Commission Implementing Decision (EU) 2020/1806 of 25 November 2020 on the approval of the use of the engine-on coasting function in passenger cars with internal combustion engines and in not off-vehicle charging hybrid electric passenger cars as an innovative technology pursuant to Regulation (EU) 2019/631 of the European Parliament and of the Council and repealing Commission Implementing Decisions 2013/128/EU, 2013/341/EU, 2013/451/EU, 2013/529/EU, 2014/128/EU, 2014/465/EU, 2014/806/EU, (EU) 2015/158, (EU) 2015/206, (EU) 2015/279, (EU) 2015/295, (EU) 2015/1132, (EU) 2015/2280, (EU) 2016/160, (EU) 2016/265, (EU) 2016/588, (EU) 2016/362, (EU) 2016/587, (EU) 2016/1721, (EU) 2016/1926, (EU) 2017/785, (EU) 2017/1402, (EU) 2018/1876, (EU) 2018/2079, (EU) 2019/313, (EU) 2019/314, (EU) 2020/728, (EU) 2020/1102, (EU) 2020/1222 (Text with EEA relevance)

COMMISSION IMPLEMENTING DECISION (EU) 2020/1806

of 25 November 2020

on the approval of the use of the engine-on coasting function in passenger cars with internal combustion engines and in not off-vehicle charging hybrid electric passenger cars as an innovative technology pursuant to Regulation (EU) 2019/631 of the European Parliament and of the Council and repealing Commission Implementing Decisions 2013/128/EU, 2013/341/EU, 2013/451/EU, 2013/529/EU, 2014/128/EU, 2014/465/EU, 2014/806/EU, (EU) 2015/158, (EU) 2015/206, (EU) 2015/279, (EU) 2015/295, (EU) 2015/1132, (EU) 2015/2280, (EU) 2016/160, (EU) 2016/265, (EU) 2016/588, (EU) 2016/362, (EU) 2016/587, (EU) 2016/1721, (EU) 2016/1926, (EU) 2017/785, (EU) 2017/1402, (EU) 2018/1876, (EU) 2018/2079, (EU) 2019/313, (EU) 2019/314, (EU) 2020/728, (EU) 2020/1102, (EU) 2020/1222

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 April 2019 setting CO_2 emission performance standards for new passenger cars and for new light commercial vehicles, and repealing Regulations (EC) No 443/2009 and (EU) No 510/2011[(1)], and in particular Article 11(4) thereof,

Whereas:

(1) On 6 December 2018, the manufacturers Toyota Motor Europe NV/SA, Opel Automobile GmbH – PSA, FCA Italy S.p.A., Automobiles Citroën, Automobiles Peugeot, PSA Automobiles SA, Audi AG, Ford Werke GmbH, Jaguar Land Rover Ltd, Hyundai Motor Europe Technical Center GmbH, Bayerische Motoren Werke AG, Renault, Honda Motor Europe Ltd, Volkswagen AG and the supplier Robert Bosch GmbH submitted a joint application (‘the application’) for the approval as an innovative technology of the engine-on and engine-off coasting functions for use in internal combustion engine powered passenger and in not off-vehicle charging hybrid electric (NOVC-HEV) passenger cars.

(2) The application has been assessed in accordance with Article 11 of Regulation (EU) 2019/631, Commission Implementing Regulation (EU) No 725/2011[(2)] and the Technical Guidelines for the preparation of applications for the approval of innovative technologies pursuant to Regulation (EC) No 443/2009 and Regulation (EU) No 510/2011 (July 2018 Revision V_2)[(3)].

(3) The application refers to CO_2 emission savings that may not be demonstrated by measurements performed in accordance with the New European Driving Cycle (NEDC) as set out in Commission Regulation (EC) No 692/2008[(4)].

(4) The coasting function decouples the combustion engine from the drivetrain and prevents deceleration caused by engine braking. It allows the rolling distance of the vehicle to increase in situations where no propulsion or a slow reduction of the speed is needed. The coasting function should be automatically activated in the predominant driving mode, which is the mode automatically selected when the engine is turned on.

(5) The application concerns two distinct coasting functions: engine-on coasting and engine-off coasting. With engine-on coasting, the combustion engine remains switched-on during the coasting events with a certain fuel consumption required to retain idle speed. With engine-off coasting, the combustion engine is switched-off during the coasting events.

(6) In determining the potential CO_2 savings of the technologies, it is necessary to consider the effect on fuel consumption of the restart of the engine after the coasting event in the case of engine-off coasting, and of the need to bring engine speed up to the desired synchronisation speed for both technologies.

(7) New information concerning the potential of the engine-off coasting function to save CO_2 emissions became available to the Commission during the course of 2019, i.e. well after the submission of the application. Additional data was requested from the applicants and this was made available in February 2020.

(8) As regards the engine-off coasting function, it has not been possible, on the basis of the supporting data provided, to conclusively determine the level of CO_2 savings that may be achieved.

(9) In particular, it has not been sufficiently demonstrated that the CO_2 savings achieved by switching off the engine are not offset by the CO_2 emissions resulting from the energy required to restart the engine and to bring the engine speed up to the desired synchronisation speed.

(10) The engine-on coasting function for use in passenger cars powered by an internal combustion engine has already been approved as an eco-innovation in relation to the NEDC emissions test by Commission Implementing Decisions (EU) 2015/1132[(5)], (EU) 2017/1402[(6)] and (EU) 2018/2079[(7)].

(11) Based on the experience gained from those Decisions, together with the information provided with the present application, it has been satisfactorily and conclusively demonstrated that the engine-on coasting function for use in passenger cars powered by an internal combustion engine meets the criteria referred to in Article 11(2) of

Regulation (EU) 2019/631 and the eligibility criteria specified in Article 9(1)(a) of Implementing Regulation (EU) No 725/2011.

(12) For certain NOVC-HEVs for which uncorrected measured fuel consumption and CO_2 emission values may be used in accordance with Annex 8 to Regulation No 101 of the Economic Commission for Europe of the United Nations[8], it has been demonstrated that the same conditions apply as for internal combustion engine powered passenger cars. As regards other NOVC-HEVs, those conditions cannot be considered applicable, as it has not been sufficiently substantiated in the application how the CO_2 savings from the use of the engine-on coasting function in such NOVC-HEVs are to be determined.

(13) The testing methodology proposed by the applicants for determining the CO_2 savings from the use of the engine-on coasting function differs from the one approved in Implementing Decision (EU) 2018/2079 in the way the baseline vehicle is to be tested. As the methodology simplifies the testing process, whilst ensuring more conservative results, it is appropriate to approve it for the purpose of determining the CO_2 savings of the technology in question.

(14) Manufacturers should have the possibility to apply to a type-approval authority for the certification of CO_2 savings from the use of the innovative technology where the conditions laid down in this Decision are met. Manufacturers should for that purpose ensure that the application for certification is accompanied by a verification report from an independent and certified body confirming that the innovative technology complies with the conditions laid down in this Decision and that the savings have been determined in accordance with the testing methodology referred to in this Decision.

(15) It is the responsibility of the type-approval authority to verify thoroughly that the conditions for certifying the CO_2 savings from the use of an innovative technology as specified in this Decision are met. Where the certification is issued, the responsible type-approval authority should ensure that all elements considered for the certification are recorded in a test report and kept together with the verification report and that this information is made available to the Commission on request.

(16) For the purpose of determining the general eco-innovation code to be used in the relevant type-approval documents in accordance with Annexes I, III, VI and VIII to Commission Implementing Regulation (EU) 2020/683[9], it is necessary to attribute an individual code to the innovative technology.

(17) From 2021, manufacturers' compliance with their specific emissions targets under Regulation (EU) 2019/631 is to be established on the basis of the CO_2 emissions determined in accordance with the Worldwide Harmonised Light Vehicle Test Procedure (WLTP) set out in Commission Regulation (EU) 2017/1151[10]. CO_2 savings from the innovative technology certified by reference to this Decision may therefore be taken into account for the calculation of a manufacturer's average specific emissions of CO_2 only for calendar year 2020.

(18) In view of the change to WLTP, it is appropriate to repeal with effect from 1 January 2021 this Decision together with the following Implementing Decisions that refer to the conditions applicable under the NEDC, i.e. Commission

Changes to legislation: *There are currently no known outstanding effects for the Commission Implementing Decision (EU) 2020/1806. (See end of Document for details)*

Implementing Decisions 2013/128/EU[(11)], 2013/341/EU[(12)], 2013/451/EU[(13)], 2013/529/EU[(14)], 2014/128/EU[(15)], 2014/465/EU[(16)], 2014/806/EU[(17)], (EU) 2015/158[(18)], (EU) 2015/206[(19)], (EU) 2015/279[(20)], (EU) 2015/295[(21)], (EU) 2015/1132, (EU) 2015/2280[(22)], (EU) 2016/160[(23)], (EU) 2016/265[(24)], (EU) 2016/588[(25)], (EU) 2016/362[(26)], (EU) 2016/587[(27)], (EU) 2016/1721[(28)], (EU) 2016/1926[(29)], (EU) 2017/785[(30)], (EU) 2017/1402, (EU) 2018/1876[(31)], (EU) 2018/2079, (EU) 2019/313[(32)], (EU) 2019/314[(33)], (EU) 2020/728[(34)], (EU) 2020/1102[(35)], (EU) 2020/1222[(36)].

(19) Taking into account that the time of applicability of this Decision is limited, it is appropriate to ensure that it enters into force as soon as possible and not later than seven days following its publication in the *Official Journal of the European Union*,

HAS ADOPTED THIS DECISION:

Article 1

Innovative technology

The engine-on coasting function is approved as an innovative technology within the meaning of Article 11 of Regulation (EU) 2019/631, provided that the following conditions are met:

(a) the engine-on coasting function is fitted for use in passenger cars of category M_1 powered by an internal combustion engine, or in not off-vehicle charging hybrid electric vehicles of category M_1 for which uncorrected measured fuel consumption and CO_2 emission values may be used in accordance with Annex 8 to Regulation No 101 of the Economic Commission for Europe of the United Nations, and provided that the powertrain configuration is either P0 or P1, where P0 means that the electric machine is connected to the engine transmission belt, and P1 means that the electric machine is connected to the engine crankshaft;

(b) the vehicles fitted with the engine-on coasting function are equipped with automatic transmission or manual transmission with automated clutch;

(c) the engine-on coasting function is automatically activated in the predominant driving mode of the vehicle, i.e. the driving mode that is always selected when the engine is turned on regardless of the operating mode selected when the engine was previously shut down;

(d) it is not possible to deactivate, either by the driver or by external intervention, the engine-on coasting function when the engine is on in the predominant driving mode of the vehicle;

(e) the engine-on coasting function is not active when the velocity of the vehicle is less than 15 km/h.

***Changes to legislation:** There are currently no known outstanding effects for the Commission Implementing Decision (EU) 2020/1806. (See end of Document for details)*

Article 2

Application for certification of CO_2 savings

1 A manufacturer may apply to a type-approval authority for certification of the CO_2 savings from the use of the technology approved in accordance with Article 1 ('the innovative technology') by reference to this Decision.

2 The manufacturer shall ensure that the application for the certification is accompanied by a verification report from an independent and certified body confirming that the technology conforms to Article 1.

3 Where CO_2 savings have been certified in accordance with Article 3, the manufacturer shall ensure that the certified CO_2 savings and the eco-innovation code referred to in Article 4(1) are recorded in the certificate of conformity of the vehicles concerned.

Article 3

Certification of CO_2 savings

1 The type-approval authority shall ensure that CO_2 savings from the use of the innovative technology have been determined using the methodology in the Annex.

2 The type approval authority shall record the certified CO_2 savings determined in accordance with paragraph 1, and the eco-innovation code referred to in Article 4(1) in the relevant type-approval documentation.

4 The type-approval authority shall record all the elements considered for the certification in a test report and keep that together with the verification report referred to in Article 2(2), and shall make that information available to the Commission on request.

5 The type-approval authority shall only certify CO_2 savings from the use of the innovative technology if it finds that the technology conforms with Article 1, and if the CO_2 savings achieved are 1 g CO_2/km or higher, as specified in Article 9(1)(a) of Implementing Regulation (EU) No 725/2011.

Article 4

Eco-innovation code

1 The innovative technology approved by this Decision is attributed with the eco-innovation code 36.

2 The certified CO_2 savings recorded by reference to that eco-innovation code may only be taken into account for the calculation of the average specific emissions of CO_2 of manufacturers for the calendar year 2020.