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Committee on the Internal Market and Consumer Protection

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AMENDMENTS

95 - 298

Draft report
Wim van de Camp
(PE464.815v01-00)

Approval and market surveillance of two-or three-wheel vehicles and
quadricycles

Proposal for a regulation
(COM(2010)0542 – C7-0317/2010 – 2010/0271(COD))

Amendment 95
Toine Manders

Proposal for a regulation
Recital 3

Text proposed by the Commission

(3) This Regulation aims to lay down harmonised rules for the approval of L-category vehicles, with a view to ensuring the functioning of the internal market. L-category vehicles are two-, three- or four-wheel vehicles such as powered two-wheel vehicles, tricycles, on-road quads and mini-cars. In addition, the objectives are to simplify the current legal framework, to contribute to a lower, more proportionate share in overall road transport emissions, to increase the overall level of safety, to adapt to technical progress and to strengthen the rules on market surveillance.

Amendment

(3) This Regulation aims to lay down harmonised rules for the approval of L-category vehicles, with a view to ensuring the functioning of the internal market. L-category vehicles are two-, three- or four-wheel vehicles such as powered two-wheel vehicles, tricycles, ***all-terrain vehicles, off-road quads***, on-road quads and mini-cars. In addition, the objectives are to simplify the current legal framework, to contribute to a lower, more proportionate share in overall road transport emissions, to increase the overall level of safety, to adapt to technical progress and to strengthen the rules on market surveillance.

Or. en

Amendment 96
Kerstin Westphal

Proposal for a regulation
Recital 7

Text proposed by the Commission

(7) This Regulation should contain substantive requirements for environmental protection and vehicle functional safety. The main elements of this Regulation are based on the results of an Impact Assessment and analysing different options by listing possible advantages and disadvantages in terms of economic, environmental, safety and societal aspects. Qualitative and quantitative aspects were both included in this analysis. After comparison of the different options and identification of preferred options, they

Amendment

(7) This Regulation should contain substantive requirements for environmental protection and vehicle functional safety. ***The environmental protection requirements are ambitious; they aim primarily to reduce particulate emissions from vehicles in category L.*** The main elements of this Regulation are based on the results of an Impact Assessment and analysing different options by listing possible advantages and disadvantages in terms of economic, environmental, safety and societal aspects. Qualitative and

were chosen to form the basis for this Regulation.

quantitative aspects were both included in this analysis. After comparison of the different options and identification of preferred options, they were chosen to form the basis for this Regulation.

Or. de

Justification

Motorised two-wheeled vehicles in particular continue to emit high levels of pollutants. However, it is their particulate emissions, for example of CO, THC and NOx, which are particularly problematical, rather than their CO₂ emissions.

Amendment 97 **Robert Rochefort**

Proposal for a regulation **Recital 9**

Text proposed by the Commission

(9) Directive 95/1/EC of the European Parliament and the Council of 2 February 1995 on the maximum design speed, maximum torque and maximum net engine power of two- or three-wheel motor vehicles gave the possibility to Member States to refuse the initial registration and any subsequent registration within their territory of vehicles with a maximum net power of more than 74 kW. The anticipated correlation between safety and absolute power limitation could not be confirmed in several scientific studies. For that reason and in order to remove internal barriers to trade on the Union market, this option should no longer be maintained. Other, more effective safety measures should be introduced to help reduce the high numbers of fatalities and injuries among riders of powered two-wheel vehicles in road accidents in the Union.

Amendment

(9) Directive 95/1/EC of the European Parliament and the Council of 2 February 1995 on the maximum design speed, maximum torque and maximum net engine power of two- or three-wheel motor vehicles gave the possibility to Member States to refuse the initial registration and any subsequent registration within their territory of vehicles with a maximum net power of more than 74 kW. The anticipated correlation between safety and absolute power limitation could not be confirmed in several scientific studies. For that reason and in order to remove internal barriers to trade on the Union market, this option should no longer be maintained. Other, more effective safety measures should be introduced to help reduce the high numbers of fatalities and injuries among riders of powered two-wheel vehicles in road accidents in the Union.
These measures should take into account in particular that driver behaviour is a

major cause of accidents. In this connection, driver training focusing on defensive driving should be encouraged.

Or. fr

Amendment 98
Juozas Imbrasas

Proposal for a regulation
Recital 10

Text proposed by the Commission

(10) This Regulation constitutes a set of specific safety and environmental requirements. Therefore, it is important to establish provisions to ensure that, in cases where a vehicle presents a serious risk for users or the environment, the manufacturer or any other economic operator in the supply chain has taken effective protective measures, including the recall of vehicles, within the meaning of Article 20 of Regulation 765/2008/EC of the European Parliament and of the Council of 9 July 2008 setting out the requirements for accreditation and market surveillance relating to the marketing of products. Approval authorities should therefore be able to assess whether these measures are sufficient or not.

Amendment

(10) This Regulation constitutes a set of specific safety and environmental requirements. Therefore, it is important to establish provisions to ensure that, in cases where a vehicle presents a serious risk for users or the environment, the manufacturer or any other economic operator in the supply chain has taken effective protective measures, including the recall of vehicles, within the meaning of Article 20 of Regulation 765/2008/EC of the European Parliament and of the Council of 9 July 2008 setting out the requirements for accreditation and market surveillance relating to the marketing of products. Approval authorities should therefore be able to assess whether these measures are sufficient or not. ***Other requirements should guarantee a level of functional safety and environmental protection equivalent, as far as possible, to that guaranteed by the applicable act or acts referred to in Articles 20, 21 and 22.***

Or. It

Amendment 99
Heide Rühle

Proposal for a regulation
Recital 11

Text proposed by the Commission

(11) With the aim of simplifying and accelerating the type-approval legislation, a new regulatory approach has been introduced in EU vehicle type-approval legislation, under which the legislator in the ordinary legislative procedure sets out only the fundamental rules and principles and delegates the legislation of further technical details to the Commission. With regard to substantive requirements, this Regulation should therefore lay down only fundamental provisions on functional safety, and environmental performance and delegate to the Commission the power to lay down the technical specifications.

Amendment

(11) With the aim of simplifying and accelerating the type-approval legislation, a new regulatory approach has been introduced in EU vehicle type-approval legislation, under which the legislator in the ordinary legislative procedure sets out only the fundamental rules and principles and delegates the legislation of further technical details to the Commission. With regard to substantive requirements, this Regulation should therefore lay down only fundamental provisions on functional safety, and environmental performance and delegate to the Commission the power to lay down the technical specifications. ***The provisions need to be adapted to the different types of vehicles and limited to appropriate safety requirement for type-approval of systems, components and separate technical units.***

Or. en

Amendment 100
Heide Rühle

Proposal for a regulation
Recital 11 a (new)

Text proposed by the Commission

Amendment

(11a) In the interest of clarity, rationality and simplification, this Regulation should not contain too many implementation stages for the introduction of stricter emission levels and safety requirements. Therefore a three-step approach should be used, with dates of application of 1 January 2014 (following the entry into force of this Regulation), 1 January 2015 (2018) and 1 January 2017 (2021).

Amendment 101
Eva-Britt Svensson

Proposal for a regulation
Recital 11 b (new)

Text proposed by the Commission

Amendment

(11b) In the interest of clarity, rationality and simplification, this Regulation should not contain too many implementation stages for the introduction of stricter emission levels and safety requirements. Therefore a three-step approach should be used, with dates of application of 1 January 2013 (following the entry into force of this Regulation), 1 January 2016 and 1 January 2018.

Or. sv

Amendment 102
Wim van de Camp

Proposal for a regulation
Recital 13

Text proposed by the Commission

Amendment

(13) In order to prevent misuse, any simplified procedure for small-series vehicles should be restricted to cases of very limited production. It is therefore necessary to define precisely the concept of small series in terms of the number of vehicles sold, registered and entered into service.

(13) In order to prevent misuse, any simplified procedure for small-series vehicles should be restricted to cases of very limited production. It is therefore necessary to define precisely the concept of small series in terms of the number of vehicles sold, registered and entered into service. ***Individual approval should apply to a particular vehicle, so as to accommodate a more simplified and affordable application to unique amateur-built vehicles.***

Or. en

Amendment 103
Robert Rochefort

Proposal for a regulation
Recital 15

Text proposed by the Commission

(15) Member States should lay down rules on penalties applicable to infringements of the provisions of this Regulation and ensure that they are implemented. Those penalties should be effective, proportionate and dissuasive.

Amendment

(15) Member States should lay down rules on penalties applicable to infringements of the provisions of this Regulation and ensure that they are implemented. Those penalties should be effective, proportionate and dissuasive. ***To be effective, they should be accompanied by regular roadside checks.***

Or. fr

Amendment 104
Wim van de Camp

Proposal for a regulation
Recital 16

Text proposed by the Commission

(16) According to Article 291 of the Treaty on the Functioning of the European Union, rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers should be laid down in advance by regulations adopted in accordance with the ordinary legislative procedure. Pending adoption of such new regulations, Council Decision 1999/468/EC of 28 June 1999 laying down the procedures for the exercise of implementing powers conferred on the Commission continues to apply, with the exception of the regulatory procedure with scrutiny, which is no longer

Amendment

deleted

applicable.

Or. en

Amendment 105
Heide Rühle

Proposal for a regulation
Recital 19 a (new)

Text proposed by the Commission

Amendment

(19a) Within 2 years of the entry into force of this Regulation, the Commission should assess, on the basis of the outcome of a study, the need for and, if necessary, adopt, a new proposal. That proposal should address at least the following questions: whether the 400 kg weight limitation remains relevant; whether the distinction between 3 and 4- wheelers remains relevant in view of recent developments and whether further adaption needed due to market development in the area of e-vehicles.

Or. en

Amendment 106
Heide Rühle

Proposal for a regulation
Article 2 – paragraph 2 – point g

Text proposed by the Commission

Amendment

(g) vehicles primarily intended for off-road use and designed to travel on unpaved surfaces;

(g) vehicles primarily intended for off-road use and designed to travel on unpaved surfaces ***(except L1 and L3 vehicles)***;

Or. en

Amendment 107
Heide Rühle

Proposal for a regulation
Article 2 – paragraph 2 – point h

Text proposed by the Commission

(h) cycles with pedal assistance which are equipped with an auxiliary electric **motor having a maximum continuous rated power of 0.25 kW, where the output of the motor is cut off when the cyclist stops pedalling and is otherwise progressively reduced and finally cut off** as the vehicle reaches a speed of 25 km/h;

Amendment

(h) cycles with pedal assistance which are equipped with an auxiliary electric **propulsion the output of which is cut off as the vehicle reaches a speed of 25 km/h, or sooner, if the cyclist stops pedalling; such cycles shall not be considered to be motor vehicles;**

Or. en

Amendment 108
Heide Rühle

Proposal for a regulation
Article 2 – paragraph 2 – point i

Text proposed by the Commission

(i) self-balancing machines;

Amendment

(i) self-balancing machines **with a maximum design speed of 25 km/h; like cycles with pedal assistance excluded from the scope of this Regulation under Article 2(2)(h), such machines shall not be considered to be motor vehicles;**

Or. en

Amendment 109
Heide Rühle

Proposal for a regulation
Article 2 – paragraph 2 – point j

Text proposed by the Commission

(j) vehicles not equipped with at least one

Amendment

(j) vehicles not equipped with at least one

seating position.

seating position *with a maximum design speed of 25 km/h; like cycles with pedal assistance excluded from the scope of this regulation under Article 2(2)(h), such vehicles shall not be considered to be motor vehicles;*

Or. en

Amendment 110
Heide Rühle

Proposal for a regulation
Article 2 – paragraph 2 – point j a (new)

Text proposed by the Commission

Amendment

(ja) vehicles equipped with an electric motor, a maximum design speed of less than 25 km/h and an unladen mass of less than 25 kg; such vehicles shall not be considered to be motor vehicles.

Or. en

Amendment 111
Malcolm Harbour

Proposal for a regulation
Article 2 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. This Regulation does not apply to the approval of individual vehicles except that Member States granting such approvals shall accept any type-approval of components and separate technical units granted under this Regulation instead of under the relevant national requirements.

Or. en

Amendment 112
Heide Rühle

Proposal for a regulation
Article 3 – point 40

Text proposed by the Commission

40. ‘distributor’ means any natural or legal person in the supply chain, other than the manufacturer or the importer, who ***sells, registers or is responsible for the entry into service of*** a vehicle, system, component or separate technical unit on the Union market;

Amendment

40. ‘distributor’ means any natural or legal person in the supply chain, other than the manufacturer or the importer, who ***makes*** a vehicle, system, component or separate technical unit ***available*** on the Union market;

Or. en

Amendment 113
Wim van de Camp

Proposal for a regulation
Article 3 – point 57 a (new)

Text proposed by the Commission

Amendment

57a. 'all-terrain vehicle' (ATV) means a powered four-wheeler with special use meeting the classification criteria for L7Ce-S1;

Or. en

Justification

Introduction of a specific subcategory for all-terrain vehicles (ATV's), which are used on road as well as off road.

Amendment 114
Wim van de Camp

Proposal for a regulation
Article 3 – point 57 b (new)

Text proposed by the Commission

Amendment

57b. 'side-by-side' (SbS) vehicle means a powered four-wheeler with special use meeting the classification criteria for L7Ce-S2;

Or. en

Justification

Introduction of a sub-category for Side-by-Side vehicles (SbS), which are used on road as well as off road.

Amendment 115

Heide Rühle

Proposal for a regulation

Article 4 – paragraph 2 – point a – introductory part

Text proposed by the Commission

Amendment

(a) Category L1e vehicle (light two-wheel powered vehicle), sub-categorised into:

(a) Category L1e vehicle (light two-wheel **or three-wheel** powered vehicle), sub-categorised into:

Or. en

Amendment 116

Heide Rühle

Proposal for a regulation

Article 4 – paragraph 2 – point a – point i

Text proposed by the Commission

Amendment

(i) L1Ae vehicle (**powered cycle**);

(i) L1Ae vehicle (**low performance vehicles**) as referred to in Annex I;

Or. en

Amendment 117
Heide Rühle

Proposal for a regulation
Article 4 – paragraph 2 – point a – point ii

Text proposed by the Commission

(ii) L1Be vehicle (two-wheel moped).

Amendment

(ii) L1Be vehicle (two-wheel moped *or powered cycle*) as referred to in Annex I.

Or. en

Amendment 118
Wim van de Camp

Proposal for a regulation
Article 4 – paragraph 2 – point g – point ii a (new)

Text proposed by the Commission

Amendment

(iia) L7Ce vehicles (dual use), further sub-categorised into:

- L7Ce-S1: all-terrain vehicle (ATV);

- L7Ce-S2: side-by-side (SbS) vehicle.

Or. xm

Justification

Introduction of the special use category for four-wheelers used both on-road and off-road, with specific subcategories for ATV and SbS.

Amendment 119
Toine Manders

Proposal for a regulation
Article 4 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. Vehicles of the L-category with an electric engine shall have batteries that

are easily exchangeable, rechargeable and interoperable. The chargers of the batteries shall be harmonised in order to have proper exchange possibilities at load stations.

Or. en

Amendment 120
Toine Manders

Proposal for a regulation
Article 5 – paragraph 2 – subparagraph 1 (new)

Text proposed by the Commission

Amendment

National authorities shall work together with the European Observatory on Counterfeiting and Piracy to combat effectively the phenomenon of counterfeiting of vehicles, systems, components and the separate technical units of the L-category.

Or. en

Amendment 121
Toine Manders

Proposal for a regulation
Article 10 – paragraph 1

Text proposed by the Commission

Amendment

1. Importers shall sell or register only compliant vehicles, systems, components or separate technical units on the Union market.

1. Importers shall sell or register only compliant **and safe** vehicles, systems, components or separate technical units on the Union market.

Or. en

Amendment 122
Heide Rühle

Proposal for a regulation
Article 16 – paragraph 1

Text proposed by the Commission

1. L-category vehicles and systems, components and separate technical units intended for such vehicles shall comply with the requirements listed in Annex II to *VIII*.

Amendment

1. L-category vehicles and systems, components and separate technical units intended for such vehicles shall comply with the requirements *pertaining to their categories* listed in Annex II to *VIII a*.

Or. en

Amendment 123
Wim van de Camp

Proposal for a regulation
Article 16 – paragraph 2

Text proposed by the Commission

2. In order to ensure a high level of safety and environmental protection, the Commission shall lay down detailed technical requirements, including test procedures and limit values where applicable, only for requirements other than the environmental limits and thresholds listed in Annex VI and VII to this Regulation, by means of delegated acts in accordance with *Articles 76, 77 and 78*.

Amendment

2. In order to ensure a high level of safety and environmental protection, the Commission shall lay down detailed technical requirements, including test procedures and limit values where applicable, only for requirements other than the environmental limits and thresholds listed in Annex VI and VII to this Regulation, by means of delegated acts in accordance with *Article 76. Those detailed technical requirements shall be such as to increase, or at least maintain, the level of safety and environmental protection afforded by the Directives referred to in Article 81.*

Or. en

Amendment 124
Malcolm Harbour

Proposal for a regulation
Article 16 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. Any measures adopted in accordance with paragraph 2 shall be preceded by an evaluation resulting in a report and strive for a fair balance between the following elements:

(a) the existence of a serious risk to the safety or environmental performance of the technical requirements under consideration; and

(b) the effect on consumers and manufacturers (including in the after-market) of the imposition under this Article of any additional requirements.

Or. en

Amendment 125
Kerstin Westphal

Proposal for a regulation
Article 18

Text proposed by the Commission

Amendment

Article 18

deleted

Measures regarding modifications to the powertrain of vehicles

1. ‘Powertrain’ means the components and systems of a vehicle that generate power and deliver it to the road surface, including the engine(s), the engine management systems or any other control module, the pollution control devices, the transmission and its control, either a drive shaft or belt drive or chain drive, the differentials, the final drive, and the driven wheel tyre (radius).

2. L-category vehicles shall be equipped with designated measures to prevent

tampering of a vehicle's powertrain, to be laid down in a delegated act by means of a series of technical requirements and specifications with the aim:

(a) to prevent modifications that may prejudice safety, in particular by increasing vehicle performance through tampering with the powertrain in order to increase the maximum torque and/ or power and/or maximum designed vehicle speed as declared by the manufacturer of a vehicle upon type-approval, and/or

(b) to prevent damage to the environment.

3. The Commission shall lay down the specific requirements regarding the measures referred to in paragraph 2 by means of a delegated act adopted in accordance with Articles 76, 77 and 78.

4. After a modification of the powertrain, a vehicle shall comply with the technical requirements of the initial vehicle category and subcategory, or, if applicable, the new vehicle category and subcategory, which were in force when the original vehicle was sold, registered or entered into service, including the latest amendments to the requirements.

Or. de

Amendment 126
Wim van de Camp

Proposal for a regulation
Article 18 – paragraph 2 – introductory part

Text proposed by the Commission

2. L-category vehicles shall be equipped with designated measures to prevent tampering of a vehicle's powertrain, *to be laid down in a delegated act by means of a series of technical requirements and specifications* with the aim:

Amendment

2. L-category vehicles shall be equipped with designated measures to prevent tampering of a vehicle's powertrain with the aim:

Amendment 127
Heide Rühle

Proposal for a regulation
Article 18 – paragraph 2 – introductory part

Text proposed by the Commission

2. L-category vehicles shall be equipped with designated measures to prevent tampering of a vehicle's powertrain, to be laid down in a delegated act by means of a series of technical requirements and specifications with the aim:

Amendment

2. L-category vehicles, ***except cycles equipped with auxiliary electric propulsion in category L1e***, shall be equipped with designated measures to prevent tampering of a vehicle's powertrain, to be laid down in a delegated act by means of a series of technical requirements and specifications with the aim:

Or. en

Amendment 128
Kerstin Westphal

Proposal for a regulation
Article 18 – paragraph 2 – point a

Text proposed by the Commission

(a) to prevent modifications that may prejudice safety, in particular by increasing vehicle performance through tampering with the powertrain in order to increase the maximum torque and/ or power and/or maximum designed vehicle speed as declared by the manufacturer of a vehicle upon type-approval, and/or

Amendment

(a) modifications to the powertrain of a vehicle in category L made by the owner or a garage acting on his behalf must be inspected and approved by the competent authority of the Member State concerned.

Or. de

Amendment 129
Kerstin Westphal

Proposal for a regulation
Article 18 – paragraph 2 – point b

Text proposed by the Commission

Amendment

(b) to prevent damage to the environment. *deleted*

Or. de

Amendment 130
Wim van de Camp

Proposal for a regulation
Article 18 – paragraph 3

Text proposed by the Commission

Amendment

3. The Commission shall lay down the specific requirements regarding the measures referred to in paragraph 2 by means of a delegated act **adopted** in accordance with **Articles 76, 77 and 78**.

3. The Commission shall lay down the specific **technical** requirements **and specifications** regarding the measures referred to in paragraph 2 by means of a delegated act in accordance with **Article 76**.

Or. en

Amendment 131
Kerstin Westphal

Proposal for a regulation
Article 18 – paragraph 3

Text proposed by the Commission

Amendment

3. The Commission shall lay down the specific requirements regarding the measures referred to in paragraph 2 by means of a delegated act adopted in accordance with Articles 76, 77 and 78.

deleted

Or. de

Amendment 132
Kerstin Westphal

Proposal for a regulation
Article 18 a (new)

Text proposed by the Commission

Amendment

Article 18a

***Authorisation requirement in the event of
substantial modifications to vehicle
components***

***If substantial modifications are made to
vehicle components by the user or by
garages acting on his behalf, these shall
be inspected by the competent authority of
the Member State concerned.***

Or. de

Amendment 133
Kerstin Westphal

Proposal for a regulation
Article 19 – paragraph 1

Text proposed by the Commission

Amendment

1. **Four** years after the date referred to in the second subparagraph of Article 82, all new vehicles in subcategories L1Be, L3e, L5e, L6Ae and L7Ae shall be equipped with the first stage of an on-board diagnostic (OBD) system which monitors and reports on electric circuit continuity, shorted and open electric circuits and circuit rationality of the engine and vehicle management systems (OBD I).

1. **Two** years after the date referred to in the second subparagraph of Article 82, all new vehicles in subcategories L1Be, L3e, L5e, L6Ae and L7Ae shall be equipped with the first stage of an on-board diagnostic (OBD) system which monitors and reports on electric circuit continuity, shorted and open electric circuits and circuit rationality of the engine and vehicle management systems (OBD I).

Or. de

Amendment 134
Malcolm Harbour

Proposal for a regulation
Article 19 – paragraph 1

Text proposed by the Commission

1. Four years after the date referred to in the second subparagraph of Article 82, all new vehicles in subcategories L1Be, L3e, L5e, L6Ae and L7Ae shall be equipped with **the first stage of** an on-board diagnostic (OBD) system which monitors and reports on electric circuit continuity, shorted and open electric circuits and circuit rationality of the engine and vehicle management systems (OBD I).

Amendment

1. Four years after the date referred to in the second subparagraph of Article 82, all new vehicles in subcategories L1Be, L3e, L5e, L6Ae and L7Ae shall be equipped with an on-board diagnostic (OBD) system which monitors and reports on electric circuit continuity, shorted and open electric circuits and circuit rationality of the engine and vehicle management systems (OBD).

Or. en

Amendment 135
Heide Rühle

Proposal for a regulation
Article 19 – paragraph 1

Text proposed by the Commission

1. **Four years** after the date referred to in the second subparagraph of Article 82, all new vehicles in subcategories L1Be, L3e, L5e, L6Ae and L7Ae shall be equipped with the first stage of an on-board diagnostic (OBD) system which monitors and reports on electric circuit continuity, shorted and open electric circuits and circuit rationality of the engine and vehicle management systems (OBD I).

Amendment

1. **Two years** after the date referred to in the second subparagraph of Article 82, all new vehicles in subcategories L1Be, L3e, L5e, L6Ae and L7Ae shall be equipped with the first stage of an on-board diagnostic (OBD) system which monitors and reports on electric circuit continuity, shorted and open electric circuits and circuit rationality of the engine and vehicle management systems (OBD I). ***This requirement shall not apply to electrically-propelled vehicles and vehicles with auxiliary electric propulsion in subcategory L1Be***

Or. en

Amendment 136
Heide Rühle

Proposal for a regulation
Article 19 – paragraph 2

Text proposed by the Commission

2. **Six years** after the date referred to in the second subparagraph of Article 82, all new vehicles in subcategories L6Be and L7Be shall be equipped with OBD I.

Amendment

2. **Three years** after the date referred to in the second subparagraph of Article 82, all new vehicles in subcategories L6Be and L7Be shall be equipped with OBD I.

Or. en

Amendment 137
Kerstin Westphal

Proposal for a regulation
Article 19 – paragraph 2

Text proposed by the Commission

2. **Six** years after the date referred to in the second subparagraph of Article 82, all new vehicles in subcategories L6Be and L7Be shall be equipped with OBD I.

Amendment

2. **Four** years after the date referred to in the second subparagraph of Article 82, all new vehicles in subcategories L6Be and L7Be shall be equipped with OBD I.

Or. de

Amendment 138
Malcolm Harbour

Proposal for a regulation
Article 19 – paragraph 2

Text proposed by the Commission

2. Six years after the date referred to in the second subparagraph of Article 82, all new vehicles in subcategories L6Be and L7Be shall be equipped with **OBD I**.

Amendment

2. Six years after the date referred to in the second subparagraph of Article 82, all new vehicles in subcategories L6Be and L7Be shall be equipped with **OBD**.

Or. en

Amendment 139
Wim van de Camp

Proposal for a regulation
Article 19 – paragraph 2

Text proposed by the Commission

2. **Six years** after the date referred to in the second subparagraph of Article 82, all new vehicles in subcategories L6Be and **L7Be** shall be equipped with OBD I.

Amendment

2. **Four years** after the date referred to in the second subparagraph of Article 82, all new vehicles in subcategories L6Be, **L7Be** and **L7Ce** shall be equipped with OBD I.

Or. en

Amendment 140
Malcolm Harbour

Proposal for a regulation
Article 19 – paragraph 3

Text proposed by the Commission

3. Eight years after the date referred to in the second subparagraph of Article 82, all new vehicles shall be equipped with **OBD I**.

Amendment

3. Eight years after the date referred to in the second subparagraph of Article 82, all new vehicles shall be equipped with **OBD**.

Or. en

Amendment 141
Heide Rühle

Proposal for a regulation
Article 19 – paragraph 3

Text proposed by the Commission

3. **Eight years** after the date referred to in the second subparagraph of Article 82, all new vehicles shall be equipped with OBD I.

Amendment

3. **Five years** after the date referred to in the second subparagraph of Article 82, all new vehicles, **except those in subcategory L1Ae, electrically-propelled vehicles and vehicles with auxiliary electric propulsion**

in subcategory L1BE, shall be equipped with OBD I.

Or. en

Amendment 142
Kerstin Westphal

Proposal for a regulation
Article 19 – paragraph 3

Text proposed by the Commission

3. **Eight** years after the date referred to in the second subparagraph of Article 82, all new vehicles shall be equipped with OBD I.

Amendment

3. **Six** years after the date referred to in the second subparagraph of Article 82, all new vehicles shall be equipped with OBD I.

Or. de

Amendment 143
Malcolm Harbour

Proposal for a regulation
Article 19 – paragraph 4

Text proposed by the Commission

4. Following confirmation in a decision adopted by the Commission in accordance with Article 21(4), eight years after the date referred to in the second subparagraph of Article 82, all new vehicles in (sub-)categories L1Be, L3e, L5e, L6Ae and L7Ae shall in addition also be equipped with the second stage of an on-board diagnostic system (OBD II) which, in addition to OBD I, monitors not only complete failures but also deterioration of systems, components or separate technical units during vehicle life under the condition that its cost-effectiveness is proven in the environmental effect study referred to in

Amendment

deleted

article 21(4) and (5).

Or. en

Amendment 144

Wim van de Camp

Proposal for a regulation

Article 19 – paragraph 4

Text proposed by the Commission

4. Following confirmation in a decision adopted by the Commission in accordance with Article 21(4), **eight years** after the date referred to in the second subparagraph of Article 82, all new vehicles in (sub-)categories **L1Be**, L3e, L5e, L6Ae and **L7Ae** shall in addition also be equipped with the second stage of an on-board diagnostic system (OBD II) which, in addition to OBD I, monitors not only complete failures but also deterioration of systems, components or separate technical units during vehicle life under the condition that its cost-effectiveness is proven in the environmental effect study referred to in article 21(4) and (5).

Amendment

4. Following confirmation in a decision adopted by the Commission in accordance with Article 21(4), **seven years** after the date referred to in the second subparagraph of Article 82, all new vehicles in (sub-)categories **L2e**, L3e, **L4e**, L5e, L6Ae, **L7Ae** and **L7Ce** shall in addition also be equipped with the second stage of an on-board diagnostic system (OBD II) which, in addition to OBD I, monitors not only complete failures but also deterioration of systems, components or separate technical units during vehicle life under the condition that its cost-effectiveness is proven in the environmental effect study referred to in article 21(4) and (5).

Or. en

Amendment 145

Heide Rühle

Proposal for a regulation

Article 19 – paragraph 4

Text proposed by the Commission

4. Following confirmation in a decision adopted by the Commission in accordance with Article 21(4), **eight years** after the date referred to in the second subparagraph of Article 82, all new vehicles in (sub-

Amendment

4. Following confirmation in a decision adopted by the Commission in accordance with Article 21(4), **five years** after the date referred to in the second subparagraph of Article 82, all new vehicles in (sub-

)categories L1Be, L3e, L5e, L6Ae and L7Ae shall in addition also be equipped with the second stage of an on-board diagnostic system (OBD II) which, in addition to OBD I, monitors not only complete failures but also deterioration of systems, components or separate technical units during vehicle life under the condition that its cost-effectiveness is proven in the environmental effect study referred to in article 21(4) and (5).

)categories L1Be, L3e, L5e, L6Ae and L7Ae, ***except electrically-propelled vehicles and vehicles with auxiliary electric propulsion in subcategory L1Be***, shall in addition also be equipped with the second stage of an on-board diagnostic system (OBD II) which, in addition to OBD I, monitors not only complete failures but also deterioration of systems, components or separate technical units during vehicle life under the condition that its cost-effectiveness is proven in the environmental effect study referred to in article 21(4) and (5).

Or. en

Amendment 146
Kerstin Westphal

Proposal for a regulation
Article 19 – paragraph 4

Text proposed by the Commission

4. Following confirmation in a decision adopted by the Commission in accordance with Article 21(4), eight years after the date referred to in the second subparagraph of Article 82, all new vehicles in (sub-)categories L1Be, L3e, L5e, L6Ae and L7Ae shall in addition also be equipped with the second stage of an on-board diagnostic system (OBD II) which, in addition to OBD I, monitors not only complete failures but also deterioration of systems, components or separate technical units during vehicle life under the condition that its cost-effectiveness is proven in the environmental effect study referred to in article 21(4) and (5).

Amendment

4. Following confirmation in a decision adopted by the Commission in accordance with Article 21(4), eight years after the date referred to in the second subparagraph of Article 82, all new vehicles in (sub-)categories L1Be, L3e, L5e, L6Ae and L7Ae shall in addition also be equipped with the second stage of an on-board diagnostic system (OBD II) which, in addition to OBD I, monitors not only complete failures but also deterioration of systems, components or separate technical units during vehicle life under the condition that its cost-effectiveness is proven in the environmental effect study referred to in article 21(4) and (5). ***Vehicle users must also be able to access and understand the data collected and recorded by on-board diagnostic systems.***

Or. de

Amendment 147
Malcolm Harbour

Proposal for a regulation
Article 19 – paragraph 5

Text proposed by the Commission

Amendment

5. The detailed OBD emission thresholds are laid down in Annex VI(B).

deleted

Or. en

Amendment 148
Malcolm Harbour

Proposal for a regulation
Article 19 – paragraph 6

Text proposed by the Commission

Amendment

6. Powers are conferred on the Commission to adopt, in accordance with Article 76, 77 and 78 a delegated act laying down the detailed technical requirements related to on-board diagnostics, **including functional OBD requirements** and test procedures for the subjects listed in **paragraphs 1 to 5** in order to ensure a high level of functional safety, environmental protection and the same standardised level of access to repair and maintenance information for all vehicle repairers.

6. Powers are conferred on the Commission to adopt, in accordance with Article 76, 77 and 78 a delegated act laying down the detailed technical requirements related to on-board diagnostics, and test procedures for the subjects listed in **paragraphs 1 to 3** in order to ensure a high level of functional safety, environmental protection and the same standardised level of access to repair and maintenance information for all vehicle repairers.

Or. en

Amendment 149
Wim van de Camp

Proposal for a regulation
Article 19 – paragraph 6

Text proposed by the Commission

6. **Powers are conferred on the Commission to adopt**, in accordance with Article 76, 77 and 78 **a delegated act laying down** the detailed technical requirements related to **on-board diagnostics**, including functional **OBD** requirements and test procedures **for the subjects listed in paragraphs 1 to 5** in order to ensure a high level of functional safety, environmental protection and the same standardised level of access to repair and maintenance information for all vehicle repairers.

Amendment

6. **The Commission shall, by means of a delegated act** in accordance with Article 76, **lay down** the detailed technical requirements related to **OBD**, including functional requirements and test procedures in order to ensure a high level of functional safety, environmental protection and the same standardised level of access to repair and maintenance information for all vehicle repairers.

Or. en

Amendment 150
Wim van de Camp

Proposal for a regulation
Article 20 – paragraph 4

Text proposed by the Commission

4. In order to ensure that a high level of safety is obtained, the Commission shall lay down specific requirements regarding the functional safety of vehicles, including test procedures and limit values, by means of a delegated act in accordance with **Articles 76, 77 and 78**.

Amendment

4. In order to ensure that a high level of safety is obtained, the Commission shall lay down specific requirements regarding the functional safety of vehicles, including test procedures and limit values, by means of a delegated act in accordance with **Article 76. Those specific requirements shall be such as to increase, or at least maintain, the level of safety afforded by the Directives referred to in Article 81.**

Or. en

Amendment 151
Malcolm Harbour

Proposal for a regulation
Article 21 – paragraph 3 – introductory part

Text proposed by the Commission

3. Manufacturers shall ensure that type-approval requirements for verifying durability requirements are met. At the choice of the manufacturer one of the following durability test procedures *may* be used to provide evidence to the type-approval authority that the environmental performance of a type-approved vehicle is durable:

Amendment

3. Manufacturers shall ensure that type-approval requirements for verifying durability requirements are met. At the choice of the manufacturer one of the following durability test procedures *shall* be used to provide evidence to the type-approval authority that the environmental performance of a type-approved vehicle is durable:

Or. en

Amendment 152
Malcolm Harbour

Proposal for a regulation
Article 21 – paragraph 3 – point a

Text proposed by the Commission

(a) actual durability testing of vehicles *by covering a* distance set out in part A of Annex VII *and demonstrate to the type-approval authority that the environmental requirements set out in this Regulation and its delegated and implementing acts are met during mileage accumulation of the vehicle in regular intervals and at the end of mileage accumulation ;*

Amendment

(a) actual durability testing of vehicles *with emissions testing at regular intervals during the mileage accumulation process and extrapolation to the applicable* distance set out in part A of Annex VII; *the optional use of equivalent durability tests including accelerated ageing of components and vehicles shall be included in the* delegated and implementing acts;

Or. en

Amendment 153
Malcolm Harbour

Proposal for a regulation
Article 21 – paragraph 3 – point b – introductory part

Text proposed by the Commission

Amendment

(b) by multiplying *the* deterioration factors set out in *part B of Annex VII* and the *environmental* test results of a vehicle which has accumulated more than 100 km after it was first started at the end of the production line; *the calculation* results shall be lower than the *environmental* limits from part A of Annex VI *and prove the following:*

(b) by multiplying *standard* deterioration factors, *adopted by the Commission in accordance with the procedures* set out in *Article 74*, and the *tailpipe emissions* test results of a vehicle which has accumulated more than 100 km after it was first started at the end of the production line. *The calculated* results shall be lower than the *tailpipe emissions* limits from part A of Annex VI.

Or. en

Amendment 154
Malcolm Harbour

Proposal for a regulation
Article 21 – paragraph 3 – point b – indent 1

Text proposed by the Commission

Amendment

– The manufacturer shall in this procedure demonstrate to the type-approval authority the environmental performance of a vehicle which has accumulated more than 100 km after it was first started at the end of the production line, equipped with rapidly aged systems and components;

deleted

Or. en

Amendment 155
Malcolm Harbour

Proposal for a regulation
Article 21 – paragraph 3 – point b – indent 2

Text proposed by the Commission

Amendment

– When using this procedure the

deleted

manufacturer shall provide evidence to the type-approval authority and prove the validity of the correlation between the two durability procedures set out in (a) and (b).

Or. en

Amendment 156
Heide Rühle

Proposal for a regulation
Article 21 – paragraph 4

Text proposed by the Commission

4. By 1 January 2016 at the latest, the Commission shall carry out a comprehensive environmental effect study. The study shall evaluate the air quality and the share of pollutants contributed by L-category vehicles and shall cover the requirements of test types I, IV, V, VII and VIII listed in Annex V. It shall collate and evaluate the latest scientific data, scientific research findings, modelling and cost efficiency with a view to establishing definitive policy measures *by confirmation of the Euro 5 enforcement dates (Euro 6 dates for L3e motorcycles) laid down in Annex IV and the Euro 5 (Euro 6 for L3e motorcycles) environmental requirements laid down in Annexes V, VI(A3), VI(B2), VI(C2) and Annex VII concerning Euro 5 (Euro 6 for L3e motorcycles) durability mileages and deterioration factors.*

Amendment

4. By 1 January 2016 at the latest, the Commission shall carry out a comprehensive environmental effect study. The study shall evaluate the air quality and the share of pollutants contributed by L-category vehicles and shall cover the requirements of test types I, IV, V, VII and VIII listed in Annex V. It shall collate and evaluate the latest scientific data, scientific research findings, modelling and cost efficiency with a view to establishing definitive policy measures *on issues referred to in paragraph 5. The Commission shall report to the European Parliament and to the Council on the findings of the environmental effect study and proposed definitive policy measures as regards:*

Or. en

Amendment 157
Malcolm Harbour

Proposal for a regulation
Article 21 – paragraph 4

Text proposed by the Commission

4. By 1 January 2016 at the latest, the Commission shall carry out a comprehensive environmental effect study. The study shall evaluate the air quality and the share of pollutants contributed by L-category vehicles and shall cover the requirements of test types I, IV, V, VII and VIII listed in Annex V. It shall collate and evaluate the latest scientific data, scientific research findings, modelling **and cost efficiency with a view to establishing definitive policy measures by confirmation of the Euro 5 enforcement dates (Euro 6 dates for L3e motorcycles) laid down in Annex IV and the Euro 5 (Euro 6 for L3e motorcycles) environmental requirements laid down in Annexes V, VI(A3), VI(B2), VI(C2) and Annex VII concerning Euro 5 (Euro 6 for L3e motorcycles) durability mileages and deterioration factors.**

Amendment

4. By 1 January 2016 at the latest, the Commission shall carry out a comprehensive environmental effect study. The study shall evaluate the air quality and the share of pollutants contributed by L-category vehicles and shall cover the requirements of test types I, IV, V, VII and VIII listed in Annex V. It shall collate and evaluate the latest scientific data, scientific research findings, modelling cost **and monetised environmental benefit of motorcycle emissions controls.**

Or. en

Amendment 158
Malcolm Harbour

Proposal for a regulation
Article 21 – paragraph 5 – introductory part

Text proposed by the Commission

5. Based on the findings of the environmental effect study the Commission shall confirm:

Amendment

deleted

Or. en

Amendment 159
Malcolm Harbour

Proposal for a regulation
Article 21 – paragraph 5 – point a

Text proposed by the Commission

Amendment

(a) the enforcement dates of the Euro 5 level (Euro 6 for category L3e motorcycles) referred to in Annex IV; *deleted*

Or. en

Amendment 160
Malcolm Harbour

Proposal for a regulation
Article 21 – paragraph 5 – point b

Text proposed by the Commission

Amendment

(b) the Euro 5 emission limits (Euro 6 for category L3e motorcycles) referred to in Annex VI(A3) and the OBD thresholds in Annex VI(B2); *deleted*

Or. en

Amendment 161
Malcolm Harbour

Proposal for a regulation
Article 21 – paragraph 5 – point c

Text proposed by the Commission

Amendment

(c) that all new vehicles in (sub)categories L3e, L5e, L6Ae and L7Ae in addition to OBD stage I shall also be equipped with OBD stage II at the Euro 5 level (Euro 6 for category L3e motorcycles); *deleted*

Or. en

Amendment 162
Malcolm Harbour

Proposal for a regulation
Article 21 – paragraph 5 – point d

Text proposed by the Commission

Amendment

(d) that in-service conformity testing requirements shall be introduced at the Euro 5 level (Euro 6 for L3e motorcycles), for which (sub-)categories of L-category vehicles this in-service conformity testing shall be introduced and by when it shall become mandatory for all L-category vehicle categories. ‘In-service conformity’ means testing of representative vehicles from the market fleet in order to verify if the technical measures taken by the manufacturer continue to be such as to ensure that the tailpipe and evaporative emissions are effectively limited and the functional safety measures and associated safety performance levels are actually met, pursuant to this Regulation, throughout the normal life of the vehicles under normal conditions of use.

deleted

Or. en

Amendment 163
Malcolm Harbour

Proposal for a regulation
Article 21 – paragraph 5 – point e

Text proposed by the Commission

Amendment

(e) which of the (sub-)categories L1Ae, L1Be, L2e, L5Be, L6Be and L7Be for the Euro 5 level should only be subject to SHED testing or alternatively should only be subject to fuel tank and tubing permeation testing, with the test limits listed in Annex VI(C2).

deleted

Amendment 164
Malcolm Harbour

Proposal for a regulation
Article 21 – paragraph 5 – point f

Text proposed by the Commission

Amendment

(f) the durability mileages for the Euro 5 level (Euro 6 for category L3e motorcycles) referred to in Annex VII(A) and the deterioration factors for the Euro 5 level (Euro 6 for L3e motorcycles) referred to in Annex VII(B). *deleted*

Amendment 165
Malcolm Harbour

Proposal for a regulation
Article 21 – paragraph 5 – point g

Text proposed by the Commission

Amendment

(g) to determine the feasibility, the associated enforcement date and for which (sub-)categories off-cycle emission requirements shall be introduced beyond the Euro 5 level (Euro 6 for L3e motorcycles). *deleted*

Amendment 166
Heide Rühle

Proposal for a regulation
Article 21 – paragraph 6

Text proposed by the Commission

6. Fully electric-propelled vehicles and/or vehicles propelled only with pre-compressed air are excluded from the environmental requirements listed in Annex V, test type I to **VIII**. These vehicles shall comply with the functional requirements of OBD, as laid down in a delegated act in order to repair these vehicles efficiently in case of malfunction.

Amendment

6. Fully electric-propelled vehicles, **vehicles with auxiliary electric propulsion** and/or vehicles propelled only with pre-compressed air are excluded from the environmental requirements listed in Annex V, test type I to **IX**. These vehicles, **except in category L1e**, shall comply with the functional requirements of OBD, as laid down in a delegated act in order to repair these vehicles efficiently in case of malfunction.

Or. en

Amendment 167
Wim van de Camp

Proposal for a regulation
Article 21 – paragraph 12

Text proposed by the Commission

12. In order to ensure a high level of environmental protection, the Commission shall lay down the detailed technical specifications on environmental requirements including test procedures for the subjects listed in paragraphs 2, 3, 4 and 5 by means of a delegated act in accordance with **Articles 76, 77 and 78**.

Amendment

12. In order to ensure a high level of environmental protection, the Commission shall lay down the detailed technical specifications on environmental requirements including test procedures for the subjects listed in paragraphs 2, 3, 4 and 5 by means of a delegated act in accordance with **Article 76**. **Those detailed technical specifications shall be such as to increase, or at least maintain, the level of safety afforded by the Directives referred to in Article 81.**

Or. en

Amendment 168
Wim van de Camp

Proposal for a regulation
Article 22 – paragraph 3

Text proposed by the Commission

3. The Commission shall lay down the CO₂ emission measurement and fuel consumption calculation or measurement methods by means of a delegated act, ***adopted*** in accordance with ***Articles 76, 77 and 78***.

Amendment

3. The Commission shall lay down the CO₂ emission measurement and fuel consumption calculation or measurement methods by means of a delegated act in accordance with ***Article 76***.

Or. en

Amendment 169
Wim van de Camp

Proposal for a regulation
Article 23 – paragraph 5 a (new)

Text proposed by the Commission

Amendment

5a. The Commission shall lay down the detailed arrangements with regard to type-approval procedures by means of delegated acts in accordance with Article 76.

Or. en

Amendment 170
Wim van de Camp

Proposal for a regulation
Article 23 – paragraph 6

Text proposed by the Commission

Amendment

6. Implementing powers are conferred on the Commission in order to lay down templates for the ***details of the*** arrangements ***with regard to*** type-approval procedures in Article 73.

6. The Commission shall adopt implementing acts in order to lay down templates for the ***detailed*** arrangements regarding type-approval procedures. ***Those implementing acts shall be adopted in accordance with the examination***

procedure referred to in Article 74(2).

Or. en

Amendment 171
Wim van de Camp

Proposal for a regulation
Article 25 – paragraph 2 – introductory part and points 1 and 2

Text proposed by the Commission

2. The information folder shall include the following:
- (1) an information document in accordance with the template established by the Commission pursuant to *Article 73*;
 - (2) all data, drawings, photographs and other information required in the *implementing* act adopted pursuant to *Article 73*;

Amendment

2. The information folder shall include *at least* the following *information*:
- (1) an information document in accordance with the template established by the Commission pursuant to *paragraph 3b*;
 - (2) all data, drawings, photographs and other information required in the *delegated* act adopted pursuant to *paragraph 3a*;

Or. en

Amendment 172
Wim van de Camp

Proposal for a regulation
Article 25 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. The Commission shall determine, by means of delegated acts in accordance with Article 76, the information to be provided to the approval authority pursuant to paragraph 2, taking into account the requirements laid down in Article 26.

Or. en

Amendment 173
Wim van de Camp

Proposal for a regulation
Article 25 – paragraph 3 b (new)

Text proposed by the Commission

Amendment

3b. The Commission shall adopt implementing acts in order to establish the templates for the information folder and the information document referred to in paragraph 2. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 74(2).

Or. en

Amendment 174
Wim van de Camp

Proposal for a regulation
Article 27 – paragraph 4

Text proposed by the Commission

Amendment

4. EU type-approval certificates shall be numbered in accordance with a harmonised system **as laid down in the** implementing act adopted in accordance with **Article 73**.

4. EU type-approval certificates shall be numbered in accordance with a harmonised system. **The Commission shall adopt implementing acts in order to establish such a system. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 74(2).**

Or. en

Amendment 175
Wim van de Camp

Proposal for a regulation
Article 28 – paragraph 2

Text proposed by the Commission

2. **The** type-approval certificate shall be issued on the basis of **the** template **laid down in implementing act adopted in accordance with Article 73**.

Amendment

2. **The Commission shall adopt implementing acts in order to establish a template for an EU** type-approval certificate. **Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 74(2). The type-approval certificate** shall be issued on the basis of **that** template.

Or. en

Amendment 176
Wim van de Camp

Proposal for a regulation
Article 30 – paragraph 6

Text proposed by the Commission

6. In order to ensure that the results obtained through virtual testing are as meaningful as those obtained through physical testing, the Commission shall lay down the requirements which can be subject to virtual testing and the conditions under which the virtual testing must be performed, by means of a delegated act in accordance with **Articles 76, 77 and 78**.

Amendment

6. In order to ensure that the results obtained through virtual testing are as meaningful as those obtained through physical testing, the Commission shall lay down the requirements which can be subject to virtual testing and the conditions under which the virtual testing must be performed, by means of a delegated act in accordance with **Article 76. When adopting that delegated act, the Commission shall take as a basis the requirements and procedures provided for in Annex XVI of Directive 2007/47/EC, as appropriate**.

Or. en

Amendment 177
Wim van de Camp

Proposal for a regulation
Article 31 – paragraph 3

Text proposed by the Commission

3. In order to verify that a vehicle, system, component or separate technical unit conforms to the approved type the approval authority which has granted the EU type-approval may carry out any of the checks or tests required for the regulatory requirements that are the subject of the EU type-approval on samples taken at the premises of the manufacturer, including production facilities. ***The details of the verification procedures will be set out in an implementing act adopted under this Regulation in accordance with Article 73.***

Amendment

3. In order to verify that a vehicle, system, component or separate technical unit conforms to the approved type the approval authority which has granted the EU type-approval may carry out any of the checks or tests required for the regulatory requirements that are the subject of the EU type-approval on samples taken at the premises of the manufacturer, including production facilities.

Or. en

Amendment 178
Wim van de Camp

Proposal for a regulation
Article 31 – paragraph 5

Text proposed by the Commission

5. The powers to adopt the implementing act laying down the detailed arrangements with regard to conformity of production are conferred on the Commission in accordance with Article 73 of this Regulation.

Amendment

5. The Commission shall lay down, by means of delegated acts in accordance with Article 76, the detailed arrangements with regard to conformity of production and the verification procedures related thereto. The Commission may periodically review, as appropriate, such arrangements and procedures. When adopting those delegated acts, the Commission shall take as a basis the arrangements and procedures provided for in the Directives referred to in Article 81.

Or. en

Amendment 179
Wim van de Camp

Proposal for a regulation
Article 36 – paragraph 2

Text proposed by the Commission

2. The manufacturer shall use the template for the certificate of conformity adopted by the Commission *in accordance with Article 73*.

Amendment

2. *The Commission shall adopt implementing acts in order to establish a template for a certificate of conformity. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 74(2).* The manufacturer shall use the template for the certificate of conformity adopted by the Commission.

Or. en

Amendment 180
Toine Manders

Proposal for a regulation
Article 36 – paragraph 3

Text proposed by the Commission

3. Unless a different agreement has been concluded with the buyer of the vehicle, the certificate of conformity shall be drawn up in the official language of the Member State *where* the vehicle is purchased.

Amendment

3. Unless a different agreement has been concluded with the buyer of the vehicle, the certificate of conformity shall be drawn up in ***one of*** the official ***languages of the Union or in the official*** language of the Member State ***on the territory of which*** the vehicle is purchased.

Or. en

Amendment 181
Wim van de Camp

Proposal for a regulation
Article 36 – paragraph 5

Text proposed by the Commission

5. The certificate of conformity shall be completed in its entirety and shall not contain restrictions as regards the use of the vehicle other than those ***provided for in the implementing act adopted in accordance with Article 73.***

Amendment

5. The certificate of conformity shall be completed in its entirety and shall not contain restrictions as regards the use of the vehicle other than those ***imposed by the approval authority.***

Or. en

Amendment 182
Wim van de Camp

Proposal for a regulation
Article 37 – paragraph 4

Text proposed by the Commission

4. ***The*** EU statutory plate and type-approval mark shall be in accordance with the model set out in ***the*** implementing ***act laid down in article 73 adopted under this Regulation.***

Amendment

4. ***The Commission shall adopt implementing acts in order to establish an*** EU statutory plate and type-approval mark. ***Those implementing acts*** shall be ***adopted*** in accordance with the ***examination procedure referred to in Article 74(2). The EU statutory plate and type-approval mark shall be in accordance with the*** model set out in ***those*** implementing ***acts.***

Or. en

Amendment 183
Wim van de Camp

Proposal for a regulation
Article 40 – paragraph 4

Text proposed by the Commission

4. The type-approval certificate for vehicles type-approved in accordance with this Article shall be drafted in accordance with the ***model set out in implementing act***

Amendment

4. The type-approval certificate for vehicles type-approved in accordance with this Article shall be drafted in accordance with the ***template*** adopted ***by the***

adopted pursuant to *Article 73*, but shall not bear the heading ‘EU vehicle type-approval certificate’ and shall specify the content of the waivers granted pursuant to paragraph 1. Type-approval certificates shall be numbered in accordance with the *implementing act* adopted pursuant to *Article 73*.

Commission pursuant to *Article 28(2)*, but shall not bear the heading ‘EU vehicle type-approval certificate’ and shall specify the content of the waivers granted pursuant to paragraph 1. Type-approval certificates shall be numbered in accordance with the *harmonised system* adopted *by the Commission* pursuant to *Article 27(4)*.

Or. en

Amendment 184
Eija-Riitta Korhola

Proposal for a regulation
Article 41 – paragraph 3

Text proposed by the Commission

3. An individual approval shall apply to a particular vehicle, whether it is unique or not.

Amendment

3. An individual approval shall apply to a particular vehicle, whether it is unique or not. ***Unique amateur built vehicles shall benefit from simplified and affordable application to individual approval.***

Or. en

Justification

A small number of European citizens enjoy the hobby and culture of building their own two- or three-wheel vehicles (unique amateur built vehicle). Unique amateur built vehicles perform excellently in accident statistics and not represent a danger to the environment due to negligibly low numbers registered annually as well as low annual mileage. Therefore, unique amateur built vehicles should be exempted explicitly from expensive testing procedures and standards.

Amendment 185
Toine Manders

Proposal for a regulation
Article 41 – paragraph 3

Text proposed by the Commission

3. An individual approval shall apply to a

Amendment

3. An individual approval shall apply to a

particular vehicle, whether it is unique or not.

particular vehicle, whether it is unique or not. *Unique amateur-built vehicles shall benefit from simplified and affordable applications to individual approval.*

Or. en

Amendment 186
Bernd Lange

Proposal for a regulation
Article 41 – paragraph 3

Text proposed by the Commission

3. An individual approval shall apply to a particular vehicle, whether it is unique or not.

Amendment

3. An individual approval shall apply to a particular vehicle, whether it is unique or not, *and in particular to unique vehicles built by private individuals.*

Or. de

Amendment 187
Heide Rühle

Proposal for a regulation
Article 41 – paragraph 4

Text proposed by the Commission

4. Applications for individual approval shall cover a maximum of **5 vehicles** of the same type.

Amendment

4. Applications for individual approval shall cover a maximum of **20 vehicles** of the same type.

Or. en

Amendment 188
Toine Manders

Proposal for a regulation
Article 41 – paragraph 4

Text proposed by the Commission

4. Applications for individual approval shall cover a maximum of **5 vehicles** of the same type.

Amendment

4. Applications for individual approval shall cover a maximum of **15 vehicles** of the same type.

Or. en

Amendment 189
Wim van de Camp

Proposal for a regulation
Article 41 – paragraph 6 – subparagraph 1

Text proposed by the Commission

6. The format of the individual approval certificate shall be based on the template for the EU type-approval certificate **as set out in an implementing act** adopted pursuant to **Article 73** and shall contain at least the information necessary to complete the application for registration provided for in Council Directive 1999/37/EC.

Amendment

6. The format of the individual approval certificate shall be based on the template for the EU type-approval certificate adopted **by the Commission** pursuant to **Article 28(2)** and shall contain at least the information necessary to complete the application for registration provided for in Council Directive 1999/37/EC.

Or. en

Amendment 190
Eija-Riitta Korhola, Mitro Repo

Proposal for a regulation
Article 41 – paragraph 7

Text proposed by the Commission

7. This Article shall apply to vehicles which, at the time of the application for individual approval, have not previously been sold or of which the entry into service did not happen yet, involving identification and the issuing of a registration number, including temporary or short-term registration or professional registration, or

Amendment

7. This Article shall apply to vehicles which, at the time of the application for individual approval, have not previously been sold or of which the entry into service did not happen yet, involving identification and the issuing of a registration number, including temporary or short-term registration or professional registration, or

have only been sold, registered or have been entering into service for less than six months.

have only been sold, registered or have been entering into service for less than six months **or to vehicles which have been built on a private basis as unique amateur built vehicles.**

Or. en

Justification

A small number of European citizens enjoy the hobby and culture of building their own two- or three-wheel vehicles (unique amateur built vehicle). Unique amateur built vehicles perform excellently in accident statistics and not represent a danger to the environment due to negligibly low numbers registered annually as well as low annual mileage. Therefore, unique amateur built vehicles should be exempted explicitly from expensive testing procedures and standards.

Amendment 191 Bernd Lange

Proposal for a regulation Article 41 – paragraph 7

Text proposed by the Commission

7. This Article shall apply to vehicles which, at the time of the application for individual approval, have not previously been sold or of which the entry into service did not happen yet, involving identification and the issuing of a registration number, including temporary or short-term registration or professional registration, or have only been sold, registered or have been entering into service for less than six months.

Amendment

7. This Article shall apply to vehicles which, at the time of the application for individual approval, have not previously been sold or of which the entry into service did not happen yet, involving identification and the issuing of a registration number, including temporary or short-term registration or professional registration, or have only been sold, registered or have been entering into service for less than six months **or to unique vehicles built by private individuals.**

Or. de

Amendment 192 Eija-Riitta Korhola

Proposal for a regulation
Article 42 – paragraph 1

Text proposed by the Commission

1. An approval authority may exempt the vehicle from compliance with requirements laid down in one or more of the acts listed in Annex II, provided that the approval authority imposes alternative requirements and has reasonable grounds for such exemption.

Amendment

1. An approval authority may exempt the vehicle from compliance with requirements laid down in one or more of the acts listed in Annex II, provided that the approval authority imposes alternative requirements and has reasonable grounds for such exemption. ***In particular, unique amateur-built vehicles may be exempted on grounds of proportionate costs.***

Or. en

Justification

A small number of European citizens enjoy the hobby and culture of building their own two- or three-wheel vehicles (unique amateur built vehicle). Unique amateur build vehicles perform excellently in accident statistics and not represent a danger to the environment due to negligibly low numbers registered annually as well as low annual mileage. Therefore, unique amateur built vehicles should be exempted explicitly from expensive testing procedures and standards.

Amendment 193
Bernd Lange

Proposal for a regulation
Article 42 – paragraph 1

Text proposed by the Commission

1. An approval authority may exempt the vehicle from compliance with requirements laid down in one or more of the acts listed in Annex II, provided that the approval authority imposes alternative requirements and has reasonable grounds for such exemption.

Amendment

1. An approval authority may exempt the vehicle from compliance with requirements laid down in one or more of the acts listed in Annex II, provided that the approval authority imposes alternative requirements and has reasonable grounds for such exemption. ***An exemption of this kind may be granted in particular for unique vehicles built by private individuals, in order to keep costs to an acceptable level.***

Or. de

Amendment 194
Toine Manders

Proposal for a regulation
Article 42 – paragraph 2 – subparagraph 3 a (new)

Text proposed by the Commission

Amendment

The alternative requirements for unique amateur-built vehicles shall ensure a satisfactory level of functional safety and environmental protection which is reasonable and fair to that provided for by the relevant subject listed in Annex II.

Or. en

Amendment 195
Heide Rühle

Proposal for a regulation
Article 46 – paragraph 4

Text proposed by the Commission

Amendment

4. The amount of end-of-series vehicle shall not exceed 10 % of the number of vehicles registered in the two preceding years or **10 vehicles per Member State**, whatever is the highest.

4. The amount of end-of-series vehicle shall not exceed 10 % of the number of vehicles registered in the two preceding years or **400 vehicles**, whatever is the highest.

Or. en

Amendment 196
Malcolm Harbour

Proposal for a regulation
Article 46 – paragraph 4

Text proposed by the Commission

Amendment

4. The amount of end-of-series vehicle shall not exceed 10 % of the number of

4. The maximum number of end-of series vehicles put into service in each Member

vehicles registered in the two preceding years or 10 vehicles per Member State, whatever is the highest.

State shall be restricted in one of the following ways to be chosen by the Member State:

(a) the amount of end-of-series vehicle shall not exceed 10 % of the number of vehicles registered in the two preceding years or 10 vehicles per Member State, whatever is the highest; or

(b) vehicles shall be restricted to those for which a valid certificate of conformity was issued on or after the date of manufacture and which remained valid for at least three months after its date of issue but subsequently lost its validity because of the entry into force of a regulatory act.

Or. en

Amendment 197
Wim van de Camp

Proposal for a regulation
Article 46 – paragraph 5

Text proposed by the Commission

5. Before their registration, the manufacturer shall issue a new certificate of conformity for end-of-series vehicles qualifying the vehicles as ‘end-of-series’ and indicating the number and the Member State of first registration in ***conformity*** with the template for the certificate of conformity established by the Commission in accordance with ***Article 73***

Amendment

5. Before their registration, the manufacturer shall issue a new certificate of conformity for end-of-series vehicles qualifying the vehicles as ‘end-of-series’ and indicating the number and the Member State of first registration in ***accordance*** with the template for the certificate of conformity established by the Commission in accordance with ***Article 36(2)***.

Or. en

Amendment 198
Wim van de Camp

Proposal for a regulation
Article 52 – paragraph 2 – introductory part

Text proposed by the Commission

2. The Commission shall establish a list of the systems, components or separate technical units covered by paragraph 1 by means of delegated acts in accordance with **Articles 76, 77 and 78, taking account of available information on** the following:

Amendment

2. The Commission shall establish a list of the systems, components or separate technical units covered by paragraph 1 by means of delegated acts in accordance with **Article 76 on the basis** of the following **elements**:

Or. en

Amendment 199
Matteo Salvini

Proposal for a regulation
Article 52 – paragraph 3 – subparagraph 3

Text proposed by the Commission

Paragraph 1 shall not apply to systems, components or separate technical units produced for vehicles intended exclusively for racing on roads. If systems, components or separate technical units **on a** list in a delegated act to this Regulation have a dual use, for vehicles intended exclusively for racing on roads and for vehicles intended for use on public roads, they may not be sold or offered for sale to consumers.

Amendment

Paragraph 1 shall not apply to systems, components or separate technical units produced for vehicles intended exclusively for racing **vehicles not intended for use on public** roads. If systems, components or separate technical units **included in the dedicated** list in a delegated act to this Regulation have a dual use, for vehicles intended exclusively for racing on roads and for vehicles intended for use on public roads, they may not be sold or offered for sale to consumers, **unless they comply with the requirements of this Article.**

Where appropriate, the Commission shall adopt provisions for identifying the parts or equipment referred to in this paragraph.

Or. en

Justification

Without the proposed modifications, these prescriptions, that are taken from Directive

2007/46/EC Art. 31, have a completely different meaning, and would actually block the entire market of some particular components. It is fundamental to fully align the text to Article 31 in Directive 2007/46/EC, as proposed.

Amendment 200

Wim van de Camp

Proposal for a regulation

Article 52 – paragraph 4

Text proposed by the Commission

4. The Commission shall, to the extent necessary, lay down the model and numbering system for the certificate referred to in third subparagraph of Article 53(1) as well as all aspects relating to the procedure **by means of implementing act** in accordance with **Article 73**. The Commission, shall lay down the requirements which such components must fulfil, the marking, packaging and the appropriate tests by means of delegated acts in accordance **Articles 76, 77 and 78**.

Amendment

4. The Commission shall **adopt implementing acts in order to**, to the extent necessary, lay down the model and numbering system for the certificate referred to in third subparagraph of Article 53(1) as well as all aspects relating to the procedure. **Those implementing acts shall be adopted** in accordance with **the examination procedure referred to in Article 74(2)**. The Commission shall lay down the requirements which such components must fulfil, the marking, packaging and the appropriate tests by means of delegated acts in accordance **with Article 76**.

Or. en

Amendment 201

Malcolm Harbour

Proposal for a regulation

Article 52 – paragraph 5

Text proposed by the Commission

5. The requirements referred to in paragraph 4 may be based on the acts listed in Annex II or may consist of a comparison of the system, component or separate technical unit with the performance of the original vehicle, or of any of its parts, as appropriate. In either case the requirements

Amendment

5. The requirements referred to in paragraph 4 may be based on the acts listed in Annex II or may consist of a comparison of the system, component or separate technical unit with the performance of the original vehicle, or of any of its parts, as appropriate. In either case the requirements

shall ensure that the systems, components or separate technical units do not impair the functioning of those systems that are essential for the safety of the vehicle or its environmental performance.

shall ensure that the systems, components or separate technical units do not impair the functioning of those systems that are essential for the safety of the vehicle or its environmental performance *for use in on-road vehicles unless they comply with the requirements of this Article.*

Or. en

Amendment 202
Robert Rochefort

Proposal for a regulation
Article 58 – paragraph 3

Text proposed by the Commission

3. That information shall be supplied in the official languages of the Member State where the vehicle is to be sold, registered and is to be entering into service. It shall be provided, after acceptance by the approval authority, in the owner's manual.

Amendment

3. That information shall be supplied in the official languages of the Member State where the vehicle is to be sold, registered and is to be entering into service, *except where expressly otherwise agreed with the vehicle user.* It shall be provided, after acceptance by the approval authority, in the owner's manual.

Or. fr

Amendment 203
Malcolm Harbour

Proposal for a regulation
Article 59 – paragraph 1 – subparagraph 1

Text proposed by the Commission

1. The vehicle manufacturer shall make available to the manufacturers of components or separate technical units all particulars which are necessary *for* EU type-approval of components or separate technical units, *or are necessary to obtain an authorisation under Article 46,*

Amendment

1. The vehicle manufacturer shall make available to the manufacturers of components or separate technical units all particulars which are necessary *in order to develop compatible replacement components and obtain* EU type-approval of components or separate technical units,

including, where applicable, drawings referred to in the acts listed in Annex II.

in accordance with Article 29.

Or. en

Amendment 204
Malcolm Harbour

Proposal for a regulation
Article 59 – paragraph 1 – subparagraph 2

Text proposed by the Commission

Amendment

The vehicle manufacturer may impose a binding agreement on the manufacturers of components or separate technical units to protect the confidentiality of any information which is not in the public domain, including information related to intellectual property rights.

deleted

Or. en

Amendment 205
Heide Rühle

Proposal for a regulation
Article 60 – paragraph 1

Text proposed by the Commission

Amendment

1. Manufacturers shall provide unrestricted access to vehicle repair and maintenance information to independent operators through websites using a standardised format in a readily accessible and prompt manner. In particular, this *access* shall be *granted* in a manner which is non-discriminatory compared to the *access granted* to authorised dealers and repairers.

1. Manufacturers shall provide unrestricted access to vehicle repair and maintenance information to independent operators through websites using a standardised format in a readily accessible and prompt manner. In particular, this *information* shall be *made available* in a manner which is non-discriminatory compared to the *repair and maintenance information provided* to authorised dealers and repairers *and to independent operators. Vehicles shall be supplied with all information, special equipment and*

accessories essential to enable them to be adjusted, maintained and used safely.

Or. en

Amendment 206
Toine Manders

Proposal for a regulation
Article 60 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. Manufacturers shall make vehicle repair and maintenance information available in an itemised, user-friendly and legible way.

Or. en

Amendment 207
Toine Manders

Proposal for a regulation
Article 62 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. Manufacturers shall charge reasonable and proportionate fees depending on the amount of information used.

Or. en

Amendment 208
Wim van de Camp

Proposal for a regulation
Article 66 – paragraph 11

Text proposed by the Commission

11. In order to ensure that these services meet the same high level of performance standards in all Member States, the Commission shall lay down the standards with which the technical services have to comply and the procedure for the assessment of technical services by means of a delegated act in accordance with *Articles 76, 77 and 78*.

Amendment

11. In order to ensure that these services meet the same high level of performance standards in all Member States, the Commission shall lay down the standards with which the technical services have to comply and the procedure for the assessment of technical services by means of a delegated act in accordance with *Article 76. When adopting that delegated act, the Commission shall take as a basis the arrangements and procedures provided for in Appendix 1 and 2 to Annex V to Directive 2007/46/EC, as appropriate.*

Or. en

Amendment 209
Wim van de Camp

Proposal for a regulation
Article 73

Text proposed by the Commission

In order to lay down uniform conditions for the implementation of this Regulation, the Commission shall, in accordance with the procedure referred to in Article 74, adopt implementing acts laying down implementing measures to establish the following:

- (a) the details of the arrangements with regard to type-approval procedures in accordance with Article 23(6) ;*
- (b) templates for the information folder and the information document in accordance with Article 25(2) ;*
- (c) a numbering system of EU type-approval certificates in accordance with Article 27(4);*

Amendment

deleted

(d) a template for an EU type-approval certificate in accordance with Article 28 (2);

(e) the details of the arrangements with regard to conformity of production in accordance with Article 31;

(f) the template of a certificate of conformity in accordance with Article 36(2);

(g) the model of the EU type-approval mark in accordance with Article 37(4).

Or. en

Amendment 210

Wim van de Camp

Proposal for a regulation

Article 75 – paragraph 1

Text proposed by the Commission

1. The Commission may adopt amendments to the Annexes of this Regulation by means of delegated acts in accordance with *Articles 76, 77 and 78*.

Amendment

1. The Commission may adopt amendments to the Annexes of this Regulation, *in order to adapt them to the development of scientific and technical knowledge*, by means of delegated acts in accordance with *Article 76*.

Or. en

Amendment 211

Wim van de Camp

Proposal for a regulation

Article 75 – paragraph 2

Text proposed by the Commission

2. When, pursuant to Decision 97/836/EC, new UNECE regulations or amendments to existing UNECE regulations to which the Union has acceded are adopted, the

Amendment

deleted

Commission shall, by means of a delegated act in accordance with Articles 76, 77 and 78 amend Annex II to this Regulation accordingly.

Or. en

Amendment 212
Malcolm Harbour

Proposal for a regulation
Annexes - Table of contents – Annex VI – point B

Text proposed by the Commission

Amendment

(B) On-board diagnostics emission thresholds;

deleted

Or. en

Amendment 213
Heide Rühle

Proposal for a regulation
Annexes – Table of contents – Annex VIIIa (new)

Text proposed by the Commission

Amendment

ANNEX VIIIa - Exemptions granted or special provisions applied to electric vehicles and to specified vehicles in category 1Le

Or. en

Amendment 214
Heide Rühle

Proposal for a regulation
Annex I – Category L1e – Column 2 and column 3, first line

Text proposed by the Commission

Amendment

Light two-wheel powered vehicle
(1) two wheels and powered by a propulsion as listed under Article 4(3) and

Light two-**wheel or three-wheel** powered vehicle
(1) two wheels **or three wheels** and powered by a propulsion as listed under Article 4(3) and

Or. en

Amendment 215
Heide Rühle

Proposal for a regulation
Annex I – Category L1Ae – Columns 2 and 3

Text proposed by the Commission

Amendment

Powered cycle

Low performance two-wheel or three-wheel vehicle

(3) primary aim to aid pedalling and vehicle equipped with an auxiliary propulsion and
(4) maximum design speed ≤ 25 km/h and
(5) output of auxiliary propulsion is progressively reduced and finally cut off as vehicle reaches a speed of 25 km/h and
(6) the auxiliary propulsion has a maximum continuous rated power ≤ 1 kW and
(7) powered three-wheel cycles complying with supplemental specific classification criteria (3), (4), (5) and (6) are classified as being technically equivalent to powered two-wheel cycles.

(4) maximum design speed ≤ 25 km/h
(6) the propulsion has a maximum continuous rated power ≤ 1 kW and
(7) powered three-wheel cycles complying with supplemental specific classification criteria (4) and (6) are classified as being technically equivalent to powered two-wheel cycles

Or. en

Amendment 216
Kerstin Westphal

Proposal for a regulation
Annex I – Category L1Be – criterion 3

Text proposed by the Commission

(3) maximum design speed ≤ 25 km/h and

Amendment

(3) maximum design speed ≤ 35 km/h and

Or. de

Amendment 217
Heide Rühle

Proposal for a regulation
Annex I – Category L1Be – Column 2 and 3

Text proposed by the Commission

Two-wheel moped

(3) maximum design speed ≤ 25 km/h and
(4) maximum continuous rated power⁽¹⁾ ≤ 4 kW.

Amendment

Two-wheel moped ***or powered cycle***
(1) two wheels and powered by a propulsion as listed under Article 4(3); and
(2) engine capacity ≤ 50 cm³ if a PI engine forms part of the vehicle's propulsion configuration; and
(3) auxiliary electric propulsion of which the output is cut off as the vehicle reaches a speed of 45 km/h, or sooner, if the cyclist stops pedalling; and
(4) maximum design speed ≤ 45 km/h and
(5) maximum continuous rated power⁽¹⁾ ≤ 4 kW.

Or. en

Amendment 218
Wim van de Camp

Proposal for a regulation
Annex I – Category L3e – Subcategory L3e-S1 (new)

Text proposed by the Commission

Amendment

L3e - S1 - Enduro motorcycle

- (5) maximum seat height of 900 mm;***
- (6) minimum ground clearance of 310 mm;***
- (7) minimum overall gear ratio in the highest gear (primary ratio * gear ratio * final drive ratio) of 6,0;***
- (8) mass in running order (without driver) of not more than 140 kg;***
- (9) no seating position of a passenger.***

Or. en

Amendment 219
Wim van de Camp

Proposal for a regulation
Annex I – Category L3e – Subcategory L3e-S2 (new)

Text proposed by the Commission

Amendment

L3e - S2 - Trial motorcycle

- (5) maximum seat height of 700 mm;***
- (6) minimum ground clearance of 280 mm;***
- (7) maximum fuel tank capacity: 4l;***
- (8) minimum overall gear ratio in the highest gear (primary ratio * gear ratio * final drive ratio) of 7,5;***
- (9) mass in running order (without driver) of not more than 100 kg;***
- (10) no seating position of a passenger***

Or. en

Amendment 220
Wim van de Camp

Proposal for a regulation
Annex I – Category L6e– criterion (3), introductory part

Text proposed by the Commission

Amendment

(3) the mass in running order ≤ 350 kg, not including:

(3) the mass in running order ≤ 400 kg, not including:

Or. en

Amendment 221
Malcolm Harbour

Proposal for a regulation
Annex I – Category L6e– criterion (3)

Text proposed by the Commission

Amendment

(3) the mass in running order ≤ 350 kg, not including:

(3) the mass in running order ≤ 400 kg, not including:

- (a) mass of batteries in case of a hybrid or fully electric propelled vehicle or
- (b) weight of gaseous-fuel system including tanks for gaseous fuel storage in the case of mono-, bi or multi-fuel vehicle or
- (c) weight of tank(s) to store compressed air in case of pre-compressed air propulsion.

- (a) mass of batteries in case of a hybrid or fully electric propelled vehicle or
- (b) weight of gaseous-fuel system including tanks for gaseous fuel storage in the case of mono-, bi or multi-fuel vehicle or
- (c) weight of tank(s) to store compressed air in case of pre-compressed air propulsion.

(d) weight of the machines or equipment or specific use in case of vehicle intended for goods transport (e.g. van, tipper, drop-side, compressor and high pressure washer), and
(e) weight of the driver.

Or. en

Amendment 222

Lara Comi

Proposal for a regulation

Annex I – Category L7e – criterion (3)

Text proposed by the Commission

Amendment

(3) **mass in running order** :

(a) ≤ 400 kg for transport of passengers;

(b) ≤ 550 kg for transport of goods.

The **mass in running order** does include:

(1) mass of the batteries in the case of a hybrid or fully electric-propelled vehicle or

(2) weight of a gaseous-fuel system including tanks for gaseous fuel storage in the case of mono-, bi- or multi-fuel vehicles or

(3) weight of tank(s) to store compressed air in the case of pre-compressed air propulsion;

(3) **unladen mass**:

(a) ≤ 450 kg for transport of passengers;

(b) ≤ 750 kg for transport of goods.

The **unladen mass** does not include:

(1) mass of the batteries in the case of a hybrid or fully electric-propelled vehicle or

(2) weight of a gaseous-fuel system including tanks for gaseous fuel storage in the case of mono-, bi- or multi-fuel vehicles or

(3) weight of tank(s) to store compressed air in the case of pre-compressed air propulsion;

Or. en

Justification

The additional safety, environmental and construction requirements have an impact on the mass of the vehicle. Therefore, raising the threshold leaves the same room for engineering autonomy that the manufacturers have had so far. The shift from mass in running order to unladen mass responds to the same need.

Amendment 223

Malcolm Harbour

Proposal for a regulation

Annex I – Category L7e – criterion (3)

Text proposed by the Commission

Amendment

3) mass in running order:

(a) ≤ 400 kg for transport of passengers;

(b) ≤ 550 kg for transport of goods.

The mass in running order does not include:

(1) mass of the batteries in the case of a

3) mass in running order:

(a) ≤ 450 kg for transport of passengers;

(b) ≤ 600 kg for transport of goods.

The mass in running order does not include:

(1) mass of the batteries in the case of a

hybrid or fully electric-propelled vehicle or
(2) weight of a gaseous-fuel system including tanks for gaseous fuel storage in the case of mono-, bi- or multi-fuel vehicles or
(3) weight of tank(s) to store compressed air in the case of pre-compressed air propulsion;

hybrid or fully electric-propelled vehicle or
(2) weight of a gaseous-fuel system including tanks for gaseous fuel storage in the case of mono-, bi- or multi-fuel vehicles or
(3) weight of tank(s) to store compressed air in the case of pre-compressed air propulsion;
(4) weight of the machines or equipment for specific use in case of vehicle intended for goods transport (e.g. van, tipper, drop-side, compressor and high pressure washer), and
(5) weight of the driver

Or. en

Amendment 224
Wim van de Camp

Proposal for a regulation
Annex I - Category L7e - criterion (3) - point (a)

Text proposed by the Commission

Amendment

≤ **400 kg** for transport of passengers

≤ **450 kg** for transport of passengers

Or. en

Amendment 225
Wim van de Camp

Proposal for a regulation
Annex I – Category L7e – Subcategory L7Ce (new)

Text proposed by the Commission

Amendment

L7Ce - dual use quad
(5) vehicles for utility purposes and/or passenger transport, specifically designed for both on-road and off-road use;
(6) maximum speed by design: 60 km/h
(This amendment applies throughout the text. Adopting it will necessitate

corresponding changes throughout, i.e. renumbering to place this new category in between L7Ae and L7Be.)

Or. en

Justification

Certain quads are intended for both on-road and off-road use. Therefore they make use of public roads and should be included in this Regulation. However their specific off-road characteristics should be taken in to account. For this reason this specific sub-categories are proposed.

Amendment 226
Wim van de Camp

Proposal for a regulation
Annex I – Category L7e – Subcategory L7Ce – S1 (new)

Text proposed by the Commission

Amendment

L7Ce - S1 - All-terrain vehicle (ATV)

(7) Straddled seat;

(8) Thumb throttle control;

(9) Coupling device rear: towing weight > 4* own weight >274 kg as strength test, not to be considered as permitted trailer weight;

(10) Ground clearance >180 mm:

(11) Wheelbase to ground clearance ratio <6

Or. en

Amendment 227
Wim van de Camp

Proposal for a regulation
Annex I – Category L7e – Subcategory L7Ce – S2 (new)

Text proposed by the Commission

Amendment

L7Ce - S2 - Side-by-Side vehicles (SbS)
(7) equipped with one to four passenger seating positions, including the seating position for the rider;
(8) Coupling device rear: towing weight > 1,5* own weight as strength test, not to be considered as permitted trailer weight;
(9) Ground clearance >200 mm;
(10) Wheelbase to ground clearance ratio <7,5;
(11) a non-unitised chassis construction based on a bolt-on tubular frame;

Or. en

Amendment 228
Malcolm Harbour

Proposal for a regulation
Annex I – Category L7e– Subcategory L7Ce (new)

Text proposed by the Commission

Amendment

L7Ce– All-terrain vehicle (ATV)
(5) Maximum speed by design: 60 km/h
(6) Straddled seat;
(7) Thumb throttle control;
(8) not equipped with devices to pull, push, carry and actuate interchangeable equipment
(10)Ground clearance >180 mm;
(11) Wheelbase to ground clearance ratio <6.

Or. en

Amendment 229
Heide Rühle

Proposal for a regulation
Annex II – II Vehicle Functional Safety Requirements – column 3 – point 1, 2, 7, 8, 9, 11, 12, 13, 17 – footnote 3a (new)

Text proposed by the Commission

Amendment

^(3a) *See Annex VIIIa.*

Or. en

Justification

Reference to the new footnote proposed in the 'Explanatory note to the Annexes': "Exemptions granted or special provisions applied to electric vehicles and to category ILe as specified in Annex VIIIa (new)"

Amendment 230
Malcolm Harbour

Proposal for a regulation
Annex II – II Vehicle Functional Safety Requirements – Point 5 (front and rear protective structures) – Columns 12-15 (L6Ae, L6Be, L7Ae, L7Be)

Text proposed by the Commission

Amendment

X, X, X, X

deleted

Or. en

Amendment 231
Heide Rühle

Proposal for a regulation
Annex II – II Vehicle functional Safety requirements – Point 9 (rearward visibility) – Column 5 (L1Ae)

Text proposed by the Commission

Amendment

X

deleted

Or. en

Amendment 232
Heide Rühle

Proposal for a regulation
Annex II – II Vehicle functional Safety requirements – Point 11 (seating position) –
Column 5 (L1Ae)

Text proposed by the Commission

Amendment

X

deleted

Or. en

Amendment 233
Malcolm Harbour

Proposal for a regulation
Annex II – II Vehicle Functional Safety Requirements – Point 12 (steer-ability)

Text proposed by the Commission

Amendment

full row deleted

Or. en

Amendment 234
Malcolm Harbour

Proposal for a regulation
Annex II – II Vehicle Functional Safety Requirements – Point 14 (vehicle maximum
speed limitation plate and location on vehicle)

Text proposed by the Commission

Amendment

full row deleted

Or. en

Amendment 235
Malcolm Harbour

Proposal for a regulation
Annex II – II Vehicle Functional Safety Requirements – Point 15 (vehicle occupant protection)

Text proposed by the Commission

Amendment

full row deleted

Or. en

Amendment 236
Malcolm Harbour

Proposal for a regulation
Annex II – II Vehicle Functional Safety Requirements – Point 17 (vehicle structure integrity)

Text proposed by the Commission

Amendment

full row deleted

Or. en

Amendment 237
Heide Rühle

Proposal for a regulation
Annex II – III Vehicle Construction Requirements – column 3 – point 1, 2, 3, 4, 5, 7, 8, 9, 10, 12, 13 – footnote 3a (new)

Text proposed by the Commission

Amendment

^(3a) *See Annex VIIIa.*

Or. en

Justification

Reference to the new footnote proposed in the 'Explanatory note to the Annexes': "Exemptions granted or special provisions applied to electric vehicles and to category ILe as specified in Annex VIIIa (new)"

Amendment 238
Malcolm Harbour

Proposal for a regulation
Annex III – Column 3 – Row 2

Text proposed by the Commission
20

Amendment
200

Or. en

Amendment 239
Wim van de Camp

Proposal for a regulation
Annex III – Column 3 – Row 2

Text proposed by the Commission
20

Amendment
50

Or. en

Amendment 240
Malcolm Harbour

Proposal for a regulation
Annex III – Column 3 – Row 3

Text proposed by the Commission
50

Amendment
200

Or. en

Amendment 241
Wim van de Camp

Proposal for a regulation
Annex III – Column 3 – Row 3

<i>Text proposed by the Commission</i>		<i>Amendment</i>	
50		100	
			Or. en

Amendment 242
Malcolm Harbour

Proposal for a regulation
Annex III – Column 3 – Row 4

<i>Text proposed by the Commission</i>		<i>Amendment</i>	
100		200	
			Or. en

Amendment 243
Malcolm Harbour

Proposal for a regulation
Annex III – Column 3 – Row 5

<i>Text proposed by the Commission</i>		<i>Amendment</i>	
50		200	
			Or. en

Amendment 244
Malcolm Harbour

Proposal for a regulation
Annex III – Column 3 – Row 6

Text proposed by the Commission *Amendment*
100 **200**
Or. en

Amendment 245
Malcolm Harbour

Proposal for a regulation
Annex III – Column 3 – Row 7

Text proposed by the Commission *Amendment*
20 **200**
Or. en

Amendment 246
Malcolm Harbour

Proposal for a regulation
Annex III – Column 3 – Row 8

Text proposed by the Commission *Amendment*
100 **200**
Or. en

Amendment 247
Malcolm Harbour

Proposal for a regulation
Annex III – Column 3 Row 9

Text proposed by the Commission *Amendment*
20 **200**
Or. en

Amendment 248
Malcolm Harbour

Proposal for a regulation
Annex III – Column 3 – Row 10

Text proposed by the Commission
100

Amendment
200

Or. en

Amendment 249
Malcolm Harbour

Proposal for a regulation
Annex III – Row 12 a (new)

Text proposed by the Commission

Amendment
L7Ce - All Terrain Vehicle - 200

Or. en

Amendment 250
Wim van de Camp

Proposal for a regulation
Annex III – Row 12 a (new)

Text proposed by the Commission

Amendment
L7Ce - Dual-use quad - 20

Or. en

Justification

Necessary adaptation for creating the new subcategory for ATV and SbS. Limits similar to L7Ae

Amendment 251
Malcolm Harbour

Proposal for a regulation
Annex IV – Column 2-5 – Row 2 a (new)

Text proposed by the Commission

Amendment

<i>Euro2³</i>	<i>Not applicable</i>	<i>1 January 2013</i>	<i>Not applicable</i>
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Or. en

Amendment 252
Malcolm Harbour

Proposal for a regulation
Annex IV – Row 5

Text proposed by the Commission

Amendment

<i>Euro 5</i>	<i>1 January 2018</i>	<i>1 January 2020</i>	<i>1 January 2021</i>	<i>full row deleted</i>
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Or. en

Amendment 253
Kerstin Westphal

Proposal for a regulation
Annex IV – Column 2 – Rows 4 and 5

Text proposed by the Commission

Amendment

Euro 4	<i>new</i> Euro 4
Euro 5	<i>new</i> Euro 5

Or. de

Justification

The emission levels to be achieved are consistent with the proposed Euro 5 and Euro 6 standards.

Amendment 254
Heide Rühle

Proposal for a regulation
Annex IV – Column 2 – Rows 4 and 5

<i>Text proposed by the Commission</i>	<i>Amendment</i>
Euro 4	Euro 4/ Euro 5⁽⁶⁾ / Euro 6
Euro 5	

Or. de

Justification

Amendment 255
Kerstin Westphal

Proposal for a regulation
Annex IV – Enforcement dates – Column 3 – New types of vehicles Optional

<i>Text proposed by the Commission</i>	<i>Amendment</i>
	full column deleted

Or. de

Amendment 256
Heide Rühle

Proposal for a regulation
Annex IV – Enforcement dates – Column 3 – New types of vehicles Optional

<i>Text proposed by the Commission</i>	<i>Amendment</i>
	full column deleted

Or. de

Amendment 257
Kerstin Westphal

Proposal for a regulation
Annex IV – Column 4 – new types of vehicles Obligatory

<i>Text proposed by the Commission</i>	<i>Amendment</i>
1 January 2014	1 January 2015
1 January 2017	1 January 2015
1 January 2020	1 January 2018

Or. de

Amendment 258
Heide Rühle

Proposal for a regulation
Annex IV – Column 4 – new types of vehicles Obligatory

<i>Text proposed by the Commission</i>	<i>Amendment</i>
1 January 2014	1 January 2014
1 January 2017	1 January 2015
1 January 2020	

Or. de

Amendment 259
Kerstin Westphal

Proposal for a regulation
Annex IV – Column 5 – existing types of vehicles Obligatory

<i>Text proposed by the Commission</i>	<i>Amendment</i>
1 January 2015	1 January 2015
1 January 2018	1 January 2017

1 January 2021

1 January 2018

Or. de

Amendment 260
Heide Rühle

Proposal for a regulation
Annex IV – Column 5 – existing types of vehicles Obligatory

Text proposed by the Commission

Amendment

1 January 2015

1 January 2015

1 January 2018

1 January 2017

1 January 2021

Or. de

Amendment 261
Malcolm Harbour

Proposal for a regulation
Annex V – Point VIII – Column 3

Text proposed by the Commission

Amendment

Annex VI(B)

Article 19

Or. en

Amendment 262
Malcolm Harbour

Proposal for a regulation
Annex VI – Title

Text proposed by the Commission

Amendment

Pollutant emission limit values, ***OBD thresholds*** and sound-level limit values for type-approval and conformity of

Pollutant emission limit values and sound-level limit values for type-approval and conformity of production

production

Or. en

Amendment 263
Heide Rühle

Proposal for a regulation
Annex VI – Table A – (A1) Euro 3 – Column 5 (CO) – Row 5 (L2e)

<i>Text proposed by the Commission</i>	<i>Amendment</i>
3500	1000

Or. en

Amendment 264
Heide Rühle

Proposal for a regulation
Annex VI – Table A – (A1) Euro 3 – Column 5 (CO) – Rows 6 and 7 (L3e, L4e, L5Ae, L7Ae)

<i>Text proposed by the Commission</i>	<i>Amendment</i>
1970	1000
1970	1000

Or. en

Amendment 265
Malcolm Harbour

Proposal for a regulation
Annex VI – Table (A) – (A1) Euro 3⁽⁴⁾ – Columns 1 and 2 – Row 6 – point 4a (new)

<i>Text proposed by the Commission</i>	<i>Amendment</i>
	L7Ce - All Terrain Vehicle (ATV)

Or. en

Amendment 266
Wim van de Camp

Proposal for a regulation
Annex VI – Table (A) – (A1) Euro 3⁽⁴⁾ – Columns 1 and 2 – Row 6 – point 4a (new)

Text proposed by the Commission

Amendment

L7Ce - Dual use quad

Or. en

Justification

Necessary adaptation for creating the new subcategory for ATV and SbS.

Amendment 267
Kerstin Westphal

Proposal for a regulation
Annex VI – Table A – (A2) Euro 4⁽⁵⁾ – Column 4 – Rows 3 to 9

Text proposed by the Commission

Amendment

Euro 4

new Euro 4

Or. de

(see amendment, table, Annex IV, line 4, column 2)

Amendment 268
Heide Rühle

Proposal for a regulation
Annex VI – Table A – (A2) Euro 4⁽⁵⁾ – Columns 5 (CO) and 6 (THC) – Row 5 (L2e)

Text proposed by the Commission

Amendment

1900

730

1000

630

Or. en

Amendment 269
Heide Rühle

Proposal for a regulation
Annex VI – Table A – (A2) Euro 4⁽⁵⁾ – Columns 5 and 6 (CO) – Rows 6 and 7 (L3e, L4e, L5Ae, L7Ae)

<i>Text proposed by the Commission</i>	<i>Amendment</i>
1140	1000
1140	1000

Or. en

Amendment 270
Malcolm Harbour

Proposal for a regulation
Annex VI – Table (A) – (A2) Euro 4⁽⁵⁾ – Columns 1 and 2 – Row 6 – point 4a (new)

<i>Text proposed by the Commission</i>	<i>Amendment</i>
	<i>L7Ce - All-Terrain Vehicle (ATV)</i>

Or. en

Amendment 271
Wim van de Camp

Proposal for a regulation
Annex VI – Table (A) – (A2) Euro 4⁽⁵⁾ – Columns 1 and 2 – Row 6 – point 4a (new)

<i>Text proposed by the Commission</i>	<i>Amendment</i>
	<i>L7Ce - Dual-use quad</i>

Or. en

Justification

Necessary adaptation for creating the new subcategory for ATV and SbS.

Amendment 272
Malcolm Harbour

Proposal for a regulation
Annex VI – Table (A) – (A3) Euro 5 ⁽⁶⁾

Text proposed by the Commission

Amendment

full table deleted

Or. en

Amendment 273
Kerstin Westphal

Proposal for a regulation
Annex VI – Table (A) – (A3) Euro 5⁽⁶⁾ – Column 4 – Row 3 and 4

Text proposed by the Commission

Amendment

Euro 5

new Euro 5

Or. de

(see amendment, table, Annex IV, line 5, column 2)

Amendment 274
Kerstin Westphal

Proposal for a regulation
Annex VI – Table B – (B1) Euro 4⁽⁵⁾ – OBD Stage I – Column 4 – Rows 3 and 4

Text proposed by the Commission

Amendment

Euro 4

new Euro 4

Or. de

(see amendment, table, Annex IV, line 4, column 2)

Amendment 275
Malcolm Harbour

Proposal for a regulation
Annex VI – Table (B) – (B1)– Euro 4 ⁽⁵⁾

Text proposed by the Commission

Amendment

full table deleted

Or. en

Amendment 276
Malcolm Harbour

Proposal for a regulation
Annex VI – Table (B) – (B2) – Euro 5 ⁽⁶⁾

Text proposed by the Commission

Amendment

full table deleted

Or. en

Amendment 277
Kerstin Westphal

Proposal for a regulation
Annex VI – Table B – (B2) Euro 5⁽⁶⁾ – OBD Stage I and (7) – OBD II– Column 4 – Rows 3 and 4

Text proposed by the Commission

Amendment

Euro 5

new Euro 5

Or. de

(see amendment, table, Annex IV, line 5, column 2)

Amendment 278
Kerstin Westphal

Proposal for a regulation
Annex VI – Table C – (C1) Euro 4⁵ – Column 4 – Row 2

Text proposed by the Commission

Amendment

Euro 5

new Euro 5

Or. de

(see amendment, table, Annex IV, line 5, column 2)

Amendment 279
Kerstin Westphal

Proposal for a regulation
Annex VI – Table C – (C1) Euro 4⁵ – Column 4 – Row 3-5

Text proposed by the Commission

Amendment

Euro 4

new Euro 4

Or. de

(see amendment, table, Annex IV, line 4, column 2)

Amendment 280
Malcolm Harbour

Proposal for a regulation
Annex VI – Table (C) – (C1) – Row 5a (new)

Text proposed by the Commission

Amendment

L7Ce - All Terrain Vehicle (ATV) - PI(18)
- Euro 4 - 2000 - SHED

Or. en

Amendment 281
Malcolm Harbour

Proposal for a regulation
Annex VI – Table (C) – (C2) – Euro 5⁽⁶⁾

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EN

Text proposed by the Commission

Amendment

full table deleted

Or. en

Amendment 282
Kerstin Westphal

Proposal for a regulation
Annex VI – Table C – (C2) Euro 5⁽⁶⁾ – Column 4 – Row 3-5 and 7-12

Text proposed by the Commission

Amendment

Euro 5

new Euro 5

Or. de

(see amendment, table, Annex IV, line 4, column 2)

Amendment 283
Kerstin Westphal

Proposal for a regulation
Annex VI – Table C – (C2) Euro 5⁽⁶⁾ – Column 4 – Row 6 (L3e, L4e)

Text proposed by the Commission

Amendment

Euro 6

new Euro 5

Or. de

(see amendment, table, Annex IV, line 4, column 2)

Amendment 284
Wim van de Camp

Proposal for a regulation
Annex VI – Table (D) – Columns 1, 2, 3 and 5 – Row 11a (new)

Text proposed by the Commission

Amendment

L7Ce - Dual-use quad -80 -80

Or. en

Amendment 285
Wim van de Camp

Proposal for a regulation
Annex VII – Table (A) – Columns 1 and 2 – Row 4 – Point 4a (new))

Text proposed by the Commission

Amendment

L7Ce - Dual-use quad

Or. en

Justification

Necessary adaptation for creating the new subcategory for ATV and SbS. As result of their off-road use the durability limits for other L7e category vehicles are considered to stringent. Therefore the same durability limits are proposed as for L6Be vehicles (light mini-car)

Amendment 286
Malcolm Harbour

Proposal for a regulation
Annex VII– Table A – Column 3 – Row 1

Text proposed by the Commission

Amendment

Euro 3⁽⁴⁾ durability mileage (km)

durability mileage (km)

Or. en

Amendment 287
Malcolm Harbour

Proposal for a regulation
Annex VII– Table (A) – Column 4 – Euro 4⁽⁵⁾ durability mileage (km)

Text proposed by the Commission

Amendment

full column deleted

Or. en

Amendment 288
Malcolm Harbour

Proposal for a regulation
Annex VII– Table (A) – Column 5 – Euro 5⁽⁶⁾ durability mileage ⁽⁷⁾ (km)

Text proposed by the Commission

Amendment

full column deleted

Or. en

Amendment 289
Malcolm Harbour

Proposal for a regulation
Annex VII– Table B

Text proposed by the Commission

Amendment

full table deleted

Or. en

Amendment 290
Kerstin Westphal

Proposal for a regulation
Annex VIII – Row 2 – Column 2

Text proposed by the Commission

Four years after the date referred to in the second subparagraph of Article 82.

Amendment

Two years after the date referred to in the second subparagraph of Article 82.

Or. de

Amendment 291
Kerstin Westphal

Proposal for a regulation
Annex VIII – Row 2 – Column 3 – Point (a)

Text proposed by the Commission

(a) new motorcycles of **the L3e–A1 subcategory** which are sold, registered and entering into service are to be equipped with **either** an anti-lock or a combined brake system **or both types of advanced brake systems, at the choice of the vehicle manufacturer;**

Amendment

(a) new motorcycles of **categories L1be, L2e and L3e** which are sold, registered and entering into service are to be equipped with an anti-lock **brake** system or **an anti-lock brake system and a supplemental combined brake system. This shall not apply to vehicles with an engine capacity of < 50cm³ and a maximum continuous rated power output of < 5 kW.**

Or. de

Amendment 292
Lara Comi

Proposal for a regulation
Annex VIII– Table – Column 3 – Row 1

Text proposed by the Commission

(a) new motorcycles of the L3e–A1 subcategory which are sold, registered and entering into service are to be equipped with either an anti-lock or a combined brake system or both types of advanced brake systems, at the choice of the vehicle manufacturer;

Amendment

(a) new **types of** motorcycle of the L3e–A1 subcategory which are sold, registered and entering into service are to be equipped with either an anti-lock or a combined brake system or both types of advanced brake systems, at the choice of the vehicle manufacturer. **These requirements also apply to L3e-A2 subcategory having an**

engine power not exceeding 20 kW which are provided with a Continuously Variable Transmission (CVT)

(b) new motorcycles of subcategories L3e–A2 and L3e–A3 which are sold, registered and entering into service to be equipped with an anti-lock brake system.

(b) new *types of* motorcycle of subcategories L3e–A2 *other than those listed in subparagraph (a)* and L3e–A3 which are sold, registered and entering into service to be equipped with an anti-lock brake system.

Or. en

Other technologies (like the Combined Brake System - CBS) are available on the market, providing, according to the studies, more safety on smaller vehicles. The so-called Scooters, indeed, have a weight distribution concentrated mainly on the rear axle and a low centre of mass, while the other motorcycles have an opposite situations; the braking system has to act accordingly, and cannot ignore such differences.

Such a proposal would also have an impact on the cost of middle range scooters (as the Advanced Brake System - ABS is roughly 2.5 times more expensive than the CBS), not buying, as far as the technical studies argue, more safety.

Amendment 293
Heide Rühle

Proposal for a regulation
Annex VIII– Table – Column 3 – Row 2

Text proposed by the Commission

Amendment

Requirements

L-category vehicles are to be constructed such that each of the wheels can rotate at different speeds at all times in order to allow safe cornering on hard-surfaced roads. If a three- or four-wheel vehicle is equipped with a lockable differential, it must be designed to be normally unlocked.

Requirements

L-category vehicles, *except all vehicles in category L1e*, are to be constructed such that each of the wheels can rotate at different speeds at all times in order to allow safe cornering on hard-surfaced roads. If a three- or four-wheel vehicle is equipped with a lockable differential, it must be designed to be normally unlocked.

Or. en

Amendment 294
Heide Rühle

Proposal for a regulation
Annex VIIIa (new)

Text proposed by the Commission

Amendment

Annex VIIIa

Exemptions granted or special provisions applied to electric vehicles and to specified vehicles in category 1Le

<i>No</i>	<i>Article</i>	<i>Subject</i>	<i>All electric vehicles</i>	<i>All non-electric vehicles in L1Ae</i>	<i>All electrically-propelled vehicles in L1Ae</i>	<i>Vehicles with auxiliary electric propulsion in L1Be</i>
<i>I.2</i>	<i>21 & 22</i>	<i>Environmental test procedures related to exhaust emissions, evaporative emissions, greenhouse gas emissions and fuel consumption ;</i>	<i>EX</i>		<i>EX</i>	<i>EX</i>
<i>I.4</i>	<i>21 & 22</i>	<i>Test procedures related to sound</i>	<i>EX</i>		<i>EX</i>	<i>EX</i>
<i>II.1</i>	<i>20</i>	<i>Audible warning devices</i>			<i>SP</i>	<i>SP</i>
<i>II.2</i>	<i>20</i>	<i>Braking, including anti-lock and combined brake system</i>		<i>SP</i>	<i>SP</i>	<i>SP</i>
<i>II.7</i>	<i>20</i>	<i>Identification of controls, tell-tales and indicators</i>		<i>SP</i>	<i>SP</i>	<i>SP</i>
<i>II.8</i>	<i>20</i>	<i>Installation of lighting and light signalling devices,</i>		<i>SP</i>	<i>SP</i>	<i>SP</i>

		<i>including automatic switching of lighting</i>			
<i>II.9</i>	<i>20</i>	<i>Rearward visibility</i>	<i>EX</i>	<i>EX</i>	<i>SP</i>
<i>II.11</i>	<i>20</i>	<i>Seating position (saddles and seats)</i>	<i>EX</i>	<i>EX</i>	<i>EX</i>
<i>II.12</i>	<i>20</i>	<i>Steer-ability, cornering and turn-ability</i>	<i>SP</i>	<i>SP</i>	<i>SP</i>
<i>II.13</i>	<i>20</i>	<i>Tyres</i>	<i>SP</i>	<i>SP</i>	<i>SP</i>
<i>II.17</i>	<i>20</i>	<i>Vehicle structure integrity</i>	<i>SP</i>	<i>SP</i>	<i>SP</i>
<i>III.1</i>	<i>18 & 19</i>	<i>Anti-tampering measures</i>	<i>SP</i>	<i>SP</i>	<i>SP</i>
<i>III.2</i>	<i>18 & 19</i>	<i>Coupling devices and attachments</i>	<i>SP</i>	<i>SP</i>	<i>SP</i>
<i>III.3</i>	<i>18 & 19</i>	<i>Devices to prevent unauthorised use</i>	<i>SP</i>	<i>SP</i>	<i>SP</i>
<i>III.4</i>	<i>18 & 19</i>	<i>External projections</i>	<i>SP</i>	<i>SP</i>	<i>SP</i>
<i>III.5</i>	<i>18 & 19</i>	<i>Fuel storage</i>	<i>EX</i>		
<i>III.7</i>	<i>18 & 19</i>	<i>Masses and dimensions</i>	<i>SP</i>	<i>SP</i>	<i>SP</i>
<i>III.8</i>	<i>18 & 19</i>	<i>On board diagnostics</i>	<i>EX</i>	<i>EX</i>	<i>EX</i>
<i>III.9</i>	<i>18 & 19</i>	<i>Passenger handholds and footrests</i>	<i>SP</i>	<i>SP</i>	<i>SP</i>
<i>III.10</i>	<i>18 & 19</i>	<i>Rear registration plate</i>	<i>SP</i>	<i>SP</i>	<i>SP</i>
<i>III.12</i>	<i>18 & 19</i>	<i>Stands</i>	<i>SP</i>	<i>SP</i>	<i>SP</i>
<i>III.13</i>	<i>18 & 19</i>	<i>Statutory marking</i>	<i>SP</i>	<i>SP</i>	<i>SP</i>

“EX” means the requirement does not apply to the specified vehicles.

“SP” means that the separate Regulations will lay down specific requirements for the specified vehicles.

Or. en

Amendment 295
Heide Rühle

Proposal for a regulation
Explanatory notes to Annexes I to VIII - Title

Text proposed by the Commission

Amendment

Explanatory notes to Annexes I to **VIII**

Explanatory notes to Annexes I to **VIIIa**

Or. en

Amendment 296
Kerstin Westphal

Proposal for a regulation
Explanatory notes to Annexes I to VIII – point 3

Text proposed by the Commission

Amendment

(3) Advanced brake systems are **only** mandatory on L3e vehicles, as stipulated in Annex VIII.

(3) Advanced brake systems are mandatory on **L1Be, L2e and** L3e vehicles, as stipulated in Annex VIII. ***This shall not apply to vehicles with an engine capacity of < 50cm³ and a maximum continuous rated power output of < 5 kW.***

Or. de

Amendment 297
Heide Rühle

Proposal for a regulation
Explanatory notes to Annexes I to VIII – point 3 a (new)

Text proposed by the Commission

Amendment

(3a) Exemptions granted or special provisions applied to electric vehicles and to category 1Le as specified in Annex IX.

Or. en

Amendment 298
Kerstin Westphal

Proposal for a regulation
Explanatory notes to Annexes I to VIII – point 26

Text proposed by the Commission

(26) ‘Advanced brake system’ means an anti-lock brake system, ***a combined brake system*** or ***both***. The performance of advanced brake systems shall be tested according to the requirements as set out in a delegated act.

Amendment

(26) ‘Advanced brake system’ means an anti-lock brake system or ***a brake system with an anti-lock system and a supplemental combined brake system***. The performance of advanced brake systems shall be tested according to the requirements as set out in a delegated act.

Or. de

Justification

Combined brake systems do not constitute an alternative to anti-lock brake systems. Anti-lock systems are technologically more advanced and more effective. Combined brake systems can only be fitted as a supplement to anti-lock systems.