



Brussels, **XXX**
[...] (2025) **XXX** draft

COMMISSION DELEGATED REGULATION (EU) .../...

of **XXX**

amending Regulation (EU) 2015/758 of the European Parliament and of the Council as regards the standards relating to eCall and amending Delegated Regulation (EU) 2017/79 as regards the technical requirements and test procedures for approval of vehicles equipped with 112-based eCall in-vehicle systems

(Text with EEA relevance)

This draft has not been adopted or endorsed by the European Commission. Any views expressed are the preliminary views of the Commission services and may not in any circumstances be regarded as stating an official position of the Commission.

EXPLANATORY MEMORANDUM

1. CONTEXT OF THE DELEGATED ACT

Regulation (EU) 2015/758 of the European Parliament and of the Council¹ mandates fitting of 112-based eCall in-vehicle system on all new types of vehicles of categories M₁ and N₁ from 31 March 2018 onward. The eCall system automatically dials the European emergency number 112 in the event of a serious road accident, thus reducing the response time and saving lives.

Article 5(8) of this Regulation confers powers on the Commission to adopt delegated acts establishing the detailed technical requirements and test procedures for the EC type-approval of vehicles in respect of their 112-based eCall in-vehicle systems and the EC type-approval of 112-based eCall in-vehicle systems, components and separate technical units. These requirements and procedures are laid down in Commission Delegated Regulation (EU) 2017/79².

This draft Commission Delegated Regulation aims to modify the technical requirements and test procedures contained in Delegated Regulation (EU) 2017/79 in order to make them technology neutral, to improve the structure of the tests and to include additional test for the back-up power supply (if fitted) and the secondary vehicle power supply.

The draft also sets out provisions to ensure the readiness of the eCall in-vehicle system for periodic roadworthiness testing in accordance with the Directive 2014/45/EU of the European Parliament and of the Council³. Lead time for manufacturers and national authorities to prepare for the implementation of the new requirements is foreseen until 1 January 2028.

In addition, the draft provides rules for the extension of approvals of eCall in-vehicle systems operating over circuit-switched communication networks to ensure that they continue to serve the purpose after the transition to packet-switched communication technology.

The draft also amends Article 5(8) of Regulation (EU) 2015/758 to update the versions of the standards referred to therein.

2. CONSULTATIONS PRIOR TO THE ADOPTION OF THE ACT

In the preparation of this act, the Commission carried out consultations with the Member States experts and stakeholders at the meetings of the Motor Vehicles Working Group held on 4 July, 10 September and 8 October 2024, which confirmed their general support.

3. LEGAL ELEMENTS OF THE DELEGATED ACT

The legal basis of this delegated act is Article 5(8) and (9) and Article 6(12) of Regulation (EU) 2015/758 of the European Parliament and of the Council.

¹ OJ L 123, 19.5.2015, p. 77, ELI: <http://data.europa.eu/eli/reg/2015/758/oj>

² OJ L 12, 17.1.2017, p.44, ELI: http://data.europa.eu/eli/reg_del/2017/79/oj

³ OJ L127,29.4.2014, ELI: <http://data.europa.eu/eli/dir/2014/45/oj>

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(Text with EEA relevance)

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EU) 2015/758 of the European Parliament and of the Council of 29 April 2015 concerning type-approval requirements for the deployment of the eCall in-vehicle system based on the 112 service and amending Directive 2007/46/EC¹, and in particular Article 5(8) and (9) and Article 6(12) thereof,

Whereas:

- (1) Regulation (EU) 2015/758 requires all new types of vehicles of categories M₁ and N₁ to be equipped with a 112-based eCall in-vehicle system.
- (2) The Commission's Communication on a Sustainable and Smart Mobility Strategy² identifies the need to adapt the eCall legal framework to new telecommunication technologies.
- (3) Regulation (EU) 2015/758, contains a list of European standards and technical specifications, which the technical requirements for the approval of eCall systems and vehicles equipped with such systems are based on.
- (4) The European Committee for Standardisation (CEN) has adopted new standards EN 17184:2024 and EN 17240:2024 succeeding respectively the technical specifications CEN/TS 17181:2022 and CEN/TS 17240:2018. In addition, the new version of the standard EN 16072:2025 contains relevant changes for eCall. Accordingly, the references to the respective technical specifications and standards in Article 5(8) of Regulation (EU) 2015/758 should be updated.
- (5) Commission Delegated Regulation (EU) 2017/79³ establishes detailed technical requirements and test procedures for the approval of the 112-based eCall in-vehicle

¹ OJ L 123, 19.5.2015, p. 77, ELI: <http://data.europa.eu/eli/reg/2015/758/oj>.

² Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions 'Sustainable and Smart Mobility Strategy – putting European transport on track for the future', COM(2020) 789 final of 9.12.2020.

³ Commission Delegated Regulation (EU) 2017/79 of 12 September 2016 establishing detailed technical requirements and test procedures for the EC type-approval of motor vehicles with respect to their 112-based eCall in-vehicles systems, of 112-based eCall in-vehicle separate technical units and components and supplementing and amending Regulation (EU) 2015/758 of the European Parliament and of the Council with regard to the exemptions and applicable standards (OJ L 12, 17.1.2017, p. 44, ELI: http://data.europa.eu/eli/reg_del/2017/79/oj).

systems and motor vehicles equipped with such systems. Those technical requirements and test procedures should be revised to ensure technologic neutrality and to allow technology agnostic implementation of the test methods.

- (6) In order to ensure the effectiveness of the eCall in-vehicle system self-test, it is necessary to provide that the failure modes should be tested separately.
- (7) In order to ensure the readiness of the eCall in-vehicle system for the periodic roadworthiness test in accordance with Directive 2014/45/EU of the European Parliament and of the Council⁴, it is necessary to provide the specific technical requirements to be met at type-approval to facilitate the roadworthiness testing throughout the lifecycle of the motor vehicles.
- (8) To ensure that the verification of the lack of traceability of the eCall in-vehicle is performed without ambiguity it is necessary to specify the expected behaviour after the eCall is emitted.
- (9) In order to ensure that the structure of the test procedures is consistent throughout the Annexes to Delegated Regulation (EU) 2017/79, those annexes should clearly distinguish between the test conditions, the test methods and the assessment.
- (10) It is necessary to set out provisions allowing for the extension of approvals granted before 1 January 2027 to 112-based eCall in-vehicle systems operating over circuit-switched communication networks to ensure that they continue to serve the purpose after the transition to packet-switched communication technology.
- (11) In order to make sure that the 112-based eCall in-vehicle system remains operational in case the main power supply of the vehicle is disconnected, it is necessary to provide test procedures for the back-up power supply (if fitted) and the secondary vehicle power supply, which might be used after a road accident with the vehicle.
- (12) Therefore, Regulation (EU) 2015/758 and Delegated Regulation (EU) 2017/79 should be amended accordingly.
- (13) In order to provide Member States, national authorities and manufacturers with sufficient lead time to implement the changes, the mandatory application of the standards EN 17184:2024 and EN 17240:2024 should be deferred to 1 January 2027. In addition, it is necessary to set out transitional provisions for the implementation of the new requirements regarding the back-up power supply and the secondary vehicle power supply of the 112-based eCall in-vehicle system and regarding the periodic roadworthiness inspection of new types of vehicles with such systems,

HAS ADOPTED THIS REGULATION:

Article 1

Amendments to Regulation (EU) 2015/758

In Article 5(8), second subparagraph of Regulation (EU) 2015/758, points (a) to (c) are amended as follows:

- (1) in point (a), ‘EN 16072:2022’ is replaced by ‘EN 16072:2025’.

⁴ 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. 51, ELI: <http://data.europa.eu/eli/dir/2014/45/oj>).

- (2) in point (b), ‘CEN/TS 17184:2022’ is replaced by ‘EN 17184:2024’.
- (3) in point (c), ‘CEN/TS 17240:2018’ is replaced by ‘EN 17240:2024’.

Article 2

Amendments to Delegated Regulation (EU) 2017/79

Delegated Regulation (EU) 2017/79 is amended as follows:

- (1) in Article 4, the following point (12) is added:

‘(12) ‘test eCall’ means an eCall for testing purposes, which can be clearly distinguished from a real eCall or which does not reach the Public Safety answering Point (‘PSAP’).’;
- (2) in Article 5, the following paragraphs (4) is added:

‘4. For the purpose of extending the EC type-approval granted in accordance with paragraph (1) before 1 January 2027, the technical service may exempt 112-based eCall in-vehicle system from full-scale impact test as specified in Annex II and from the subsequent audio equipment test as specified in Annex III, where the communication part is modified without impacting other components of the 112-based eCall in-vehicle system. The changes of the modified 112-based eCall in-vehicle system as compared to the originally approved system shall be documented and explained by the manufacturer to the technical service and the type-approval authority:

 - (a) where the communication part is modified without impacting other components of the 112-based eCall in-vehicle system and a vehicle crash-test is conducted for other purposes, the 112-based eCall in-vehicle system shall be included and the full-scale impact test as specified in Annex II and the subsequent audio equipment test as specified in Annex III shall be conducted.
 - (b) Where the modification of the communication part of a 112-based eCall in-vehicle system has an impact on its other parts, the full-scale impact test as specified in Annex II and the subsequent audio equipment test as specified in Annex III shall be conducted.’;
- (3) in Article 7, paragraph (1), is replaced by the following:

‘1. EC type-approval of a 112-based eCall in-vehicle STU shall be subject to the STU passing the tests laid down in Annexes I, IV, VI, VII and VIII and complying with the relevant requirements laid down in those Annexes. In case the STU is fitted with a back-up power source, it shall comply with the requirements and be subject to the test procedure laid down in Annex X.’;
- (4) Annex I is amended in accordance with Annex I to this Regulation;
- (5) Annex II is amended in accordance with Annex II to this Regulation;
- (6) Annex III is amended in accordance with Annex III to this Regulation;
- (7) Annex IV is amended in accordance with Annex IV to this Regulation;
- (8) Annex VII is amended in accordance with Annex V to this Regulation;
- (9) Annex VIII is amended in accordance with Annex VI to this Regulation;
- (10) Annex VII to this Regulation is added as Annex X.

Article 3

Transitional provisions

- (1) With effect from 1 January 2026, national authorities shall refuse to grant new type approvals or extensions for existing approvals for vehicles, systems, components or separate technical units, where those do not comply with the technical specifications set out in CEN/TS 17184:2022 and CEN/TS 17240:2018 or with the standards EN 17184:2024 and EN 17240:2024, if a manufacturer so requests.
- (2) With effect from 1 January 2027, national authorities shall refuse to grant new type approvals for vehicles, systems, components or separate technical units, where those do not comply with the standards EN 17184:2024 and EN 17240:2024.
- (3) With effect from 1 January 2027, in the case of new vehicles approved after 31 March 2018 in accordance with Regulation (EU) 2015/758 which do not comply with the technical specifications set out in CEN/TS 17184:2022 and CEN/TS 17240:2018 or with the standards EN 17184:2024 and EN 17240:2024, national authorities shall consider the certificates of conformity to be no longer valid for the purposes of Article 48(1) of Regulation (EU) 2018/858.
- (4) With effect from 1 January 2028, national authorities shall refuse to grant new type approvals for vehicles, systems or separate technical units, where those do not comply with the technical requirements to enable periodic technical inspection in accordance with Annex VII to Delegated Regulation (EU) 2017/79 as amended by this Regulation.
- (5) With effect from 1 January 2027, national authorities shall refuse to grant new type approvals for vehicles, systems or separate technical units, where those do not comply with the requirements for the performance of the back-up power source in accordance with Annex X to Delegated Regulation (EU) 2017/79.

Article 3

Entry into force and application

This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

Article 1(2) and (3) shall apply from 1 January 2027.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels,

For the Commission
The President
Ursula von der Leyen