



The new emission standard EU7 should be designed in the context of the electric transformation

Mercedes-Benz



As part of the Green Deal, European policymakers have agreed on the new EU7 emissions standard for passenger cars and vans. With the aim of further improving air quality, brake and tyre abrasion are now also included in the regulation. It is now crucial for the continued success of the regulation to finalise the remaining detailed technical acts as soon as possible and in a practical manner.

The current EU6d emissions standard is based on the RDE (Real Driving Emission) test procedure and already leads to very low emissions on the roads. Due to the renewal of fleets with EU6d-certified vehicles and the increasing availability of electric vehicles, air quality in cities will steadily improve in the coming years. The European legislators have therefore sensibly decided to make only minor changes to this proven test regime and the associated pollutant limits. Mercedes-Benz supports regulatory measures that contribute to improving air quality.

- **Right balance between effort and benefit**

Within the development of the technical file, it is now the task of the experts to ensure within the next 12 months that the political agreements are described in a practical feasible and legally certain manner. This is ambitious, but accomplishable and necessary to give the industry sufficient lead time.

In addition to the test procedures for brake and tire abrasion, the topics of "on-board monitoring", including the transmission and evaluation of emission data from real drives, and the anti-tampering requirements of the vehicles are also crucial. While existing international regulations (so-called "global technical regulation") can be used for brakes, and also for battery durability, a completely new technical legislation must be developed in these new subject areas.

- **Ensuring the results of the political compromise**

It is essential to use the political compromise as a compass to ensure that there is no unwanted tension at technical level. This would lead to disproportionate investment in the phasing out of the internal combustion engine technology, which would be contrary to the strategic objectives of the EU and the automotive industry.