Basic information

2022/0365(COD) COD - Ordinary legislative procedure (ex-codecision procedure) Regulation	Procedure completed
Type-approval of motor vehicles and engines with respect to their emissions and battery durability (Euro 7) Repealing Regulation 2007/715 2005/0282(COD) Repealing Regulation 2009/595 2007/0295(COD) **Subject** 2.10.03 Standardisation, EC/EU standards and trade mark, certification, compliance 3.20.06 Transport regulations, road safety, roadworthiness tests, driving licence 3.40.03 Motor industry, cycle and motorcycle, commercial and agricultural vehicles 3.70.02 Atmospheric pollution, motor vehicle pollution **Legislative priorities** Joint Declaration 2022 Joint Declaration 2023-24	

Key players

European Parliament

Committee responsible	Rapporteur	Appointed
ENVI Environment, Public Health and Food Safety	VONDRA Alexandr (ECR)	14/12/2022
	Shadow rapporteur GIESEKE Jens (EPP) SCHALDEMOSE Christel (S&D) SOLÍS PÉREZ Susana (Renew) EICKHOUT Bas (Greens/EFA) LIMMER Sylvia (ID) VILLUMSEN Nikolaj (The Left)	

Committee for opinion	Rapporteur for opinion	Appointed
ITRE Industry, Research and Energy (Associated committee)	SALINI Massimiliano (EPP)	15/12/2022
IMCO Internal Market and Consumer Protection	MANDERS Antonius (EPP)	20/02/2023

	TRAN Transport and Tourism	MARINESCU Marian-Jean (EPP)	09/01/2023
Council of the European Union			
European Commission	**Commission DG**		**Commissioner**
	Internal Market, Industry, Entrepreneurship and SMEs		BRETON Thierry
European Economic and Social Committee			

Key events

Date	Event	Reference	Summary
10/11/2022	Legislative proposal published	COM(2022)0586	Summary
15/12/2022	Committee referral announced in Parliament, 1st reading		
11/05/2023	Referral to associated committees announced in Parliament		
12/10/2023	Vote in committee, 1st reading		
23/10/2023	Committee report tabled for plenary, 1st reading	A9-0298/2023	Summary
08/11/2023	Debate in Parliament		
09/11/2023	Decision by Parliament, 1st reading	T9-0394/2023	Summary
09/11/2023	Results of vote in Parliament		
09/11/2023	Matter referred back to the committee responsible for interinstitutional negotiations		
11/01/2024	Approval in committee of the text agreed at 1st reading interinstitutional negotiations	GEDA/A/(2024)162000	
13/03/2024	Decision by Parliament, 1st reading	T9-0153/2024	Summary
13/03/2024	Results of vote in Parliament		
13/03/2024	Debate in Parliament		
12/04/2024	Act adopted by Council after Parliament's 1st reading		
24/04/2024	Final act signed		
08/05/2024	Final act published in Official Journal		

Technical information

Procedure reference	2022/0365(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)

Procedure subtype	Legislation
Legislative instrument	Regulation
Amendments and repeals	Repealing Regulation 2007/715 2005/0282(COD) Repealing Regulation 2009/595 2007/0295(COD)
Legal basis	Rules of Procedure EP 57_o Treaty on the Functioning of the European Union TFEU 114
Mandatory consultation of other institutions	European Economic and Social Committee
Stage reached in procedure	Procedure completed
Committee dossier	ENVI/9/10601

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee draft report		PE746.876	26/05/2023	
Amendments tabled in committee		PE750.172	03/07/2023	
Amendments tabled in committee		PE750.173	03/07/2023	
Amendments tabled in committee		PE750.236	03/07/2023	
Amendments tabled in committee		PE750.174	12/07/2023	
Amendments tabled in committee		PE751.613	12/07/2023	
Committee opinion	ITRE	PE742.516	24/07/2023	
Committee opinion	TRAN	PE746.906	24/07/2023	
Committee opinion	IMCO	PE746.967	30/08/2023	
Committee report tabled for plenary, 1st reading/single reading		A9-0298/2023	23/10/2023	Summary
Text adopted by Parliament, partial vote at 1st reading /single reading		T9-0394/2023	09/11/2023	Summary
Text adopted by Parliament, 1st reading/single reading		T9-0153/2024	13/03/2024	Summary

Council of the EU

Document type	Reference	Date	Summary
Coreper letter confirming interinstitutional agreement	GEDA/A/(2024)162000	08/01/2024	
Draft final act	00109/2023/LEX	24/04/2024	

European Commission

Document type	Reference	Date	Summary
Legislative proposal	COM(2022)0586	10/11/2022	Summary
Document attached to the procedure	SEC(2022)0397	10/11/2022	

Document attached to the procedure	SWD(2022)0358	10/11/2022	
Document attached to the procedure	SWD(2022)0359	10/11/2022	
Document attached to the procedure	SWD(2022)0360	10/11/2022	
Commission response to text adopted in plenary	SP(2024)350	22/07/2024	

National parliaments

Document type	Parliament /Chamber	Reference	Date	Summary
Contribution	CZ_CHAMBER	COM(2022)0586	10/02/2023	
Contribution	CZ_SENATE	COM(2022)0586	20/02/2023	
Contribution	FR_SENATE	COM(2022)0586	08/06/2023	
Reasoned opinion	IT_CHAMBER	PE749.877	08/06/2023	

Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
EESC	Economic and Social Committee: opinion, report	CES3561/2022	27/04/2023	

Additional information

Source	Document	Date
European Commission	EUR-Lex	

Final act

Regulation 2024/1257
OJ OJ L 08.05.2024 — Summary

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

2022/0365(COD) - 08/05/2024 - Final act

PURPOSE: to adopt new rules on emission limits for cars, vans and trucks.

LEGISLATIVE ACT: Regulation (EU) 2024/1257 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), amending Regulation (EU) 2018/858 of the European Parliament and of the Council and repealing Regulations (EC) No 715/2007 and (EC) No 595/2009 of the European Parliament and of the Council, Commission Regulation (EU) No 582/2011, Commission Regulation (EU) 2017/1151, Commission Regulation (EU) 2017/2400 and Commission Implementing Regulation (EU) 2022/1362.

CONTENT: the **Euro 7 regulation** lays down rules on **emission limits for road vehicles and battery durability**. The text covers cars, vans and heavy-duty vehicles in one single legal act and aims to further lower air pollutant emissions from exhaust fumes and brakes. The new regulation also establishes stricter lifetime requirements.

Reduced emissions, longer-lasting batteries

The Euro 7 regulation:

- establishes rules for the exhaust gas emissions of road vehicles, but also for other types of emissions such as tyre abrasion and brake particle emissions;

- sets limits for battery durability;

- maintains the existing Euro 6 exhaust emission limits for cars and vans. However, the agreement limits the emission of solid particles with a diameter starting from 10 nm (PN10);

- establishes, for heavy-duty buses and trucks, more stringent limits for various pollutants, including for pollutants that were not regulated in Euro VI, such as nitrous oxide (N2O);

- introduces stricter limits for particulate emissions during braking, with specific limits for electric vehicles;

- introduces stricter durability requirements for all vehicles, both in terms of mileage and lifetime periods.

Obligations of the manufacturers

The regulation sets out the obligations of manufacturers with regard to the construction of vehicles, systems, components and separate technical units.

Manufacturers should design, construct and assemble vehicles of categories M1, M2, M3, N1, N2 and N3 with:

- on-board diagnostic systems (OBD) that can detect malfunctioning systems which lead to exhaust emission exceedances or the malfunctioning of components related to emission performance in order to facilitate repairs;

- on-board monitoring systems (OBM) capable of monitoring exhaust emissions;

- on-board fuel and electric energy consumption monitoring devices (OBFCM) to monitor their real-world fuel and electric energy consumption;

- excess exhaust emissions driver warning systems;

- devices communicating off-board vehicle generated data used for compliance with this Regulation and OBFCM data, including for the purpose of periodic roadworthiness tests.

The **tampering of vehicles** to remove or deactivate parts of the pollution control systems is a well-known problem and should be prevented and effective, proportionate and dissuasive penalties should apply.

The regulation also sets out the **obligations of Member States** with regard to type-approval for emissions and market surveillance.

Environmental passport

Environmental data about the vehicle type and the environmental performance of individual vehicles will be made available to users and, where appropriate, displayed inside the vehicle. An Environmental Vehicle Passport (EVP) should therefore be made available for each vehicle. Vehicle users should also have access to up-to-date information about fuel consumption, the state of health of traction batteries, pollutant emissions and other relevant information generated by on-board systems and monitors.

Application dates

The dates of application of the regulation depend on the type of vehicle concerned:

- from 29 November 2026 for new types of cars and vans, and from 29 November 2027 for new vehicles;

- from 29 May 2028 for new types of buses, lorries and trailers, and from 29 May 2029 for new vehicles;

- from 1 July 2028 for new types of C1 class tyres, from 1 April 2030 for new types of C2 class tyres and from 1 April 2032 for new types of C3 class tyres;

- from 1 July 2030 for vehicles of categories M1 and N1 constructed by small-volume manufacturers and from 1 July 2031 for vehicles of categories M2, M3, N2 and N3 constructed by small-volume manufacturers.

ENTRY INTO FORCE: 28.5.2024.

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

2022/0365(COD) - 13/03/2024 - Text adopted by Parliament, 1st reading/single reading

The European Parliament adopted by 297 votes to 190, with 37 abstentions, a legislative resolution on the proposal for a regulation of the European Parliament and of the Council on type-approval of motor vehicles and engines and of systems, components and separate technical units intended for such vehicles, with respect to their emissions and battery durability (Euro 7) and repealing Regulations (EC) No 715/2007 and (EC) No 595/2009.

The European Parliament's position adopted at first reading under the ordinary legislative procedure amends the proposal as follows:

Subject matter and scope

The proposed Regulation lays down:

- common technical requirements and administrative provisions for the emission type-approval and market surveillance of motor vehicles, systems, components and separate technical units, with regard to their CO2 and pollutant emissions, fuel and electric energy consumption and battery durability.

- rules for the emission type-approval, conformity of production, in-service conformity, market surveillance of on-board monitoring systems, durability of pollution control systems and traction batteries, as well as security provisions to limit tampering and cybersecurity measures, and rules for the accurate determination of CO2 emissions, electric range, fuel and electric energy consumption and energy efficiency.

Emission reduction and increase battery durability

The Euro 7 regulation establishes rules for the exhaust gas emissions of road vehicles, but also for other types of emissions such as **tyre abrasion and brake particle emissions**. It also sets limits for **battery durability**. The new legislation replaces the previously separate emissions rules for cars and vans (Euro 6) and lorries and buses (Euro VI).

The amended Regulation maintains the existing Euro 6 exhaust emission limits for cars and vans. However, the agreement limits the emission of solid particles with a diameter starting from **10 nm (PN10).**

In the case of heavy-duty buses and trucks, the deal reached today establishes more stringent limits for various pollutants, including for pollutants that were not regulated in Euro VI, such as nitrous oxide (N2O)

Concerning the **limits for braking emissions**, the Regulation provides that for cars and vans, a specific limit of 3 mg/km in the standard driving cycle for pure electric vehicles and 7 mg/km for all the rest of powertrains. Specific limits for heavy vans are included in the agreement, namely 5 mg/km for pure electric vehicles and 11 mg/km for other powertrains.

Obligations of the manufacturers

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

Manufacturers should not design, construct and assemble vehicles with **manipulation** devices or manipulation strategies.

Manufacturers should design, construct and assemble vehicles of categories M1, M2, M3, N1, N2 and N3 with:

- OBD systems that can detect malfunctioning systems which lead to exhaust emission exceedances or the malfunctioning of components related to emission performance in order to facilitate repairs;

- OBM systems capable of monitoring exhaust emissions;

- OBFCM devices to monitor their real-world fuel and electric energy consumption;

- excess exhaust emissions driver warning systems;

- devices communicating off-board vehicle generated data used for compliance with this Regulation and OBFCM data, including for the purpose of periodic roadworthiness tests.

Manufacturers should not deny access on anti-tampering grounds to information, tools or processes required to develop, install and activate compatible aftermarket replacement parts meeting the technical requirements of the manufacturer unless they can demonstrate that withholding information, tools and processes in question is a proportionate means in addressing the antitampering concerns at issue.

Environmental data about the vehicle type and the environmental performance of individual vehicles should be made available to users and, where appropriate, displayed inside the vehicle.

Environmental passport

Environmental data about vehicle types should be made available to vehicle users. An Environmental Vehicle Passport (EVP) should therefore be made available for each vehicle. Vehicle users should also have access to up-to-date information about fuel consumption, the state of health of traction batteries, pollutant emissions and other relevant information generated by on-board systems and monitors.

Application dates

The Regulation foresees different dates of application after the regulation enters into force: (i) 30 months for new types of cars and vans, and 42 months for new vehicles; (ii) 48 months for new types of buses, trucks and trailers, and 60 months for new vehicles.

The Regulation should apply from 1 July 2028 for new types of C1 class tyres, from 1 April 2030 for new types of C2 class tyres and 1 April 2032 for new types of C3 class tyre.

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

2022/0365(COD) - 10/11/2022 - Legislative proposal

PURPOSE: to replace and simplify previously separate emission rules for cars and vans (Euro 6) and lorries and buses (Euro VI) to meet the European Green Deal's zero-pollution ambition (Euro 7).

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: road transport is the largest source of air pollution in cities. In 2018, more than 39% of NOx and 10% of primary PM2.5 and PM10 emissions in the EU came from road transport. It is estimated that chronic exposure to air pollution from fine particulate matter and nitrogen oxides from road traffic was responsible for more than 70 000 premature deaths in the EU-27 in 2018, out of 300 000 such deaths from air pollution as a whole. People living in densely populated areas are especially affected.

The rules on pollutant emissions are complementary to the rules on CO2 emissions. The agreed target for **100% CO2 reduction by 2035 for cars and vans** has been taken into account in this proposal.

PURPOSE: the proposed Regulation establishes common technical requirements and administrative provisions for the emission type-approval and market surveillance of motor vehicles, systems, components and separate technical units, with regard to their CO2 and pollutant emissions, fuel and energy consumption and battery durability. It lays down rules for the initial emission type approval, conformity of production, in-service conformity, market surveillance, the durability of pollution control systems and traction batteries, on-board monitoring systems, security provisions to limit tampering and cybersecurity measures, and the accurate determination of CO2 emissions, electric range, fuel and energy consumption and energy efficiency.

More specifically, this proposal **replaces and simplifies previously separate emission rules for cars and vans** (Euro 6) and lorries and buses (Euro VI). The Euro 7 rules will apply to both light-duty (cars and vans) and heavy-duty vehicles (lorries and buses) sold in the EU. The proposal **merges** the successor norms to Euro 6 (Regulation (EC) No 715/2007) and Euro VI (Regulation (EC) No 595/2009) into **one single act**.

The new Euro 7 standards will ensure cleaner vehicles on European roads and improve air quality.

In addition, the new rules are fuel- and technology-neutral. This means that the same emission limits apply to all vehicles within the same category, regardless of the technology (for example, conventional internal combustion engine, hybrid or plug-in) or the fuel used (gasoline, diesel or others). They also apply to zero CO2 emission vehicles (electric or fuel cell vehicles).

They will help to:

- **better control emissions of air pollutants from all new vehicles**: by broadening the range of driving conditions that are covered by the on-road emissions tests. These will now better reflect the range of conditions that vehicles can experience across Europe, including temperatures of up to 45°C or short trips typical of daily commutes;

- **update and tighten the limits for pollutant emissions**: limits will be tightened for lorries and buses while the lowest existing limits for cars and vans will now apply regardless of the fuel used by the vehicle. The new rules also set emission limits for previously unregulated pollutants, such as nitrous oxide emissions from heavy-duty vehicles;

- **regulate emissions from brakes and tyres**: the Euro 7 standards rules will be the first worldwide emission standards to move beyond regulating **exhaust pipe emissions** and set additional limits for particulate emissions from brakes and rules on microplastic emissions from tyres. These rules will apply to all vehicles, **including electric ones**;

- ensure that **new cars stay clean for longer**: all vehicles will need to comply with the rules for a longer period than until now. Compliance for cars and vans will be checked until these vehicles reach 200 000 kilometres and 10 years of age. This doubles the durability requirements existing under Euro 6 /VI rules (100 000 kilometres and 5 years of age). Similar increases will take place for buses and lorries;

- support the **deployment of electric vehicles**: the new rules will regulate the durability of batteries installed in cars and vans in order to increase consumer confidence in electric vehicles. This will also reduce the need for replacing batteries early in the life of a vehicle, thus reducing the need for new critical raw materials required to produce batteries;

- make full use of **digital possibilities**: Euro 7 rules will ensure that vehicles are not tampered with and emissions can be controlled by the authorities in an easy way by using sensors inside the vehicle to measure emissions throughout the lifetime of a vehicle.

In addition to the pollutants currently regulated, the proposal extends **ammonia** (a pollutant with a key role in the formation of urban smog) limits from lorries and buses also to cars and vans. The proposal also regulates **formaldehyde**, an irritant, carcinogenic gas, and nitrous oxide for lorries and buses. This pollutant is a potent greenhouse gas being regulated for the first time by Euro standards.

According to the Commission's proposal, the date for the entry into force of the new Regulation is 1 July 2025 for new light-duty vehicles (cars and vans), and 1 July 2027 for new heavy-duty vehicles (lorries and buses). Limited exceptions apply to vehicles constructed by **small volume manufacturers** to take care of specific technology constraints.

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

2022/0365(COD) - 23/10/2023 - Committee report tabled for plenary, 1st reading/single reading

The Committee on the Environment, Public Health and Food Safety adopted the report by Alexandr VONDRA (Renew, CZ) 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.

The proposed Regulation establishes common technical requirements and administrative provisions for the emission type-approval and market surveillance of motor vehicles, systems, components and separate technical units, with regard to their CO2 and pollutant emissions, fuel and energy consumption and battery durability.

More specifically, this proposal replaces and simplifies previously separate emission rules for cars and vans (Euro 6) and lorries and buses (Euro VI). The Euro 7 rules will apply to both light-duty (cars and vans) and heavy-duty vehicles (lorries and buses) sold in the EU. The proposal merges the successor norms to Euro 6 (Regulation (EC) No 715/2007) and Euro VI (Regulation (EC) No 595/2009) into one single act.

The committee responsible recommended that the European Parliament's position adopted at first reading under the ordinary legislative procedure should amend the proposal as follows:

Subject matter

Members clarified that 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 motor vehicles of categories M1, M2, M3, N1, N2 and N3, as well as trailers of O3 and O4 categories, including those designed and constructed in one or more stages, and to systems, components and separate technical units intended for such vehicles and tyres of class categories C1, C2 and C3 as specified in UN Regulation No 117 with the exception of ice grip tyres.

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;

- 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.

To prevent **anti-tampering measures** from unduly hampering competition, it is proposed that this Regulation should maintain the possibility of independent operators to develop, distribute, install and activate aftermarket replacement parts. Therefore, manufacturers should ensure access by **independent operators** to the strictly necessary information, tools and processes for development and installation of such replacement parts.

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, extracting the relevant data from sources such as the certificate of conformity and the type-approval documentation. The manufacturer should ensure that EVP data are available for display in the vehicle electronic systems and can be transmitted from on- to off- board.

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.

Battery durability

The text also includes higher minimum performance requirements for battery durability for cars and vans than those proposed by the Commission.

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.

Reporting

It is suggested that no later than 2031, the Commission should submit to the European Parliament and to the Council a report assessing the durability performance of heavy duty vehicles with regard to emissions.

Entry into force

Members proposed that the emission standards currently in force (Euro 6/VI) would apply until 1 July 2030 for cars and vans, and 1 July 2031 for buses and trucks (compared to 2025 and 2027 respectively as proposed by the Commission).

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 CO2 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.