



EUROPEAN  
COMMISSION

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

**of XXX**

**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 M<sub>1</sub> and N<sub>1</sub> and amending Implementing Regulation (EU)  
2020/683**

(Text with EEA relevance)

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

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## **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 M<sub>1</sub> and N<sub>1</sub> and amending Implementing Regulation (EU) 2020/683**

(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) 2022/1362<sup>1</sup>, and in particular Articles 14(3), point (a), and 14(4), points (a), (b), (c), (e), (f), (j), (l), (m), (n), (o), (p), (q), (r), (s), (u) and (v), thereof,

Having regard to Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC<sup>2</sup>, and in particular Articles 28(3), 30(3), 36(4), 37(8) and 38(3) thereof,

Whereas:

- (1) Regulation (EU) 2024/1257 requires new types of vehicles of categories M<sub>1</sub> and N<sub>1</sub> and components, systems and separate technical units intended for vehicles of categories M<sub>1</sub> or N<sub>1</sub> to comply with emission limits and new emission provisions from 29 November 2026 and for new vehicles of categories M<sub>1</sub> and N<sub>1</sub> and components, systems and separate technical units for those vehicles, from 29 November 2027, with the exception of vehicles of categories M<sub>1</sub> and N<sub>1</sub> constructed by small-volume manufacturers for which the requirements shall apply as from 1 July 2030. The specific technical provisions necessary to implement Regulation (EU) 2024/1257 should be adopted. Therefore, this Regulation aims at setting the requirements necessary for the Emission type-approval of vehicles that are to be designated as ‘Euro 7’ vehicles, ‘Euro 7G’ vehicles, ‘Euro 7ext’ vehicles or ‘Euro 7Gext’ vehicles in accordance with Articles 4 and 5 of Regulation (EU) 2024/1257.

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

<sup>2</sup> OJ L 151, 14.6.2018, p. 1, ELI: <http://data.europa.eu/eli/reg/2018/858/oj>.

- (2) Simplification is achieved by establishing the testing procedures, methodologies and procedures, tests and checks, in accordance with the requirements specified in Annex V to Regulation (EU) 2024/1257 and eliminating tests which are no longer relevant and replacing certification tests with declarations by the vehicle manufacturer, by referring to UN Regulations where applicable, and by ensuring a consistent set of procedures and tests for the various phases of the emission type-approval.
- (3) UN Regulations, notably UN Regulation No 154<sup>3</sup>, UN Regulation No 168<sup>4</sup> and UN Regulation 83<sup>5</sup> are referred to in this Regulation only in the context of emission type-approval for light-duty vehicles that is covered by Article 14(8)(a) and (b) of Regulation (EU) 2024/1257. Testing procedures, methodologies and procedures, tests and checks that are included in the above-mentioned UN Regulations and relate to M<sub>2</sub> and N<sub>2</sub> vehicles shall be adopted subsequently under Article 14(9)(a) and (b) of Regulation (EU) 2024/1257.
- (4) In order to integrate internationally harmonised technical rules into the emission type-approval system, references should be made to UN Regulation No 154 in accordance with the requirements set out in Table 1 of Annex III to Regulation (EU) 2024/1257 regarding test conditions and administrative provisions that apply to emissions type-approval under laboratory exhaust emission measurement, but also for Model Information Document, Model of Emission Type-Approval certificate and test report ensuring that emission type-approval specificities are set out. References should be made to UN Regulation No 168 in accordance with requirements set out in Table 1 of Annex III to Regulation (EU) 2024/1257 regarding test conditions and administrative provisions that apply to Emissions type-approval under Real Driving Emission (RDE), adding requirements that comply with specific provisions of Regulation (EU) 2024/1257 regarding exhaust PN<sub>10</sub> emissions. Where appropriate, reference should also be made to UN Regulation No 83 regarding the measurement of crankcase gases, the emissions at low ambient temperature and the in-service conformity methodology. Additionally, UN Regulation No 155<sup>6</sup> should be referred to for cybersecurity measures and to ensure the secure transmission of data related to emissions.
- (5) In order to reflect the average expected lifetime of vehicles in the Union, the tests, methods and procedures should include specific requirements to comply with the durability requirements of vehicles, systems, components and separate technical units under Regulation (EU) 2024/1257, more particularly under Annex IV thereto.

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<sup>3</sup> 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), 02 series of amendments (OJ L, 2022/2124, 10.11.2022, ELI: <http://data.europa.eu/eli/reg/2022/2124/oj>). In the case of a UN Regulation the series of amendments indicated reflects the version that has been published in the Official Journal of the European Union. Compliance with a series of amendments adopted after the particular series indicated shall be accepted as an alternative.

<sup>4</sup> UN Regulation No 168 - Uniform provisions concerning the approval of light duty passenger and commercial vehicles with regards to real driving emissions (RDE) [2024/211] (OJ L, 2024/211, 12.1.2024, ELI: <http://data.europa.eu/eli/reg/2024/211/oj>).

<sup>5</sup> UN Regulation No 83 - Uniform provisions concerning the approval of vehicles with regard to the emission of pollutants according to engine fuel requirements (OJ L, 2024/1312, 27.6.2024, ELI: <http://data.europa.eu/eli/reg/2024/1312/oj>).

<sup>6</sup> UN Regulation No 155 - Uniform provisions concerning the approval of vehicles with regards to cyber security and cyber security management system (OJ L, 2025/5, 10.1.2025, ELI: <http://data.europa.eu/eli/reg/2025/5/oj>).

- (6) Effective implementation is ensured by setting out roles and responsibilities of respectively manufacturers, Member States type-approval authorities and national authorities, and recognised third parties in accordance with Annex V to Regulation (EU) 2024/1257 for applicable tests and procedures. When required, templates for declaration of compliance shall be made available to manufacturers in accordance with the provisions of Annex V to Regulation (EU) 2024/1257, in particular for specific tests applying to (i) crankcase emissions (Type 3 test), (ii) durability of emission control system (Type 5 test), (iii) OBD requirements for the purposes of emission type-approval, (iv) anti-tampering, security and cybersecurity requirements, (v) regeneration, (vi) correct operation of systems using a consumable reagent and pollution control devices, (vii) CO<sub>2</sub> ambient temperature correction (ATCT) and (viii) geofencing technologies, where applicable.
- (7) In order to ensure that the required type-approval information is consistently presented and for effective implementation as well as increased transparency, the emission type-approval certificate numbering system should be adapted to Regulation (EU) 2024/1257 requirements for applicable tests and procedures, ensuring a harmonised presentation. Templates for type-approval certificates and templates for certificates of conformity should be adapted where necessary and Commission Implementing Regulation (EU) 2020/683<sup>7</sup> should be amended accordingly.
- (8) In order to comply with the obligation provided for in Article 14(7) of Regulation (EU) 2024/1257 that for vehicle types of categories M<sub>1</sub> and N<sub>1</sub>, the methods for measuring pollutant exhaust emissions and evaporative emissions are to reflect those laid down in Regulation (EU) 2017/1151, the relevant methods, requirements and procedures should be specified in accordance with that requirement, notably for the Type 1 test, Type 3 test, Type 4 test, Type 5 test, Type 6 test and OBD requirements.
- (9) The use of manipulation devices or manipulation strategies is prohibited under Regulation (EU) 2024/1257. Ensuring an effective implementation and enforcement of such prohibition is essential to safeguard the objectives of that Regulation. Specific methods, procedures, administrative procedures, reporting and documentation obligations should therefore be set out for establishing the absence of manipulation devices and manipulation strategies related to exhaust and evaporative emissions.
- (10) A robust framework for the prohibition of manipulation devices and manipulation strategies should ensure that the emissions behaviour of vehicles is not altered between compliance testing and real-world driving, and that data on sensors, fuel or electric energy consumption, electric range, and battery durability remains accurate and reliable. It is therefore appropriate to set out general and technical requirements, as well as specific documentation requirements, to implement the prohibition of manipulation devices and manipulation strategies, and to clarify the roles and responsibilities of manufacturers, type-approval authorities, market surveillance authorities, the Commission and recognised third parties.
- (11) At market surveillance stage, screening tests for the presence of manipulation devices and manipulation strategies related to exhaust and evaporative emissions should focus

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<sup>7</sup> Commission Implementing Regulation (EU) 2020/683 of 15 April 2020 implementing Regulation (EU) 2018/858 of the European Parliament and of the Council with regards to the administrative requirements for the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (OJ L 163, 26.5.2020, p. 1, ELI: [http://data.europa.eu/eli/reg\\_impl/2020/683/oj](http://data.europa.eu/eli/reg_impl/2020/683/oj)).

on identifying situations where the vehicle detects test conditions followed by a change in the emissions control strategy and emissions behaviour that is not documented at type-approval. For the effective performance of such screening tests and assessment, it is appropriate that market surveillance authorities performing such tests should use a variety of testing approaches, and be able to evaluate the results of the screening by comparing them not to the emission limits set out in Annex I to Regulation (EU) 2024/1257, but to specific thresholds based on technical considerations.

- (12) In order to ensure that the required type-approval information is consistently reflected, new examples for the Euro 7 type-approval related certificate numbering system should be introduced. For effective implementation, such as for registration purposes, the templates for the certificates of conformity should be adapted where necessary. Regulation (EU) 2020/683 should be amended accordingly.
- (13) Whenever the measures provided for in this Regulation entail the processing of personal data, that processing should be carried out in accordance with Regulations (EU) 2016/679<sup>8</sup> and (EU) 2018/1725<sup>9</sup> of the European Parliament and of the Council, as well as the relevant national law in accordance with those Regulations.
- (14) 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*** ***Scope***

This Regulation applies to the emission type-approval of the motor vehicles belonging to the following vehicle categories:

- (a) M1 and N1;
- (b) N2 designated as ‘Euro 7ext’ and ‘Euro 7Gext’ in accordance with Article 5 of Regulation (EU) 2024/1257.

### ***Article 2*** ***Definitions***

For the purposes of this Regulation, the following definitions shall apply:

- (1) ‘vehicle type with regard to emissions’ means a group of vehicles which:
  - (a) do not differ with respect to the criteria constituting an ‘interpolation family’ as specified in paragraph 6.3.2. of UN Regulation No 154;

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<sup>8</sup> Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation) (OJ L 119, 4.5.2016, p. 1, ELI: <http://data.europa.eu/eli/reg/2016/679/oj>).

<sup>9</sup> Regulation (EU) 2018/1725 of the European Parliament and of the Council of 23 October 2018 on the protection of natural persons with regard to the processing of personal data by the Union institutions, bodies, offices and agencies and on the free movement of such data (OJ L 295, 21.11.2018, p. 39, ELI: <http://data.europa.eu/eli/reg/2018/1725/oj>).

- (b) fall in a single CO<sub>2</sub> interpolation range within the meaning of paragraph 2.3.2. of Annex B6 to UN Regulation No 154 or paragraph 4.5.1. of Annex B8 to UN Regulation No 154;
- (c) do not differ with respect to any characteristics that have a non-negligible influence on tailpipe emissions, such as, but not limited to, the following:
  - types and sequence of pollution control devices (e.g. three-way catalyst, oxidation catalyst, lean NO<sub>x</sub> trap, SCR, lean NO<sub>x</sub> catalyst, particulate trap or combinations thereof in a single unit);
  - exhaust gas recirculation (with or without, internal/external, cooled/non-cooled, low/high/combined pressure);
- (2) ‘periodically regenerating system’ means an exhaust emissions control device (e.g. catalytic converter, particulate trap) that requires a periodic regeneration process;
- (3) ‘mono fuel vehicle’ means a vehicle that is designed to run primarily on one type of fuel;
- (4) ‘mono fuel gas vehicle’ means a mono fuel vehicle that is designed primarily for permanent running on LPG or NG/biomethane or hydrogen, but may also have a petrol system for emergency purposes or starting only, where the nominal capacity of the petrol tank does not exceed 15 litres;
- (5) ‘bi fuel vehicle’ means a vehicle with two separate fuel storage systems that is designed to run primarily on only one fuel at a time, however, the simultaneous use of both fuels is permitted in limited amount and duration;
- (6) ‘bi fuel gas vehicle’ means a bi fuel vehicle where the two fuels are petrol (petrol mode) and either LPG, NG/biomethane, or hydrogen;
- (7) ‘flex fuel vehicle’ means a vehicle with one fuel storage system that can run on different mixtures of two or more fuels;
- (8) ‘flex fuel ethanol vehicle’ means a flex fuel vehicle that can run on petrol or a mixture of petrol and ethanol up to an 85 per cent ethanol blend (E85);
- (9) ‘flex fuel biodiesel vehicle’ means a flex fuel vehicle that can run on mineral diesel or a mixture of mineral diesel and biodiesel;
- (10) ‘malfunction indicator’ or ‘MI’ means a visible or audible indicator that clearly informs the driver of the vehicle in the event of a malfunction of any emission-related component connected to the OBD system, or of the OBD system itself;
- (11) ‘third party’ means a third party complying with the requirements of Commission Implementing Regulation (EU) 2022/163<sup>10</sup>;
- (12) ‘deficiency’ means, in the context of the OBD system, that up to two separate components or systems which are monitored contain temporary or permanent operating characteristics that impair the otherwise efficient OBD monitoring of those components or systems or do not meet all of the other detailed requirements for OBD;

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<sup>10</sup> Commission Implementing Regulation (EU) 2022/163 of 7 February 2022 laying down rules on the application of Regulation (EU) 2018/858 of the European Parliament and of the Council as regards functional requirements for market surveillance of vehicles, systems, components and separate technical units (OJ L 27, 8.2.2022, p. 1, ELI: [http://data.europa.eu/eli/reg\\_impl/2022/163/oj](http://data.europa.eu/eli/reg_impl/2022/163/oj)).

- (13) ‘net power’ means the power obtained on a test bench at the end of the crankshaft or its equivalent at the corresponding engine or motor speed with the auxiliaries, tested in accordance with Annex XX, and determined under reference atmospheric conditions;
- (14) ‘rated engine power’ ( $P_{\text{rated}}$ ) means the maximum net power of the engine or motor in kW measured in accordance with the requirements of Annex XX;
- (15) ‘maximum 30 minutes power’ means the maximum net power of an electric drive train at DC voltage as set out in paragraph 5.3.2. of UN Regulation No 85<sup>11</sup>;
- (16) ‘Portable Emissions Measurement System’ or ‘PEMS’ means a portable emissions measurement system meeting the requirements specified in Annex 4 to UN Regulation No 168<sup>12</sup>;
- (17) ‘permeability factor’ or ‘PF’ means the factor determined on the basis of hydrocarbon losses over a period of time and used to determine the final evaporative emissions;
- (18) ‘Base Emission Strategy’ or ‘BES’ means an emission strategy that is active throughout the speed and load operating range of the vehicle unless an Auxiliary Emission Strategy is activated;
- (19) ‘Auxiliary Emission Strategy’ or ‘AES’ means an emission strategy that becomes active and replaces or modifies a BES for a specific purpose and in response to a specific set of ambient or operating conditions and only remains operational as long as those conditions exist.

### Article 3

#### *Requirements for emission type-approval*

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, XIII, XIV, XVI, XX, XXI and XXII. The manufacturer shall also ensure that the reference fuels comply with the specifications set out in Annex IX.
2. Manufacturers shall ensure that the vehicles are subject to the tests specified in Figure I.2.3. of Annex I when applying the procedures in paragraph 1.

In all references to UN Regulation No 154, only the Union related requirements characterised by level 1A shall apply. References to UN Regulation No 154 “criteria emissions” shall be understood as references to “pollutant emissions” in this Regulation.

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<sup>11</sup> Regulation No 85 of the Economic Commission for Europe of the United Nations (UN/ECE) — Uniform provisions concerning the approval of internal combustion engines or electric drive trains intended for the propulsion of motor vehicles of categories M and N with regard to the measurement of net power and the maximum 30 minutes power of electric drive trains (OJ L, 323, 7.11.2014, p. 52 <http://data.europa.eu/eli/reg/2014/85/oj>).

<sup>12</sup> UN Regulation No 168 - Uniform provisions concerning the approval of light duty passenger and commercial vehicles with regards to real driving emissions (RDE) [2024/211] (OJ L, 2024/211, 12.1.2024, ELI: <http://data.europa.eu/eli/reg/2024/211/oj>).

3. In order to receive an emission type-approval in accordance with Regulation (EU) 2024/1257, the manufacturer shall also perform the tests for fuel consumption and CO<sub>2</sub> emissions set out in Annex XXI and in Annex XII, where applicable.

The granting type-approval authority shall ensure that the type-approval test data are recorded for each Type 1 test and uploaded to the dedicated Commission server in accordance with Article 14 of Regulation (EU) 2021/392<sup>13</sup>.

4. Specific requirements for inlets to fuel tanks are laid down in Section 2.2 of Annex I.
5. The manufacturer shall ensure that the emissions test results comply with the applicable limit values set out in Annex I to Regulation (EU) 2024/1257 under the specified test conditions of this Regulation.
6. Mono-fuel gas vehicles shall be tested in the Type 1 test for variation in the composition of LPG or NG/biomethane, as set out in Annex B6 to UN Regulation No 154 for pollutant emissions, with the fuel used for the measurement of the net power in accordance with Annex XX to this Regulation.  
  
Bi-fuel gas vehicles shall be tested with petrol and either LPG or NG/biomethane. The tests on LPG or NG/biomethane shall be performed for variation in the composition of LPG or NG/biomethane, as set out in Annex B6 to UN Regulation No 154 for pollutant emissions, and with the fuel used for the measurement of the net power in accordance with Annex XX to this Regulation.
7. The manufacturer shall ensure that for the Type 3 test set out in Annex V, the engine's ventilation system does not permit the emission of any crankcase gases into the atmosphere.
8. The Type 6 test measuring emissions at low temperatures set out in Annex VIII shall not apply to diesel vehicles.

However, the manufacturer shall provide the approval authority with information on the operating strategy of the exhaust gas recirculation system ('EGR'), including its functioning at low temperatures. Such information shall also include a description of any effects on emissions.

At the request of the Commission, the approval authority shall provide information on the performance of NO<sub>x</sub> after-treatment devices and EGR system at low temperatures.

9. For a vehicle that is type-approved in accordance with Regulation (EU) 2024/1257, the manufacturer shall ensure that, throughout the lifetime of a vehicle as specified in Annex IV to Regulation (EU) 2024/1257, the final RDE results of that vehicle as determined in accordance with UN Regulation No 168 as amended by Annex III and emitted at an RDE test performed in accordance with that Annex, do not exceed the relevant values set out in Annex I to Regulation (EU) 2024/1257.
10. The requirements of Annex III shall not apply to emission type-approval granted to ultra-small-volume manufacturers under Regulation (EU) 2024/1257.

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<sup>13</sup> Commission Implementing Regulation (EU) 2021/392 of 4 March 2021 on the monitoring and reporting of data relating to CO<sub>2</sub> emissions from passenger cars and light commercial vehicles pursuant to Regulation (EU) 2019/631 of the European Parliament and of the Council (OJ L 77, 5.3.2021, p. 8, ELI: [http://data.europa.eu/eli/reg\\_impl/2021/392/oj](http://data.europa.eu/eli/reg_impl/2021/392/oj)).



*Article 4*  
*Requirements for emission type-approval regarding the OBD system*

The manufacturer shall ensure that the OBD system fulfils the requirements set out in Annex XI.

*Article 5*  
*Requirements for emission type-approval*  
*regarding on-board fuel and electric energy consumption monitoring devices*

1. The manufacturer shall ensure that the following vehicles of categories M<sub>1</sub> and N<sub>1</sub> are equipped with a device for determining, storing and making available data on the quantity of fuel and electric energy used for the operation of the vehicle:
  - (a) pure ICE and Not-Off-Vehicle Charging Hybrid Electric vehicles (NOVC-HEVs) powered exclusively by mineral diesel, biodiesel, petrol, ethanol or any combination of these fuels;
  - (b) Off-Vehicle Charging Hybrid Electric Vehicles (OVC-HEVs) powered by electricity and any of the fuels referred to in point (a).
2. On-board fuel and electric energy consumption monitoring devices referred to in Article 4(6), point (c) of Regulation (EU) 2024/1257 shall comply with the requirements laid down in Annex XXII to this Regulation.

*Article 6*  
*Application for emission type-approval of a vehicle*

1. The manufacturer shall submit to the approval authority an application for emission type-approval of a vehicle under Regulation (EU) 2024/1257.
2. The application referred to in paragraph 1 shall be drawn up in accordance with the model of the information document set out in Appendix 3 to Annex I.
3. In addition, the manufacturer shall submit to the granting type-approval authority the following information:
  - (a) in the case of vehicles equipped with positive-ignition engines, a declaration by the manufacturer of the minimum percentage of misfires out of a total number of firing events that would either result in emissions exceeding the OBD thresholds laid out in Table 4A of paragraph 6.8.2. of UN Regulation No 154, if that percentage had been present from the start of a type 1 test as chosen for the demonstration in accordance with Annex C5 to UN Regulation No 154, or could lead to an exhaust catalyst or catalysts overheating prior to causing irreversible damage;
  - (b) a description of the malfunction indicator used by the OBD system to signal the presence of a fault to a driver of the vehicle;
  - (c) a declaration by the manufacturer that the OBD system complies with the OBD requirements laid down in Annex XI;
  - (d) a description of the measures taken to prevent tampering with and modification of the emission control systems, complying with Annex XIV and including the emission control computer and odometer including the recording of lifetime values for the purposes of the requirements of Annexes XI and XVI;

- (e) if applicable, the particulars of the vehicle family as referred to in paragraph 6.8.1. of UN Regulation No 154;
  - (f) where appropriate, copies of other type-approvals with the relevant data to enable extension of approvals;
- 4. For the purposes of paragraph 3, point (d), the measures taken to prevent tampering with and modification of the emission control computer shall include the facility for updating using a manufacturer-approved programme or calibration.
  - 5. For the tests specified in Figure I.2.3 of Annex I, the manufacturer shall submit to the technical service responsible for the emission type-approval tests a vehicle representative of the type to be approved.
  - 6. The application for emission type-approval of mono fuel, bi-fuel and flex- fuel vehicles shall comply with the additional requirements laid down in sections 1.1 and 1.2 of Annex I.
  - 7. Changes to the make of a system, component or separate technical unit that occur after a type-approval shall not automatically invalidate the type-approval, unless its original characteristics or technical parameters are changed in such a way that the functionality of the engine or pollution control system and the resulting emissions are affected.
  - 8. The manufacturer shall provide the granting type-approval authority a package on testing transparency in the format specified in Table A4/2 of paragraph 5.9. and in Tables 1 and 2 of Appendix 5 of Annex 4 to UN Regulation No 83 as amended by Annex II to this Regulation.
  - 9. The manufacturer shall upload all the in-service conformity related data required under Annex 4 to UN Regulation No.83 and Annex II to this Regulation into the electronic platform for ISC for vehicles covered by the emission type-approval.

## *Article 7*

### *Administrative provisions for emission type-approval of a vehicle*

- 1. Manufacturers and the granting type-approval authorities shall use the templates and models set out in Annexes I, V, VII, XI, XIV, XVI, XXI to this Regulation for demonstrating compliance with the emission type-approval requirements laid down in Articles 4 and 7 of Regulation (EU) 2024/1257 on testing.
- 2. If the requirements in Articles 4, 5, 6, 8, 9 and 10 of this Regulation are met, the approval authority shall grant an emission type-approval and issue an emission type-approval number in accordance with the numbering system set out in Annex IV to Implementing Regulation (EU) 2020/683. However, Section 3 of the emission type-approval number referred to in point 2.3. of Annex IV to Regulation (EU) 2020/683 shall be drawn up in accordance with Appendix 6 to Annex I of this Regulation.

An approval authority shall not assign the same number to another vehicle type.

- 3. By way of derogation from paragraph 2, at the request of the manufacturer, a vehicle with an OBD system may be accepted for emission type-approval, even though the system contains one or more deficiencies such that the specific requirements of Annex XI are not fully met, provided that the specific administrative provisions set out in Section 3 of that Annex are complied with.

The approval authority shall notify the decision to grant such a type-approval to all type-approval authorities in the other Member States in accordance with Article 27 of Regulation (EU) 2018/858.

4. When granting an emission type-approval under Regulation (EU) 2024/1257, the approval authority shall issue an emission type-approval certificate using the model set out in Appendix 4 to Annex I to this Regulation.

#### *Article 8*

##### *Amendments to emission type-approvals*

Articles 27, 33 and 34 of Regulation 2018/858 shall apply to any extensions to the emission type-approvals granted in accordance with Regulation (EU) 2024/1257.

At the manufacturer's request the provisions for extensions to emission type-approvals specified in Section 3 of Annex I shall apply without the need for additional testing only to vehicles of the same type.

#### *Article 9*

##### *Conformity of Production*

1. The provisions laid down in Section 4 of Annex I to this Regulation and the relevant statistical method in Appendix 2 of UN Regulation No 154 shall apply, in addition to measures to ensure the conformity of production that shall be taken by the manufacturer in accordance with article 31 of Regulation (EU) 2018/858.
2. Conformity of production shall be checked on the basis of the description in the type-approval certificate set out in Appendix 4 to Annex I.

#### *Article 10*

##### *In-Service Conformity*

1. Measures to ensure in-service conformity of vehicles type-approved under Regulation (EU) 2024/1257 shall be taken in accordance with the conformity of production arrangements as laid down in Article 31 of Regulation (EU) 2018/858, Annex IV to Regulation (EU) 2018/858 and Annex II to this Regulation.
2. The in-service conformity checks shall verify that tailpipe and evaporative emissions are effectively limited during the main and additional lifetime of vehicles under normal conditions of use.
3. In-service conformity shall be checked on properly maintained and used vehicles, in accordance with Appendix 1 of Annex 4 to UN Regulation No 83, between 15 000 km or 6 months whichever occurs later and 200 000 km or 10 years whichever occurs sooner. In service conformity for evaporative emissions shall be checked on properly maintained and used vehicles, in accordance with Appendix 1 of Annex 4 to UN Regulation No 83, between 30 000 km or 12 months whichever occurs later and 200 000 km or 10 years whichever occurs sooner.

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 that in-service conformity family, as defined in paragraph 3 of Annex 4 to UN Regulation No 83.

4. In-service conformity checks shall not be mandatory if the annual sales of the in-service conformity family are less than 5 000 vehicles in the Union for the previous calendar year. For such in-service conformity families, the manufacturer shall provide the approval authority with a report of any emissions related warranty and relevant repair as set out in paragraph 4 of Annex 4 to UN Regulation No 83. Such in-service conformity families may still be selected to be tested in accordance with Annex II to this Regulation.
5. The manufacturer and the granting type-approval authority shall perform in-service conformity checks in accordance with Annex II. Other type-approval authorities, technical services, the Commission and third parties may perform parts of the in-service conformity checks in accordance with Annex II to this Regulation. Such checks shall be performed in accordance with Regulation (EU) 2022/163<sup>14</sup> and Annex II to this Regulation.
6. The granting type-approval authority shall take the decision on whether a family failed the provisions of in-service conformity, following a compliance assessment in accordance with paragraph 6 of Annex 4 to UN Regulation No. 83 and approve the plan of remedial measures presented by the manufacturer in accordance with paragraph 7 of Annex 4 to UN Regulation No. 83.
7. If a type-approval authority, technical service, the Commission or a third party has established that an in-service conformity family fails the in-service conformity check, it shall notify without delay the granting type-approval authority, in accordance with Article 54(2) of Regulation (EU) 2018/858.

Following that notification and subject to the application of Article 54(5) of Regulation (EU) 2018/858, the granting type-approval authority shall inform the manufacturer that an in-service conformity family failed the in-service conformity checks. The procedures laid out in paragraphs 6 and 7 of Annex 4 to UN Regulation 83, as amended by Annex II to this Regulation, shall be followed by the manufacturer and the granting type-approval authority and the manufacturer shall establish a plan of remedial measures and submit it to the granting type approval authority.

If the granting type-approval authority establishes that no agreement can be reached with a type-approval authority that has established that an in-service conformity family fails the in-service conformity check, the procedure pursuant to Article 54(5) of Regulation (EU) 2018/858 shall be initiated.

8. In addition to paragraphs 1 to 7, the following shall apply to vehicles type-approved in accordance with Annex II:
  - (a) vehicles submitted to multi-stage type-approval, as defined in Article 3(8) of Regulation EU 2018/858, shall be checked for in-service conformity in accordance with the provisions for multistage approval set out in point 3.11 of Annex II to this Regulation;
  - (b) hearses as specified in Appendix 1 of Part III of Annex II to Regulation (EU) 2018/858, armoured vehicles as specified in Appendix 2 of Part III of Annex II

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<sup>14</sup> Commission Implementing Regulation (EU) 2022/163 of 7 February 2022 laying down rules on the application of Regulation (EU) 2018/858 of the European Parliament and of the Council as regards functional requirements for market surveillance of vehicles, systems, components and separate technical units (OJ L 27, 8.2.2022, p. 1, ELI: [http://data.europa.eu/eli/reg\\_impl/2022/163/oj](http://data.europa.eu/eli/reg_impl/2022/163/oj)).

to Regulation EU 2018/858 and wheelchair accessible vehicles as specified in Appendix 3 of Part III of Annex II to Regulation EU 2018/858 shall not be subject to the provisions of this Article. All other special purpose vehicles as specified in Appendix 4 of Part III of Annex II to Regulation (EU) 2018/858, shall be checked for in-service conformity in accordance with the rules for multistage type-approvals set out in Annex II to this Regulation.

#### *Article 11* *Pollution control devices*

1. The manufacturer shall ensure that replacement pollution control devices intended to be fitted to emission type-approved vehicles covered by the scope of Regulation (EU) 2024/1257 are emission type-approved as separate technical units in accordance with Article 13 and Annex XIII to this Regulation.  
  
The requirements for pollution control devices laid down in this Article shall be deemed to be met if the replacement pollution control devices have been approved according to UN Regulation No 103<sup>15</sup>.
2. Original equipment replacement pollution control devices, which fall within the type covered by point 2.3 of the Addendum to Annex A2 of UN Regulation No 154 and are intended for fitment to a vehicle to which the relevant type-approval document refers, do not need to comply with Annex XIII to this Regulation if they fulfil the requirements of points 2.1 and 2.2 of Annex XIII to this Regulation.
3. The manufacturer shall ensure that the original pollution control device carries identification markings.
4. The identification markings referred to in paragraph 3 shall comprise the following:
  - (a) the vehicle or engine manufacturer's name or trade mark;
  - (b) the make and identifying part number of the original pollution control device as recorded in the information referred to in point 3.2.12.2 of Annex A1 to UN Regulation No 154.

#### *Article 12* *Application for emission type-approval* *of a type of replacement control device as a separate technical unit*

1. The manufacturer shall submit to the approval authority an application for emission type-approval of a type of replacement pollution control device as a separate technical unit.  
  
The application shall be drawn up in accordance with the model of the information document set out in Appendix 1 to Annex XIII.
2. In addition to the requirements laid down in paragraph 1, the manufacturer shall submit to the technical service responsible for the emission type-approval test all of the following:

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<sup>15</sup> UN Regulation No 103 - Uniform provisions concerning the approval of replacement pollution control devices for power-driven vehicles [2017/1446] (OJ L 207, 10.8.2017, p. 30, ELI: <http://data.europa.eu/eli/reg/2017/1446/oj>).

- (a) a vehicle or vehicles of a type that is approved in accordance with Regulation (EU) 2024/1257 equipped with a new original equipment pollution control device;
  - (b) one sample of the type of the replacement pollution control device;
  - (c) an additional sample of the type of the replacement pollution control device, in the case of a replacement pollution control device intended to be fitted to a vehicle equipped with an OBD system.
- 3. For the purposes of paragraph 2, point (a), the test vehicles shall be selected by the applicant with the agreement of the technical service.
- 4. The test vehicles shall comply with the requirements set out in Section 2.3. of Annex B6 to UN Regulation No 154.
- 5. The test vehicles shall meet all of the following requirements:
  - (a) they shall have no emission control system defects;
  - (b) any excessively worn out or malfunctioning emission-related original parts shall be repaired or replaced;
  - (c) they shall be tuned properly and set to manufacturer's specification prior to emission testing.
- 6. For the purposes of paragraph 2, points (b) and (c), the sample shall be clearly and indelibly marked with the applicant's trade name or mark and its commercial designation.
- 7. For the purposes of paragraph 2, point (c), the sample shall have been deteriorated as defined in Article 3, point (20).

### *Article 13*

#### *Administrative provisions for emission type-approval of replacement pollution control device as a separate technical unit*

- 1. If the requirements laid down in Annex XIII to this Regulation are met, the type-approval authority shall grant an emission type-approval for replacement pollution control devices as separate technical unit and issue an emission type-approval number in accordance with the numbering system set out in Annex IV to Regulation (EU) 2020/683.

The approval authority shall not assign the same number to another replacement pollution control device type.

The same type-approval number may cover the use of that replacement pollution control device type on a number of different vehicle types.

- 2. For the purposes of paragraph 1, the approval authority shall issue an emission type-approval certificate established in accordance with the model set out in Appendix 2 to Annex XIII.
- 3. If the applicant for emission type-approval is able to demonstrate to the approval authority or technical service that the replacement pollution control device is of a type indicated in Section 2.3 of the Addendum to Annex A2 of UN Regulation No 154, the granting of a type-approval shall not depend on verification of compliance with the requirements specified in Section 4 of Annex XIII to this Regulation.

*Article 14*  
*Manipulation devices and manipulation strategies*

1. In order to receive an emission type-approval and comply with Article 4 of Regulation (EU) 2024/1257 and this Regulation, the manufacturer shall comply with Annex IV to this Regulation on tests, methods and procedures to establish the absence of manipulation devices and manipulation strategies.
2. The manufacturer shall produce all relevant documentation to technically justify the absence of manipulation devices and manipulation strategies under Article 4(5) of Regulation (EU) 2024/1257 in accordance with the specifications set out in Annex IV to this Regulation.
3. The tests, methods and procedures under paragraph 1 include the roles and responsibilities assigned to vehicle manufacturers, type-approval authorities, market surveillance authorities and other actors that shall ensure the absence of manipulation devices and manipulation strategies and are specified in Annex IV.

*Article 15*  
*Gear Shift Indicator*

The manufacturer shall ensure that vehicles comply with specific requirements related to emission type-approval in accordance with Annex X.

*Article 16*  
*Anti-tampering, security and cybersecurity*

The manufacturer shall ensure that vehicles comply with specific requirements related to emission type-approval in accordance with Annex XIV.

*Article 17*  
*Specific administrative provisions for emission type-approval*

1. Emission type-approval shall be granted under Regulation (EU) 2024/1257 only if the requirements of implementing Regulation (EU) 2025/YY [*Publication Office: Insert reference to the Second Implementing Act*] are also complied with.
2. Emission type-approval for vehicles constructed and placed on the market by small-volume manufacturers and ultra-small-volume manufacturers as provided for in Article 8 of Regulation (EU) 2024/1257 shall be granted in accordance with Articles 4 and 5 of Regulation (EC) No 715/2007 and Implementing Regulation (EU) 2017/1151.
3. For vehicles type-approved in accordance with this Regulation that shall be designated as ‘Euro 7- TEMP’ vehicles, the requirements and dates of Table 1 of Appendix 6 of Annex I to this Regulation, shall apply.
4. For vehicle types with an existing valid type-approval issued in accordance with emission level ‘Euro 6e’ under the provisions of Regulation (EC) No 715/2007 that comply with the applicable dates of Appendix 6 of Annex I to Regulation (EU) 2017/1151 and for which a manufacturer requests an emission type-approval in order to designate new vehicles to be compliant to emission level ‘Euro 7- TEMP’, as specified in Table 1 of Appendix 6 of Annex I to this Regulation, new type-approval testing shall not be required if the manufacturer declares to the type-approval authority that compliance with the requirements of this Regulation is ensured.

Requirements not related to the testing of the vehicle, including required declarations and data requirements, shall apply.

*Article 18*

*Amendments to Implementing Regulation (EU) 2020/683*

Annexes I, IV and VII to Implementing Regulation (EU) 2020/683 are amended in accordance with Annex XVIII to this Regulation.

*Article 19*

*Entry into force*

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*