84

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(w b) the methods to type-approve applicable hybrid technologies of category M2, M3, N2 and N3 vehicles;

Amendment 85

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(w c) clarification of the test obligations to manufacturers, type-approval authorities, third parties for initial type approval, conformity of production, in-service compliance and market surveillance.

Amendment 86

Proposal for a regulation

Article 15 – paragraph 1

Text proposed by the Commission

Amendment

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

deleted

amend the following:

(a) Annex III, as regards the test conditions for M₂, M₃, N₂, N₃ vehicles, based on data collected when testing Euro 7 vehicles;

(b) Annex III, as regards the test conditions, based on data collected when testing Euro 7 brakes or tyres;

(c) Annex V, as regards the application of test requirements and declarations, based on technical progress;

(d) Article 5 by introducing options and designations based on innovative technologies for manufacturers.

Amendment 87

Proposal for a regulation

Article 15 – paragraph 2 – point a

Text proposed by the Commission

Amendment

(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); ***deleted***

Amendment 88

Proposal for a regulation

Article 15 – paragraph 2 – point b

Text proposed by the Commission

Amendment

(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);

(b) setting out abrasion limits for tyre types in Annex I ensuring synchronization with UN WP29 Regulation;

Amendment 89

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 M₂, M₃, N₂, N₃ vehicles and a report on the durability of heavy duty vehicles submitted to the European Parliament and Council;

deleted

Amendment 90

Proposal for a regulation
Article 15 – paragraph 2 – point e

Text proposed by the Commission

Amendment

(e) setting out definitions and special rules for small volume manufacturers for vehicle categories M₂, M₃, N₂, N₃ under Article 3 and Article 8 of this Regulation.

deleted

Amendment 91

Proposal for a regulation
Article 15 – paragraph 2 – point e a (new)

Text proposed by the Commission

Amendment

(e a) setting out requirements and rules, in cooperation with manufactures and suppliers, for technical devices in vehicles that recognize the exclusive use of CO₂ neutral fuels in vehicles.

Amendment 92

Proposal for a regulation
Article 18 – paragraph 1

Text proposed by the Commission

Amendment

1. By 1 September 2030, Member

1. No later than 60 months after the

States shall inform the Commission of the application of this Regulation.

entry into force of all implementing and delegated acts adopted in accordance with this Regulation, Member States shall inform the Commission of the application of this Regulation.

Amendment 93

Proposal for a regulation Article 19 – paragraph 1

Text proposed by the Commission

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

Amendment

Regulation (EC) 715/2007 is repealed with effect from 1 July **2035 in accordance with the date specified in Article 10(6)**.

Amendment 94

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 **the date specified in Article 10(5)**.

Amendment 95

Proposal for a regulation Article 20 – paragraph 2

Text proposed by the Commission

It shall apply from **1 July 2025** for M₁, N₁ vehicles and components and separate technical units for those vehicles and from **1 July 2027** for M₂, M₃, N₂, N₃ vehicles and components and separate technical units for those vehicles and O₃, O₄ trailers.

Amendment

It shall apply from **three years after the date of entry into force of all relevant secondary legislation** for M₁, N₁ vehicles and components and separate technical units for those vehicles and from **60 months after entry into force of the relevant secondary legislation** for M₂, M₃, N₂, N₃ vehicles and components and separate technical units for those vehicles and O₃, O₄ trailers.

Amendment 96

Proposal for a regulation Article 20 – paragraph 3

Text proposed by the Commission

It shall apply from 1 July **2030** for M₁, N₁ vehicles constructed by small volume manufacturers.

Amendment

It shall apply from 1 July **2035** for M₁, N₁ vehicles constructed by small volume manufacturers.

Amendment 97

Proposal for a regulation Annex I – table 1

<i>Text proposed by the Commission</i>				
Euro 7 exhaust emission limits for M ₁ , N ₁ vehicles with internal combustion engine				
Pollutant emissions	M ₁ , N ₁ vehicles	Only for N ₁ vehicles with power to mass ratio ¹ less than 35 kW/t	Emission budget for all trips less than 10 km for M ₁ , N ₁ vehicles	Emission budget for all trips less than 10 km only for N ₁ vehicles with power to mass ratio less than 35 kW/t
	per km	per km	per trip	per trip
NO _x in mg	60	75	600	750
PM in mg	4.5	4.5	45	45
PN ₁₀ in #	6×10 ¹¹	6×10 ¹¹	6×10 ¹²	6×10 ¹²
CO in mg	500	630	5000	6300
THC in mg	100	130	1000	1300
NMHC in mg	68	90	680	900
NH ₃ in mg	20	-	200	-
<hr/>				
¹ . Measured in accordance with paragraph 5.3.2. of UN/ECE 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>				
Euro 7 exhaust emission limits for M ₁ , N ₁ vehicles with internal combustion engine				
Pollutant emissions	M ₁ , N ₁ vehicles	Only for N ₁ vehicles with power to mass ratio ¹ less than 44 kW/t	Emission budget for all trips less than 10 km for M ₁ , N ₁ vehicles	Emission budget for all trips less than 10 km only for N ₁ vehicles with power to mass ratio less than 44 kW/t
	per km	per km	per trip	per trip
NO _x in mg	60	125	600	1500
PM in mg	4.5	5	45	50
PN ₁₀ in #	6×10 ¹¹	6×10 ¹¹	6×10 ¹²	6×10 ¹²
CO in mg	500	740	5000	7400
THC in mg	100	160	1000	1600
NMHC in mg	68	108	680	1080
NH ₃ in mg	20	20	200	200
¹ . Measured in accordance with paragraph 5.3.2. of UN/ECE 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				

Amendment 98

Proposal for a regulation Annex I – table 2

<i>Text proposed by the Commission</i>				
Euro 7 exhaust emission limits for M ₂ , M ₃ , N ₂ and N ₃ vehicles with internal combustion engine and internal combustion engines used in those vehicles				
Pollutant emissions	<i>Cold emissions</i> ²	<i>Hot emissions</i> ³	<i>Emission budget for all trips less</i>	<i>Optional idle emission limits</i> ⁴

			<i>than 3*WHTC long</i>				
	<i>per kWh</i>	<i>per kWh</i>	<i>per kWh</i>	<i>per hour</i>			
<i>NO_x in mg</i>	<i>350</i>	<i>90</i>	<i>150</i>	<i>5000</i>			
<i>PM in mg</i>	<i>12</i>	<i>8</i>	<i>10</i>				
<i>PN₁₀ in #</i>	<i>5x10¹¹</i>	<i>2x10¹¹</i>	<i>3x10¹¹</i>				
<i>CO in mg</i>	<i>3500</i>	<i>200</i>	<i>2700</i>				
<i>NMOG in mg</i>	<i>200</i>	<i>50</i>	<i>75</i>				
<i>NH₃ in mg</i>	<i>65</i>	<i>65</i>	<i>70</i>				
<i>CH₄ in mg</i>	<i>500</i>	<i>350</i>	<i>500</i>				
<i>N₂O in mg</i>	<i>160</i>	<i>100</i>	<i>140</i>				
<i>HCHO in mg</i>	<i>30</i>	<i>30</i>					
<i>^{2.} Cold emissions refers to the 100th percentile of moving windows (MW) of 1 WHTC for vehicles, or WHTC_{cold} for engines</i>							
<i>^{3.} Hot emission refers to the 90th percentile of moving windows (MW) of 1 WHTC for vehicles or WHTC_{hot} for engines</i>							
<i>^{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>							
<i>Amendment</i>							
Euro 7 exhaust emission limits for M ₂ , M ₃ , N ₂ and N ₃ vehicles with internal combustion engine and internal combustion engines used in those vehicles							
Pollutant emissions	<i>CO mg/kWh</i>	<i>NMHC mg/kWh</i>	<i>CH₄ mg/ kWh</i>	<i>NOx mg/kWh</i>	<i>NH3 mg/kWh</i>	<i>PM mg/kWh</i>	<i>PN10</i>
<i>WHSC (CI) and WHTC (CI and PI)</i>	<i>1500</i>	<i>80</i>	<i>500</i>	<i>230</i>	<i>10</i>	<i>8</i>	<i>6x10¹¹</i>
<i>RDE</i>	<i>2250</i>	<i>120</i>	<i>750</i>	<i>345</i>	<i>15</i>	<i>8</i>	<i>9x10¹¹</i>

Amendment 99

Proposal for a regulation Annex I – table 3

<i>Text proposed by the Commission</i>		
Euro 7 evaporative emission limits for petrol fuelled M ₁ , N ₁ vehicles		
Pollutant emissions	M ₁ , N ₁ with maximum mass up to 2650 kg	N ₁ with maximum mass equal or more than 2650 kg
Evaporative emissions (in hot soak + 2 day diurnal test)	0.50 g at worst day + hot soak	0.70 g at worst day + hot soak
Refuelling emissions	0.05 g/L of fuel	0.05 g/L of fuel
<i>Amendment</i>		
Euro 7 evaporative emission limits for petrol fuelled M ₁ , N ₁ vehicles		
Pollutant emissions	M ₁ and N ₁ with maximum mass up to 2650 kg	M₁ and N ₁ with maximum mass equal or more than 2650 kg
Evaporative emissions (in hot soak + 2 day diurnal test)	0.50 g at worst day + hot soak	0.70 g at worst day + hot soak
Refuelling emissions	0.05 g/L of fuel	0.05 g/L of fuel

Amendment 100

Proposal for a regulation Annex I – table 6

Text proposed by the Commission

Amendment

[...]

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Amendment 101

Proposal for a regulation Annex II – table 1

<i>Text proposed by the Commission</i>	
Euro 7 Minimum performance requirements (MPR) for battery durability for M ₁ vehicles	

Battery energy based MPR	<i>Start of life to 5 years or 100 000 km whichever comes first</i>	<i>Vehicles more than 5 years or 100 000 km, and up to whichever comes first of 8 years or 160 000 km</i>	Vehicles up to additional lifetime*
OVC-HEV	80%	70%	
PEV	80%	70%	
<i>Amendment</i>			
Euro 7 Minimum performance requirements (MPR) for battery durability for M ₁ vehicles			
Battery energy based MPR		<i>Start of life to 8 years or 160 000 km whichever comes first</i>	Vehicles up to additional lifetime*
OVC-HEV		70%	
PEV		70%	

Amendment 102

Proposal for a regulation Annex II – table 2

<i>Text proposed by the Commission</i>			
Euro 7 Minimum performance requirements (MPR) for battery durability for N ₁ vehicles			
Battery energy based MPR	<i>Start of life to 5 years or 100 000 km whichever comes first</i>	<i>Vehicles more than 5 years or 100 000 km, and up to whichever comes first of 8 years or 160 000 km</i>	Vehicles up to additional lifetime*
OVC-HEV	75%	65%	
PEV	75%	65%	
<i>Amendment</i>			
Euro 7 Minimum performance requirements (MPR) for battery durability for N ₁ vehicles			
Battery energy		<i>Start of life to 8</i>	Vehicles up to

based MPR		<i>years</i> or 160 000 km whichever comes first	additional lifetime*
OVC-HEV		65%	
PEV		65%	

Amendment 103

Proposal for a regulation Annex III – table 1

<i>Text proposed by the Commission</i>		
Conditions for testing compliance of M ₁ , N ₁ vehicles with exhaust emission limits with any market fuel and lubricant within the specifications issued by the manufacturer of the vehicle		
Parameter	Normal driving conditions	Extended driving conditions*
Extended driving divider	-	1.6 (applies to measured emissions only during the time when one of the conditions set out in this column applies)
Ambient temperature	0°C to 35°C	-10°C to 0°C or 35°C to 45°C
Maximum altitude	700 m	More than 700 m and below 1 800 m
Maximum speed	Up to 145 km/h	Between 145 and 160 km/h
Towing/aerodynamic modifications	Not allowed	Allowed according to manufacturer specifications and up to the regulated speed.
Auxiliaries	Possible as per normal use	-
Maximum average wheel power during first 2 km after cold start	Lower than 20% of maximum wheel power	Higher than 20% of maximum wheel power
Trip composition	Any	-
Minimum mileage	10 000 km	Between 3 000 and 10 000 km

* The same emission strategy shall be used when a vehicle is run outside those conditions, unless there is a technical reason approved by the type approval authority.

Amendment

Conditions for testing compliance of M₁, N₁ vehicles with exhaust emission limits with any market fuel and lubricant within the specifications issued by the manufacturer of the vehicle

Parameter	Normal driving conditions	Extended driving conditions*
Extended driving divider	-	1.6 (applies to measured emissions only during the time when one of the conditions set out in this column applies), and in the case two or more conditions are met, that part of the trip shall be excluded and set invalid).
Ambient temperature	0°C to 35°C	-10°C to 0°C or 35°C to 45°C
Maximum altitude	700 m	More than 700 m and below 1 800 m
Maximum speed	Up to 145 km/h	Between 145 and 160 km/h
Towing/aerodynamic modifications	Not allowed	Allowed according to manufacturer specifications and up to the regulated speed.
Auxiliaries	Possible as per normal use	-
Maximum average wheel power during first 2 km after cold start	Lower than 20% of maximum wheel power	Higher than 20% of maximum wheel power
Trip composition	Any biased and rare driving conditions are not allowed	Biased and rare driving conditions are not allowed
Minimum mileage	10 000 km	Between 3 000 and 10 000 km

* The same emission strategy shall be used when a vehicle is run outside those conditions, unless there is a technical reason approved by the type approval authority.

Amendment 104

Proposal for a regulation Annex III – table 2

Text proposed by the Commission

[...]

Amendment

deleted

Amendment 105

Proposal for a regulation Annex IV – table 1

<i>Text proposed by the Commission</i>			
Lifetime of vehicles, engines and pollution control systems			
Lifetime of vehicles, engines and replacement pollution control devices	M ₁ , N ₁ and M ₂	N ₂ , N ₃ <16t, M ₃ <7.5t:	N ₃ >16t, M ₃ >7.5t
Main lifetime	Up to 160 000 km or 8 years, whichever comes first	300 000 km or 8 years, whichever comes first	700 000 km or 15 years, whichever comes first
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>			
Lifetime of vehicles, engines and pollution control systems			
Lifetime of vehicles, engines and replacement pollution control devices	M ₁ , N ₁ and M ₂	N ₂ , N ₃ <16t, M ₃ <7.5t:	N ₃ >16t, M ₃ >7.5t
Main lifetime	Up to 160 000 km or 8 years, whichever comes	300 000 km or 8 years, whichever comes first	700 000 km or 15 years, whichever comes first

	first		
Additional lifetime	After main lifetime and up to 240 000 km or 16 years whichever comes first	After main lifetime and up to 500 000 km	After main lifetime and up to 1 200 000 km

PROCEDURE – COMMITTEE ASKED FOR OPINION

Title	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
References	COM(2022)0586 – C9-0375/2022 – 2022/0365(COD)
Committee responsible Date announced in plenary	ENVI 15.12.2022
Opinion by Date announced in plenary	ITRE 15.12.2022
Associated committees - date announced in plenary	11.5.2023
Rapporteur for the opinion Date appointed	Massimiliano Salini 15.12.2022
Discussed in committee	22.5.2023
Date adopted	19.7.2023
Result of final vote	+: 46 –: 12 0: 14
Members present for the final vote	Nicola Beer, François-Xavier Bellamy, Hildegard Bentele, Vasile Blaga, Michael Bloss, Paolo Borchia, Cristian-Silviu Buşoi, Jerzy Buzek, Maria da Graça Carvalho, Ignazio Corrao, Beatrice Covassi, Nicola Danti, Marie Dauchy, Pilar del Castillo Vera, Martina Dlabajová, Christian Ehler, Valter Flego, Niels Fuglsang, Jens Geier, Nicolás González Casares, Christophe Grudler, Henrike Hahn, Robert Hajšel, Ivo Hristov, Ivars Ijabs, Romana Jerković, Seán Kelly, Andrius Kubilius, Thierry Mariani, Marisa Matias, Marina Measure, Dan Nica, Niklas Nienass, Ville Niinistö, Johan Nissinen, Mauri Pekkarinen, Tsvetelina Penkova, Morten Petersen, Markus Pieper, Manuela Ripa, Robert Roos, Sara Skyttedal, Maria Spyraiki, Grzegorz Tobiszowski, Patrizia Toia, Pernille Weiss, Carlos Zorrinho
Substitutes present for the final vote	Franc Bogovič, Francesca Donato, Matthias Ecke, Ladislav Ilčić, Zdzisław Krasnodębski, Elena Lizzi, Jutta Paulus, Jordi Solé, Susana Solís Pérez, Ivan Štefanec, Nils Torvalds, Henna Virkkunen, Emma Wiesner
Substitutes under Rule 209(7) present for the final vote	Damian Boeselager, Rosanna Conte, Arnaud Danjean, César Luena, Dace Melbārde, Nicola Procaccini, Elżbieta Rafalska, Antonio Maria Rinaldi, Daniela Rondinelli, Massimiliano Salini, Nacho Sánchez Amor, Edina Tóth

FINAL VOTE BY ROLL CALL IN COMMITTEE ASKED FOR OPINION

46	+
ECR	Ladislav Ilčić, Zdzisław Krasnodębski, Johan Nissinen, Nicola Procaccini, Elżbieta Rafalska, Robert Roos, Grzegorz Tobiszowski
ID	Paolo Borchia, Rosanna Conte, Marie Dauchy, Elena Lizzi, Thierry Mariani, Antonio Maria Rinaldi
NI	Francesca Donato, Edina Tóth
PPE	François-Xavier Bellamy, Hildegard Bentele, Vasile Blaga, Franc Bogovič, Cristian-Silviu Buşoi, Jerzy Buzek, Maria da Graça Carvalho, Pilar del Castillo Vera, Arnaud Danjean, Christian Ehler, Seán Kelly, Andrius Kubilius, Dace Melbārde, Markus Pieper, Massimiliano Salini, Sara Skytvedal, Maria Spyraiki, Ivan Štefanec, Henna Virkkunen, Pernille Weiss
Renew	Nicola Beer, Nicola Danti, Martina Dlabajová, Valter Flego, Christophe Grudler, Ivars Ijabs, Mauri Pekkarinen, Morten Petersen, Susana Solís Pérez, Nils Torvalds, Emma Wiesner

12	-
S&D	Robert Hajšel
The Left	Marisa Matias, Marina Mesure
Verts/ALE	Michael Bloss, Damian Boeselager, Ignazio Corrao, Henrike Hahn, Niklas Nienass, Ville Niinistö, Jutta Paulus, Manuela Ripa, Jordi Solé

14	0
S&D	Beatrice Covassi, Matthias Ecke, Niels Fuglsang, Jens Geier, Nicolás González Casares, Ivo Hristov, Romana Jerković, César Luena, Dan Nica, Tsvetelina Penkova, Daniela Rondinelli, Nacho Sánchez Amor, Patrizia Toia, Carlos Zorrinho

Key to symbols:

+ : in favour

- : against

0 : abstention