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ANNEXES 1 to 2

ANNEXES

to the

REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

amending and supplementing Regulations (EC) No 561/2006, (EU) 2018/858, (EU) 2019/2144 and (EU) 2024/1257 as regards the simplification of technical requirements and testing procedures for motor vehicles and repealing Council Directive 70/157/EEC and Regulation No 540/2014

{SWD(2025) 1056 final}

ANNEX I

Annex V to Regulation (EU) 2024/1257 is amended as follows:

- (1) in table 1, the entry for ‘Laboratory test of low temperature for emissions’ is deleted;
- (2) in table 2, the entry for ‘Laboratory test of low temperature for emissions’ is deleted;
- (3) in table 3, the entry for ‘Gaseous pollutants, PN in road testing (RDE) for each fuel and for the applicable vehicle categories (M2, M3, N2 and N3)’ is replaced by the following:

‘Gaseous pollutants, PN in road testing (RDE) for each fuel and for the applicable vehicle categories (M ₂ , M ₃ , N ₂ and N ₃)’	Required demonstration tests for all fuels for which the type-approval is granted per vehicle category and a declaration of compliance for all fuels, all payloads and all applicable vehicle categories ^{(*)4}	Not required	Required test on a vehicle with any fuel and on any vehicle category and any payload for all engine types every two years ^{(*)5} ;
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- (4) in table 4, the entry for ‘Gaseous pollutants and PN in road testing (RDE) for each fuel and for the applicable vehicle categories (M2, M3, N2 and N3)’ is replaced by the following:

‘Gaseous pollutants and PN in road testing (RDE) for each fuel and for the applicable vehicle categories (M ₂ , M ₃ , N ₂ and N ₃)’	Required demonstration tests for all fuels for which the type-approval is granted per vehicle category and a declaration of compliance for all fuels, all payloads and all applicable vehicle categories ^{(*)7}	(See engine requirements)	Required yearly for an adequate number of vehicle categories on any fuel and on any vehicle category covered by the emission type-approval ^{(*)8}	Optional	Required/Optional	Optional’;
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- (5) in table 7, in the entry for ‘Gaseous pollutants, PN in road testing (RDE) for each type of fuel and for the applicable vehicle categories (M2, M3, N2 and N3)’, the text in the second column is replaced by the following:

‘Required demonstration tests for all fuels for which the type-approval is granted per vehicle category and a declaration of compliance for all fuels, all payloads and all applicable vehicle categories’

- (6) in table 8, in the entry for ‘Gaseous pollutants, PN in road testing (RDE) for each type of fuel and for the applicable vehicle categories (M2, M3, N2 and N3)’, the text in second column is replaced by the following:

‘Required demonstration tests for all fuels for which the type-approval is granted per vehicle category and a declaration of compliance for all fuels, all payloads and all applicable vehicle categories’.

ANNEX II

Annexes I and II to Regulation (EU) 2018/858 are amended as follows:

(1) in Annex I, Part A, the following point 2.4 is inserted after point 2.3.1.:

‘2.4. Small electric vehicle:

2.4.1. Small electric vehicle means a pure electric vehicle that belongs to category M₁, having a length not exceeding 4.2 metres.

For this subcategory of vehicles, the letter ‘E’ shall be added as suffix to letter and numeral identifying the vehicle category (M₁).’.

(2) Annex II is amended as follows:

(a) Part I is amended as follows:

(i) the entry for item B14 is replaced by the following:

‘B14	Acoustic Vehicle Alerting Systems	UN Regulation No 138 * [01 series of amendments]	X	X	X	X	X	X	X							’;
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* Regulation No 138 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the approval of Quiet Road Transport Vehicles with regard to their reduced audibility [2017/71] (OJ L9, 13.1.2017, ELI: [http://data.europa.eu/eli/reg/2017/71\(1\)/oj](http://data.europa.eu/eli/reg/2017/71(1)/oj));

(ii) the entry for item G1 is replaced by the following:

‘G1	Sound level	UN Regulation No 51** [03 series of amendments]	X	X	X	X	X	X	X							
		UN Regulation No 59*** [03 series of amendments]												X		

** Regulation No 51 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the approval of motor vehicles having at least four wheels with regard to their sound emissions [2018/798] (OJ L 138, 4.6.2018, p.1, ELI: <http://data.europa.eu/eli/reg/2018/798/oj>)

*** Regulation No 59 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the approval of replacement silencing systems [2025/844] (OJ L, 2025/844, 30.4.2025, ELI: <https://eur-lex.europa.eu/eli/reg/2025/844/oj>);

(b) Appendix 1 is amended as follows:

(i) Table 1 is amended as follows:

(1) the entry for item B14 is replaced by the following:

‘B14	Acoustic Vehicle Alerting Systems	UN Regulation No 138	A	A	A	A’;
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(2) the entry for item G1 is replaced by the following:

'G1	Sound level	UN Regulation No 51	A	A	A	A';
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(ii) Table 2 is amended as follows:

(1) the entry for item B14 is replaced by the following:

'B14	Acoustic Vehicle Alerting Systems	UN Regulation No 138	X	X	X	';
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(2) the entry for item G1 is replaced by the following:

'G1	Sound level	UN Regulation No 51	A	A	X (for manual driving mode) A (for fully automated driving mode)	Test mode necessary. Manufacturer to define how to perform the test in accordance with the technical justification in agreement with technical service. Highest value measured in manual or/and in autonomous mode shall be considered for type approval. Vehicles having overall sound levels complying with the requirements in paragraph 6.2.8 of UNECE Regulation No 138(1) with a margin of +3 dB(A), are not required to be equipped with Acoustic Vehicle Alerting System (AVAS). The requirements laid down in paragraph 6.2.8 of that Regulation for one-third octave bands and the requirements laid down in paragraph 6.2.3 of that Regulation for the frequency shift as defined in paragraph 2.4 of that Regulation ('frequency shift') shall not apply to those vehicles to determine the need for AVAS independent whether the vehicles is driven in manual or autonomous mode during the test. The R point of the driver seat shall be considered to be the lowest R point of the passenger seats in the 1st seat row. Used test procedure/special arrangement to be recorded in the test report.';
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- (c) in Part II, in the table, the entries for items B14 and G1 are deleted;
- (d) Part III is amended as follows:
- (i) in Appendix 1, the table is amended as follows:

(1) the entry for item B14 is replaced by the following:

'B14	Acoustic Vehicle Alerting Systems	UN Regulation No 138	X	X	X	X';
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(2) the entry for item G1 is replaced by the following:

'G1	Sound level	UN Regulation No 51	X	G	G	G
			Modification of exhaust system length after the last silencer not exceeding 2,0 m is permissible without any further test.	Modification of exhaust system length after the last silencer not exceeding 2,0 m is permissible without any further test.	Modification of exhaust system length after the last silencer not exceeding 2,0 m is permissible without any further test.	Modification of exhaust system length after the last silencer not exceeding 2,0 m is permissible without any further test.';

(3) the entry for item GA1 is replaced by the following:

'GA1	Sound level	UN Regulation No 51	X	G	G	G
			Modification of exhaust system length after the last silencer not exceeding 2,0 m is permissible without any further test.	Modification of exhaust system length after the last silencer not exceeding 2,0 m is permissible without any further test.	Modification of exhaust system length after the last silencer not exceeding 2,0 m is permissible without any further test.	Modification of exhaust system length after the last silencer not exceeding 2,0 m is permissible without any further test.';

(ii) in Appendix 2, the table is amended as follows:

(1) the entry for item B14 is replaced by the following:

'B14	Acoustic Vehicle Alerting Systems	UN Regulation No 138	X	X	X	X	X	X	not in scope	not in scope	not in scope	not in scope';
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(2) the entry for item G1 is replaced by the following:

'G1	Sound level	UN Regulation No 51	X	X	X	X	X	X	not in scope	not in scope	not in scope	not in scope';
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(3) the entry for item GA1 is replaced by the following:

'GA1	Sound level	UN Regulation No 51	X	X	X	X	X	X	not in scope	not in scope	not in scope	not in scope';
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(iii) in Appendix 3, the table is amended as follows:

(1) the entry for item B14 is replaced by the following:

'B14	Acoustic Vehicle Alerting Systems	UN Regulation No 138	X';
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(2) the entry for item G1 is replaced by the following:

'G1	Sound level	UN Regulation No 51	G Modification of the exhaust system length is permitted without the need for retesting, provided that the exhaust back pressure remains similar.';
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(3) the entry for item GA1 is replaced by the following:

'GA1	Sound level	UN Regulation No 51	G Modification of the exhaust system length is permitted without the need for retesting, provided that the exhaust back pressure remains similar.';
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(iv) in Appendix 4, the table is amended as follows:

(1) the entry for item B14 is replaced by the following:

'B14	Acoustic Vehicle Alerting Systems	UN Regulation No 138	X	X	X	X	X	not in scope	not in scope	not in scope	not in scope';
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(2) the entry for item G1 is replaced by the following:

'G1	Sound level	UN Regulation No 51	G Modification of exhaust system length after the last silencer not exceeding 2,0 m is permissible without any further test.	G Modification of exhaust system length after the last silencer not exceeding 2,0 m is permissible without any further test.	G Modification of exhaust system length after the last silencer not exceeding 2,0 m is permissible without any further test.	G Modification of exhaust system length after the last silencer not exceeding 2,0 m is permissible without any further test.	G Modification of exhaust system length after the last silencer not exceeding 2,0 m is permissible without any further test.	not in scope	not in scope	not in scope	not in scope';
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(3) the entry for item GA1 is replaced by the following:

'GA1	Sound level	UN Regulation No 51	G Modification of exhaust system length after the last silencer not exceeding 2,0 m is permissible without any further test.	G Modification of exhaust system length after the last silencer not exceeding 2,0 m is permissible without any further test.	G Modification of exhaust system length after the last silencer not exceeding 2,0 m is permissible without any further test.	G Modification of exhaust system length after the last silencer not exceeding 2,0 m is permissible without any further test.	G Modification of exhaust system length after the last silencer not exceeding 2,0 m is permissible without any further test.	not in scope	not in scope	not in scope	not in scope';
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			last silencer not exceeding 2,0 m is permissible without any further test.	silencer not exceeding 2,0 m is permissible without any further test.	after the last silencer not exceeding 2,0 m is permissible without any further test.	2,0 m is permissible without any further test.	is exceeding 2,0 m is permissible without any further test.				
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(v) in Appendix 5, the table is amended as follows:

(1) the entry for item B14 is replaced by the following:

'B14	Acoustic Vehicle Alerting Systems	UN Regulation No 138	X';
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(2) the entry for item G1 is replaced by the following:

'G1	Sound level	UN Regulation No 51	G Test to be performed only with the complete/completed vehicle. The vehicle may be tested in accordance with UN Regulation No 51 or Directive 70/157/EEC (until 30 June 2027). The following limit values are applicable, irrespective of the vehicle conditions such as engine type, gearbox type and any sub-classifications: (a) 81 dB(A) for vehicles with an engine power of less than 75 kW; (b) 83 dB(A) for vehicles with an engine power of not less than 75 kW but less than 150 kW; (c) 84 dB(A) for vehicles with an engine power of not less than 150 kW.';
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(3) the entry for item GA1 is replaced by the following:

'GA1	Sound level	UN Regulation No 51	G Test to be performed only with the complete/completed vehicle. The vehicle may be tested in accordance with UN Regulation No 51 or Directive 70/157/EEC (until 30 June 2027). The following limit values are applicable, irrespective of the vehicle conditions such as engine type, gearbox type and any sub-classifications: (a) 81 dB(A) for vehicles with an engine power of less than 75 kW; (b) 83 dB(A) for vehicles with an engine power of not less than 75 kW but less than 150 kW; (c) 84 dB(A) for vehicles with an engine power of not less than 150 kW.';
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(vi) in Appendix 6, the table is amended as follows:

(1) the entry for item B14 is replaced by the following:

'B14	Acoustic Vehicle Alerting Systems	UN Regulation No 138	X	not in scope';
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(2) the entry for item G1 is replaced by the following:

'G1	Sound level	UN Regulation No 51	G Test to be performed only with the complete/completed vehicle. The vehicle can be tested in accordance with UN Regulation No 51 or Directive 70/157/EEC (until 30 June 2027). The following limit values are applicable, irrespective of the vehicle conditions such as engine type, gearbox type and any sub-classifications: (a) 81 dB(A) for vehicles with an engine power of less than 75 kW; (b) 83 dB(A) for vehicles with an engine power of not less than 75 kW but less than 150 kW; (c) 84 dB(A) for vehicles with an engine power of not less than 150 kW.	not in scope';
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(3) the entry for item GA1 is replaced by the following:

'GA1	Sound level	UN Regulation No 51	G Test to be performed only with the complete/completed vehicle. The vehicle can be tested in accordance with UN Regulation No 51 or Directive 70/157/EEC (until 30 June 2027). The following limit values are applicable, irrespective of the vehicle conditions such as engine type, gearbox type and any sub-classifications: (a) 81 dB(A) for vehicles with an engine power of less than 75 kW; (b) 83 dB(A) for vehicles with an engine power of not less than 75 kW but less than 150 kW; (c) 84 dB(A) for vehicles with an engine power of not less than 150 kW.	not in scope'.
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