

# Type-approval of motor vehicles and engines with respect to their emissions and battery durability (Euro 7)

2022/0365(COD) - 09/11/2023 - Text adopted by Parliament, partial vote at 1st reading/single reading

The European Parliament adopted by 329 votes to 230, with 41 abstentions, amendments to 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.

The matter was referred back to the relevant committee for interinstitutional negotiations.

## *Subject matter*

The proposed Regulation establishes the common technical requirements and administrative provisions for the emission type-approval and market surveillance of motor vehicles, systems, components and separate technical entities, with regard to their emissions of CO<sub>2</sub> and pollutants, their fuel and energy consumption and battery durability.

This Regulation also establishes common technical requirements and administrative provisions for the abrasion emission type-approval and market surveillance of newly manufactured tyres. It should apply to tyres of class categories C1, C2 and C3 as specified in UN Regulation No 117 with the exception of ice grip tyres.

## *Updated limits for tailpipe emissions*

Members agreed on the levels proposed by the Commission for emissions of pollutants (such as nitrogen oxides, particulate matter, carbon monoxide and ammonia) for passenger cars and propose an **additional classification of emissions into three categories** for light commercial vehicles according to their weight (mass in running order (i) less than 1280 kg, (ii) between 1280 and 1735 kg, (iii) greater than 1735 kg). The text also includes higher minimum performance requirements for battery durability for cars and vans compared to those proposed by the Commission.

Members also propose **stricter limits** on exhaust emissions measured in the laboratory and in real driving conditions for buses and heavy-duty vehicles (Annex III).

## *Obligations of the manufacturers concerning construction of vehicles*

The amended text stated that manufacturers should design, construct and assemble vehicles of categories M1, M2, M3, N1, N2 and N3 with:

- on-board diagnostic (OBD) system that can detect malfunctioning systems which lead to exhaust emission exceedances or the malfunction of other components in order to facilitate repairs;
- on-board monitoring (OBM) systems capable of detecting emissions above the emission limits due to malfunctions, increased degradation or other situations that increase emissions within the tolerance range of OBM measurements or the zero emission mode;

- excess exhaust emissions driver warning systems;

- devices communicating vehicle generated data together with the approval number and type approval variant used for compliance, used for the purpose of periodic roadworthiness tests and technical roadside inspection, and also for the provision of third-party services to the vehicle user in order to improve vehicle usage, reduce energy consumption and emissions, or extend the lifespan of its battery during use.

Manufacturers should ensure access by independent operators to the information, tools and processes required to develop compatible aftermarket replacement parts that meet the technical requirements of the manufacturer and the ability to install and activate those parts on the vehicle, including OBM related components, in compliance with the anti-tampering measures implemented by the manufacturer.

Non-compliance resulting from **tampering** should result in the adoption of appropriate corrective measures, including recalls, and effective, proportionate and dissuasive financial penalties by the national competent authorities.

### *Obligations of the manufacturers concerning emission type-approval*

Members introduced the obligation for manufacturers to issue an **environmental vehicle passport (EVP)** for each vehicle to be communicated at the point of sale together with the vehicle and deliver that passport to the purchaser of the vehicle. An up-to-date environmental vehicle passport (EVP) should be made available for consumers to receive up to date information throughout the lifetime of the vehicle such as fuel consumption, state of health of batteries, emission limits, periodic technical inspections results and roadworthiness data and other relevant information.

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

Members seek to align the EU's calculation methodologies and limits for brake particle emission and tyre abrasion rate with international standards currently being developed by the United Nations Economic Commission for Europe. These rules should apply to all vehicles, including electric ones.

### *Small volume manufacturers*

Members introduced specific rules for small volume manufacturers. The Commission's exception for the entry into force of the requirements for small volume manufacturers of light duty vehicles would remain unchanged (1 July 2030). However, Members proposed a new date, 1 July 2031, for small volume manufacturers of heavy-duty vehicles.

### *Procedures and tests*

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

- excess emissions driver warning system;

- low-reagent driver warning system;

- anti-tampering, security and cybersecurity systems;

- brake system types and their replacement parts in respect to particle emissions for all vehicle categories;

- brake system types and their replacement parts to be retrofitted into vehicles already placed on the market in order to significantly reduce the brake emissions.

### *Application time frames*

Specific application time frames have been included for various Euro 7 provisions, linked to the entry into force of all secondary legislation. Members requested the Commission to finalise this secondary legislation within 12 months of the primary legislation taking effect. Once that is done, light-duty vehicles would have 24 months, and heavy-duty vehicles would have 48 months to comply.