

Two- or three-wheel vehicles and quadricycles: application of the Euro 5 step to the type- approval

2018/0065(COD) - 19/03/2018 - Legislative proposal

PURPOSE: to improve the type-approval of two- or three-wheel vehicles and quadricycles in order to achieve a high level of environmental protection.

PROPOSED ACT: Regulation of the European Parliament and of the Council.

ROLE OF THE EUROPEAN PARLIAMENT: the European Parliament decides in accordance with the ordinary legislative procedure and on an equal footing with the Council.

BACKGROUND: type-approval requirements applying to 'L-category vehicles' as of 1 January 2016 are set out in [Regulation \(EU\) No 168/2013](#) and its four delegated and implementing acts.

The term 'L-category vehicles' covers a wide range of light vehicle types with two, three or four wheels, e. g. powered cycles, two- and three-wheel mopeds, two- and three-wheel motorcycles, motorcycles with side-cars and four-wheel vehicles (quadricycles) such as onroad quads, all-terrain vehicles and quadrimobiles.

On the basis of the **Commission report** to the European Parliament and the Council on the comprehensive effect study of the environmental step Euro 5 for L-category vehicles and taking into account issues encountered by approval authorities and stakeholders in applying that Regulation, certain changes and clarifications should be made in Regulation (EU) No 168/2013 in order to ensure its smooth application.

CONTENT: the proposal seeks to amend Article 21 of Regulation (EC) No 168/2013 regarding the requirement to **install an on-board diagnostic system (OBD I)** which monitors for any electric circuit and electronics failure of the emission control system and which is triggered when the emission thresholds are being exceeded. OBD stage I systems for those vehicle (sub-) categories shall also report the triggering of any operating mode which significantly reduces engine torque.

It is necessary to clarify the exemption for mopeds (L1e and L2e categories) from the OBD system of stage II requirement and to extend that exemption to light quadricycles (L6e category) and to the enduro (L3e-AxE) and trial (L3e-AxT) motorcycle subcategories.

Regarding the requirement to install an on-board diagnostic system (OBD) of stage II, the Commission concluded on the basis of the comprehensive environmental effect study that there are technical limitations with respect to catalyst monitoring for certain vehicles and that further development is required to ensure its correct implementation. Catalyst monitoring is not expected to be ready for the first round of the Euro 5 emission step, but should be envisaged for 2025.

The amending Regulation therefore provides for the **time necessary** to ensure the correct implementation of OBD system of stage II requirement.

In addition, the European Commission would have **additional powers to adopt delegated acts** to implement Regulation (EC) No 168/2013: the powers initially granted expired on 21 March 2018. The

proposal provides for an extension of the delegation for a further five years, with the possibility of tacit extension.