

FACT SHEET



EURO 7: EASY OR COMPLICATED?

Rather than simply updating the Euro 6/VI regulations, the Euro 7 proposal is much more stringent for cars and vans, and it is a complete overhaul for trucks – entailing billions of euros of investment.

Euro 7 is a new regulatory proposal put forward by the European Commission in November 2022 to further reduce pollutant emissions, such as nitrogen oxides (NOx) and particles, from all new vehicles.



EURO 7

IS NOT a simple 'update' of the previous Euro 6/VI regulations, but:



For cars and vans:

It significantly strengthens the regulations.



For heavy-duty vehicles:

It is a complete overhaul with increased stringency on both **exhaust emissions limits and tests.**

AIR POLLUTION TARGETS

- **Passenger cars and vans** have different functions and sizes. This difference needs to be reflected in the emissions limits, as was correctly done in Euro 6.
- For lorries and buses, the proposed emission limits are extremely stringent: limit values are **lowered by more than a factor of 10.**
- The proposed brake wear **particle limit of 7mg/km per vehicle** will require more electrification of vehicles (to provide a regenerative braking function) and the use of new brake technologies.

THE EURO 7 PROPOSAL

- will require new hardware with minimal benefits;
- will increase the burden on manufacturers; and
- will require new testing facilities to be built (just as the internal combustion engine is being phased out), without necessarily improving the reliability of results on- and off-road.

acea

DRIVING MOBILITY FOR EUROPE

EURO 7 TESTING PROPOSALS ARE UNREALISTIC

Euro 7 extends the on-road test conditions into statistically irrelevant – and not everyday – driving situations, such as:

1,800_M

High altitude (up to 1,800m)

160_{KM/H}

Higher speeds (up to 160 km/h)

-10°C

Colder temperatures (as low as -10°C)

45°C

Hotter temperatures (as high as 45°C)

Towing **several tonnes** in dynamic driving

Euro 6 testing conditions are delivering for cars, vans and trucks.

The Euro 6/VI regulations deliver vehicles with extremely low exhaust pollutant emissions where it counts – on the road.



Euro 6/VI covers over 95% of statistically possible on-road driving events and conditions.

The **Euro 7 proposal** aims to extend coverage **to that last 5%** (or less).

Extraordinarily stringent testing and boundary conditions...

- do little to improve air quality in daily driving; and
- will force additional technology onto all **Euro 7** vehicles, from the smallest car to the largest van.

More severe boundary conditions for the tests will have a major impact – even if the emission limits have not changed.

ACEA RECOMMENDS

- Going back to the effective Euro 6 testing conditions. Allow manufacturers to focus on delivering more ambitious emission reductions rather than compliance with new extreme and statistically irrelevant testing conditions.



For more information, visit www.acea.auto