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Subject: Proposal for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Directive 92/6/EEC to exempt certain N2 electric vehicles from the requirement to install and use a speed limitation device
- Presidency compromise text

Delegations will find in the Annex the second Presidency compromise text in relation to the above proposal.

Additions to the Commission proposal are indicated in **bold**, deletions are marked as ~~strikethrough~~.

2025/0424 (COD)

Proposal for a

DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL
amending Council Directive 92/6/EEC to exempt certain N2 electric vehicles from the requirement to install and use a speed limitation device

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on the Functioning of the European Union, and in particular Article 91(1) thereof,

Having regard to the proposal from the European Commission,

After transmission of the draft legislative act to the national Parliaments,

Having regard to the opinion of the European Economic and Social Committee¹,

Having regard to the opinion of the Committee of the Regions²,

Acting in accordance with the ordinary legislative procedure,

Whereas:

- (1) Article 3(1) of Council Directive 92/6/EEC³ ~~on the installation and use of speed limitation devices for certain categories of motor vehicles~~ requires the installation and use of speed limitation devices in vehicles of categories N2 and N3. Under that Article, such vehicles

¹ OJ C [...], [...], p. [...]

² OJ C [...], [...], p. [...]

³ **Council Directive 92/6/EEC of 10 February 1992 on the installation and use of speed limitation devices for certain categories of motor vehicles in the Community (OJ L 57, 2.3.1992, p. 27. ELI: <https://eur-lex.europa.eu/eli/dir/1992/6/ojeu/eli/dir/1992/6/oj>).**

can be used on the road only if equipped with a speed limitation device. The installation requirement has also been integrated into motor vehicle type-approval legislation with Regulation (EU) 2019/2144 of the European Parliament and of the Council⁴.

- (2) The added weight of the battery can cause the weight of ~~battery electric~~ **[battery-]electric** light commercial vehicles to exceed 3,5 tonnes. Such a weight increase subjects those vehicles to the requirement ~~for~~ **to be equipped with speed limitation devices** although their payload and use case is the same as that of light commercial vehicles with an internal combustion engine that are outside of the scope of Directive 92/6/EEC. That requirement imposes unwarranted costs on vehicle manufacturers and enterprises purchasing such vehicles, slowing down the increase in the number of zero-emission light commercial vehicles on the road. It is therefore appropriate to exempt vehicles of category N2, propelled by means of electricity with a maximum ~~technically permissible laden mass between 3,5 and~~ **mass exceeding 3,5 tonnes but not exceeding 4,25 tonnes**, from the requirement to be equipped with speed limitation devices. **Vehicles in this category already equipped with such a device may have them removed subject to Member States requirements, where appropriate.**
- (3) Regulation (EU) 2019/2144 is amended in parallel to exempt vehicles of category N2 propelled by means of electricity, with a maximum ~~technically permissible laden mass between 3,5 and~~ **mass exceeding 3,5 tonnes but not exceeding 4,25 tonnes**, from the requirement to be equipped with speed limitation devices in accordance with UN Regulation No 89.

⁴ **Regulation (EU) 2019/2144 of the European Parliament and of the Council of 27 November 2019 on type-approval requirements for motor vehicles and their trailers, and systems, components and separate technical units intended for such vehicles, as regards their general safety and the protection of vehicle occupants and vulnerable road users, amending Regulation (EU) 2018/858 of the European Parliament and of the Council and repealing Regulations (EC) No 78/2009, (EC) No 79/2009 and (EC) No 661/2009 of the European Parliament and of the Council and Commission Regulations (EC) No 631/2009, (EU) No 406/2010, (EU) No 672/2010, (EU) No 1003/2010, (EU) No 1005/2010, (EU) No 1008/2010, (EU) No 1009/2010, (EU) No 19/2011, (EU) No 109/2011, (EU) No 458/2011, (EU) No 65/2012, (EU) No 130/2012, (EU) No 347/2012, (EU) No 351/2012, (EU) No 1230/2012 and (EU) 2015/166 (OJ L 325, 16.12.2019, p. 1. ELI: <https://eur-lex.europa.eu/eli/reg/2019/2144/oj>).**

(4) Directive 92/6/EEC should therefore be amended accordingly,

HAVE ADOPTED THIS DIRECTIVE:

Article 1

Amendment to Directive 92/6/EEC

In Article 3(1)3 of Directive 92/6/EEC, paragraph 1 is replaced by the following:

1. Member States shall take the necessary measures to ensure that motor vehicles of categories N2 and N3, except those vehicles of category N2 propelled by means of electricity and with a maximum permissible mass ~~between 3,5 and exceeding 3,5 tonnes~~ **but not exceeding 4,25 tonnes**, may be used on the road only if equipped with a speed limitation device set in such a way that their speed cannot exceed 90 kilometres per hour.²

Article 2

Transposition

1. Member States shall adopt and publish, **by ... [three six months after from the entry into force of the amending Regulation based on COM(2023) 993 final set out in 2025/0422 (COD)]-at the latest**, the laws, regulations and administrative provisions necessary to comply with this Directive. They shall ~~forthwith~~ **immediately** communicate ~~to the Commission~~ the text of those ~~provisions~~ **measure to the Commission**.

They shall apply those ~~provisions from [OP: measures from ... [please insert the date of application of the amendments to amending Regulation (EU) 2019/2144 in COM set out in 2025/0422 (2023 COD)-993 final]~~.

When Member States adopt those ~~provisions~~ **measures**, they shall contain a reference to this Directive or be accompanied by such a reference on the occasion of their official publication. Member States shall determine how such reference is to be made.

2. Member States shall communicate to the Commission the text of the main ~~provisions~~ **measures** of national law which they adopt in the field covered by this Directive.

Article 43

Entry into force

This Directive shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.

Article 54

Addressees

This Directive is addressed to the Member States.

Done at Strasbourg,

For the European Parliament

The President

For the Council

The President