



Brussels, **XXX**
[...] (2026) **XXX** draft

COMMISSION IMPLEMENTING REGULATION (EU) .../...

of XXX

amending Implementing Regulation (EU) 2025/1706 as regards specific methods, requirements and tests as well as administrative requirements regarding in-vehicle battery durability, electric vehicle range at low temperature and electrified vehicle system power

(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.

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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) 2024/1257 of the European Parliament and of the Council of 24 April 2024 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) 2022/1362¹, and in particular Article 14(3), point (a), and Article 14(4), points (a), (i), (j), (q), (s), (u) and (v), thereof,

Whereas:

- (1) To ensure consistency and coherence with international standards, it is appropriate to refer to UN Regulation No 154² (04 series of amendments) and UN Regulation No 83³ (09 series of amendments), which introduce in-vehicle battery durability and other electrification-focused requirements which contain key technical advancements, which support the sustainability and innovation in the automotive sector.
- (2) To ensure that the technical requirements for Euro 7 emission type-approval fully reflect the latest advancements in electrified vehicle technology, it is necessary to amend Commission Implementing Regulation (EU) 2025/1706⁴. To ensure accurate emission and energy consumption assessments, provide clearer compliance pathways

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¹ OJ L, 2024/1257, 8.5.2024, ELI: <http://data.europa.eu/eli/reg/2024/1257/oj>.

² UN Regulation No 154 – Uniform provisions concerning the approval of light duty passenger and commercial vehicles with regards to criteria emissions, emissions of carbon dioxide and fuel consumption and/or the measurement of electric energy consumption and electric range (WLTP) [Publication Office: *Please insert a reference once the document is published in the OJ.*]

³ UN Regulation No 83 - Uniform provisions concerning the approval of vehicles with regard to the emission of pollutants according to engine fuel requirements [Publication Office: *Please insert a reference once the document is published in the OJ.*]

⁴ Commission Implementing Regulation (EU) 2025/1706 of 25 July 2025 laying down rules, procedures and testing methodologies for the application of Regulation (EU) 2024/1257 as regards exhaust and evaporative emission type-approval of vehicles of categories M1 and N1 and amending Implementing Regulation (EU) 2020/683 (OJ L, 2025/1706, 5.9.2025, ELI: http://data.europa.eu/eli/reg_impl/2025/1706/oj).

for manufacturers, and strengthen the environmental integrity of the Euro 7 emission type-approval framework, it is necessary to include in that Regulation the real-world performance metrics for in-vehicle battery durability, electric range at low temperature for pure electric vehicles (PEVs), and updated requirements for on-board fuel consumption monitoring (OBFCM) introduced by UN Regulation No 154 (04 series).

- (3) Similarly, UN Regulation No 83 (09 series of amendments) provides updated methodologies for in-service conformity, including provisions on in-vehicle battery durability, electrified vehicle system power and electric range at low temperature, which should be reflected in Implementing Regulation (EU) 2025/1706 to ensure harmonised implementation and market surveillance.
- (4) For system power determination in hybrid electric vehicles and PEVs with multiple motors, UN Regulation No 177⁵ establishes the necessary technical procedures. References to that UN Regulation should be included in Implementing Regulation (EU) 2025/1706 to ensure consistent and reproducible measurements of system power, in line with the performance-based approach of Euro 7.
- (5) To ensure accurate and transparent compliance declarations, it is appropriate to include in Implementing Regulation (EU) 2025/1706 a requirement for the manufacturers to use a template for a Real Driving Emissions (RDE) compliance declaration. That allows manufacturers to declare compliance with lower emission limit values during in-service conformity and market surveillance in a consistent way, thereby enhancing the effectiveness and enforceability of RDE requirements.
- (6) Manufacturers should be provided with standardised templates for declarations of compliance, in accordance with Regulation (EU) 2024/1257, to facilitate the submission of complete and accurate information for all relevant tests, including those related to emissions, in-vehicle battery durability, electric range, and system power, and to improve administrative efficiency and legal certainty.
- (7) To enhance transparency and harmonisation across Member States and to ensure consistent presentation and traceability of type-approval information, the emission type-approval certificate numbering system should be adapted to align with the requirements of Regulation (EU) 2024/1257, including provisions for new tests and procedures introduced under Euro 7.
- (8) In order to ensure that administrative processes, conformity assessments, and technical measurements are based on globally harmonised, reproducible, and enforceable standards, and to ensure coherent implementation and reduce unnecessary regulatory burdens, it is appropriate to reflect in Implementing Regulation (EU) 2025/1706 the latest developments in UN Regulations Nos 83, 154 and 177 as regards the detailed technical requirements and procedures as well as administrative provisions for emission type-approval, in-service conformity methodologies, in-vehicle battery durability, electric range at low temperature and system power determination, as well as the requirements for OBFCM.
- (9) The optional in-service conformity methodologies should be introduced for electric range at low temperature and system power determination to provide flexibility for manufacturers and authorities while ensuring robust and representative testing. Those

⁵ UN Regulation No 177 - Uniform provisions concerning the determination of system power of hybrid electric vehicles and of pure electric vehicles having more than one electric machine for propulsion (*OJ L, 2025/1910, 26.9.2025, ELI: <http://data.europa.eu/eli/reg/2025/1910/oj>*).

methodologies support the effective enforcement of Implementing Regulation (EU) 2025/1706 by complementing the mandatory in-service conformity requirements for in-vehicle battery durability, thereby ensuring consistent and verifiable compliance with its performance-based objectives.

- (10) In order to ensure that type-approval documentation and administrative requirements remain aligned with the evolving technical and environmental standards for motor vehicles, the emission character tables should be amended to include specific requirements for PEVs with regard to on-board fuel and electric energy consumption monitoring (OBFCM) devices.
- (11) In order to ensure a smooth and efficient transition towards electrified mobility and to align with international harmonisation efforts, in particular UN Regulation No 154, while allowing manufacturers and approval authorities sufficient time to adapt to the specific requirements for PEVs, it is appropriate to defer the application of the OBFCM requirements to such vehicles until 1 January 2030.
- (12) Regulation (EU) 2025/1706 should therefore be amended accordingly.
- (13) The measures provided for in this Regulation are in accordance with the opinion of the Technical Committee - Motor vehicles (TCMV).

HAS ADOPTED THIS REGULATION:

Article 1

Regulation (EU) 2025/1706 is amended as follows:

- (1) the title is replaced by the following:

‘Commission Implementing Regulation (EU) 2025/1706 of 25 July 2025 laying down rules, procedures and testing methodologies for the application of Regulation (EU) 2024/1257 as regards exhaust and evaporative emission type-approval, in-vehicle battery durability, electric vehicle range at low temperature and electrified vehicle system power of vehicles of categories M₁ and N₁ and amending Implementing Regulation (EU) 2020/683’;
- (2) in Article 1, the introductory wording is replaced by the following:

‘This Regulation applies to the emission type-approval with regard to exhaust emissions and evaporative emissions, in-vehicle battery durability, electric vehicle range at low temperature, and electrified vehicle system power of the motor vehicles belonging to the following vehicle categories:’;
- (3) in Article 3, paragraph 1 is replaced by the following:

‘1. In order to receive an emission type-approval under Regulation (EU) 2024/1257, the manufacturer shall demonstrate that the vehicles comply with the requirements of this Regulation when tested in accordance with the test procedures specified in Annexes III to VIII, X, XI, XIV, XV, XVI, XVII, XIX, XX, XXI and XXII. The manufacturer shall also ensure that the reference fuels comply with the specifications set out in Annex IX.’;
- (4) in Article 5(1), the following point (c) is added after point (b):

‘(c) pure electric vehicles (PEVs).’;
- (5) in Article 10, the heading is replaced by the following:

'In-service conformity of exhaust emissions and evaporative emissions';

(6) in Article 10, paragraph 3, the second subparagraph is replaced by the following:

'The requirements for in-service conformity checks are applicable until 10 years after the last Certificate of Conformity or individual approval certificate is issued for vehicles of an in-service conformity family that is subject to testing according to paragraph 9.2.3 of UN Regulation No 83, as defined in paragraph 3 of Annex 4 to UN Regulation No 83.';

(7) the following Articles 10a, 10b and 10c are inserted:

'Article 10a

In-service conformity of in-vehicle battery durability

The in-service conformity for in-vehicle battery durability shall be checked on properly maintained and used vehicles, in accordance with the requirements laid down in Appendix 1 of Annex XV to this Regulation.

Article 10b

In-service conformity of electric range at low temperature

The in-service conformity for electric range of PEVs at low temperature may be checked on properly maintained and used vehicles, in accordance with the requirements laid down in paragraph 9.4.1 of UN Regulation No 83 and Appendix 1 of Annex XVII to this Regulation.

Article 10c

In-service conformity of system power

The in-service conformity for system power may be checked on properly maintained and used vehicles, in accordance with the requirements laid down in paragraph 9.7.1 of UN Regulation No 83 and Appendix 1 of Annex XIX to this Regulation.';

(8) Annexes I, II, III, XV, XVII, XIX and XXII are amended in accordance with the Annex to this Regulation.

Article 2

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, point (4) shall apply from 1 January 2030.

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

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