



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

**COMMISSION REGULATION (EU) .../...**

**of XXX**

**amending Regulation (EU) No 582/2011 as regards the emissions type-approval of heavy-duty vehicles with on-board fuel and energy consumption monitoring devices**

(Text with EEA relevance)

# COMMISSION REGULATION (EU) .../...

of **XXX**

**amending Regulation (EU) No 582/2011 as regards the emissions type-approval of heavy-duty vehicles with on-board fuel and energy consumption monitoring devices**

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

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

Having regard to Regulation (EC) No 595/2009 of the European Parliament and of the Council of 18 June 2009 on type-approval of motor vehicles and engines with respect to emissions from heavy duty vehicles (Euro VI) and amending Regulation (EC) No 715/2007 and Directive 2007/46/EC and repealing Directives 80/1269/EEC, 2005/55/EC and 2005/78/EC<sup>1</sup>, and in particular Article 5(4), point (e), thereof,

Whereas:

- (1) While Commission Regulation (EU) No 582/2011<sup>2</sup> sets out requirements for the approval of heavy-duty vehicles with regard to emissions and Implementing Regulation (EU) 2025/XXXX<sup>3</sup> sets out the technical requirements for determining the CO<sub>2</sub> emissions and fuel consumption of vehicles on the road, the declaration of conformity of the OBFCM device should be part of the type-approval system instituted by Commission Regulation (EU) No 582/2011. Therefore, this amending Regulation ensures the link between the emissions type-approval and conformity to the OBFCM requirements and sets out a new emissions approval characters to allow for the identification of vehicles fitted with OBFCM devices.
- (2) As the fuel consumption values and CO<sub>2</sub> emissions of heavy-duty vehicles resulting from the regulatory test procedures under Commission Regulation (EU) 2017/2400<sup>4</sup> is complemented by information recorded by the on-board fuel and energy consumption monitoring (OBFCM) device in accordance with Commission Implementing Regulation (EU) 2025/XXXX on the vehicles' average real-world consumption when the vehicle is driven on the road, and as such information is essential for assessing that the regulatory procedures adequately reflect the average real-world CO<sub>2</sub> emissions as well as the quantity of fuel and electric energy

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<sup>1</sup> OJ L 188, 18.07.2009, p. 1, ELI: <http://data.europa.eu/eli/reg/2009/595/oj>.

<sup>2</sup> Commission Regulation (EU) No 582/2011 of 25 May 2011 implementing and amending Regulation (EC) No 595/2009 of the European Parliament and of the Council with respect to emissions from heavy duty vehicles (Euro VI) and amending Annexes I and III to Directive 2007/46/EC of the European Parliament and of the Council (OJ L 167, 25.6.2011, p. 1, ELI: <http://data.europa.eu/eli/reg/2011/582/oj>).

<sup>3</sup> TO BE ADDED AFTER ADOPTION – [ISC/2024/10614 · Decide Consultation](#)

<sup>4</sup> Commission Regulation (EU) 2017/2400 of 12 December 2017 implementing Regulation (EC) No 595/2009 of the European Parliament and of the Council as regards the determination of the CO<sub>2</sub> emissions and fuel consumption of heavy-duty vehicles and amending Directive 2007/46/EC of the European Parliament and of the Council and Commission Regulation (EU) No 582/2011 (OJ L 349, 29.12.2017, p. 1, ELI: <http://data.europa.eu/eli/reg/2017/2400/oj>).

consumed, the accuracy of these OBFCM devices should be verified during on-road testing.

- (3) The necessary information on fuel consumption and emissions from the portable emissions measurement systems (PEMS) test procedure should be recorded to assess the accuracy of the OBFCM device as specified in Implementing Regulation (EU) 2025/XXXX.
- (4) Commission Regulation (EU) No 582/2011<sup>5</sup> should therefore be amended accordingly.
- (5) The measures provided for in this Regulation are in accordance with the opinion of the Technical Committee – Motor Vehicles,

HAS ADOPTED THIS REGULATION:

### *Article 1*

Regulation (EU) No 582/2011 is amended as follows:

- (1) in Article 3, the following paragraph is added:

15. In order to receive an EU type-approval of a vehicle with an approved engine system with regard to emissions, or an EU type-approval of a vehicle with regard to emissions, the manufacturer shall also demonstrate that the requirements laid down in Article 2 of Implementing Regulation (EU) 2025/XXXX are met with respect to the engine family concerned. However, that requirement shall not apply where the manufacturer indicates that new vehicles of the type to be approved will not be registered, placed on the market or entered into service in the Union on or after the relevant date laid down in Table 1 of Annex 1 to Implementing Regulation (EU) 2025/XXXX.’;

- (2) in Article 8(1a), the following point (f) is added:

‘(f) the requirements laid down in Article 2 of Implementing Regulation (EU) 2025/XXXX are met with respect to the engine family concerned, except where the manufacturer indicates that new vehicles of the type to be approved will not be registered, sold or put into service in the Union on or after the relevant date laid down in Table 1 of Annex 1 to Implementing Regulation (EU) 2025/XXXX.’;

- (3) in Article 10(1a), the following point (f) is added:

‘(f) the requirements laid down in Article 2 of Implementing Regulation (EU) 2025/XXXX are met with respect to the engine family concerned, except where the manufacturer indicates that new vehicles of the type to be approved will not be registered, sold or put into service in the Union on or after the dates laid down in Table 1 of Annex 1 to that Implementing Regulation.’;

- (4) in Article 13, paragraph 1 is replaced by the following:

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<sup>5</sup> Commission Regulation (EU) No 582/2011 of 25 May 2011 implementing and amending Regulation (EC) No 595/2009 of the European Parliament and of the Council with respect to emissions from heavy duty vehicles (Euro VI) and amending Annexes I and III to Directive 2007/46/EC of the European Parliament and of the Council (OJ L 167, 25.6.2011, p. 1, ELI: <http://data.europa.eu/eli/reg/2011/582/oj>).

‘1. On request of the approval authority and following in-service testing in accordance with Article 12 of this Regulation or following OBFCM verification testing in accordance with Article 4 of Implementing Regulation (EU) 2025/XXXX, the manufacturer shall submit the plan of remedial measures to the approval authority no later than 60 working days after receipt of the notification from the approval authority. Where the manufacturer can demonstrate to the satisfaction of the approval authority that further time is required to investigate the reason for the non-compliance in order to submit a plan of remedial measures, an extension may be granted.’.

## *Article 2*

Annexes I, II and VI to Regulation (EU) No 582/2011 are amended in accordance with the Annex to this Regulation.

## *Article 3*

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

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*