

(English version)

**Question for written answer E-002568/26
to the Commission
Jean-Paul Garraud (Pfe)
(22 June 2026)**

Subject: Range of electric cars: is the Commission endorsing information that is misleading consumers?

As a result of regulatory pressure from Brussels and national tax arrangements designed to put people off internal combustion engines, consumers are being encouraged to buy electric vehicles. Such purchases are, however, often made on the basis of the range established via the Worldwide Harmonised Light Vehicles Test Procedure (WLTP) ⁽¹⁾. That range is obtained from tests conducted in a wind- and rain-free laboratory at a temperature of 23 °C, with a fully charged, conditioned battery. The testing cycle includes in-town, open road and motorway driving, but does not take into account wintry conditions, extended periods of motorway driving or the use of heating or air conditioning.

The Netherlands Organisation for Applied Scientific Research (TNO) ⁽²⁾ looked at the testing of some 45 000 electric vehicles and noted that the average gap between the WLTP range and the actual range increased from 13% in 2020 to 22% in 2024. The ADAC ⁽³⁾, Germany's automobile association, tested 14 family cars whose WLTP range was at least 500 km: at a temperature of 0 °C on a simulated journey of 582 km, most had to stop at least twice. Italy's competition and markets authority ⁽⁴⁾ has demanded that Stellantis, Tesla, BYD and Volkswagen clarify the information provided on actual range, battery depletion and warranties.

1. Does the Commission think that it is misleading for consumers if only the WLTP range is used commercially?
2. Will the Commission make it mandatory to provide a realistic range for winter and motorway driving?
3. Will it request an overhaul of the WLTP for electric vehicles?

Submitted: 22.6.2026

**Answer given by Executive Vice-President Séjourné on behalf of the European Commission
(25 August 2026)**

The Commission is committed to ensuring consumers receive transparent, accurate and comparable information on electric vehicle performance.

To this end, it is revising the Car Labelling Directive ⁽¹⁾ to provide potential consumers with relevant, accessible information by adding electric energy consumption and zero-emission electric range to the label. This will help consumers make informed purchase decisions.

The Worldwide Harmonised Light Vehicles Test Procedure (WLTP) provides a realistic and rigorous assessment of vehicle emissions and electric range.

However, as a laboratory-based type-approval test, its main purpose is to compare models on a standardised, fair and reproducible basis. The framework cannot replicate every driving style, payload or local weather condition.

To monitor the gap between type-approval tests and real-world performance, the Commission analyses real-world energy consumption data collected via on-board fuel and energy consumption monitoring devices installed in new vehicles.

The regulatory framework for light-duty vehicles is also evolving to address low-temperature range. Under the Euro 7 Regulation ⁽²⁾, Implementing Regulation (EU) 2026/1764 incorporates the latest provisions of UN Regulation No 154 ⁽³⁾, including a new cold ambient range testing procedure requiring activation of heating and air conditioning systems, ensuring a more accurate reflection of energy consumption in wintry conditions. This Implementing Regulation (EU) 2026/1764 integrates updated and harmonised in-service conformity methodologies ⁽⁴⁾.

¹ The WLTP is the type-approval procedure used in the EU to measure the fuel consumption, CO₂ emissions and range of vehicles, including electric ones.

² <https://www.tno.nl/en/newsroom/insights/2025/12/how-far-battery-electric-car/>

³ <https://www.adac.de/rund-ums-fahrzeug/elektromobilitaet/elektroauto/elektroauto-reichweite-im-winter-adac-test-2026/>

⁴ <https://en.agcm.it/en/media/press-releases/2025/12/PS12926-PS12927-PS12928-PS12929>

⁽¹⁾ Proposal for a regulation of the European Parliament and of the Council amending Regulation (EU) 2019/631 as regards CO₂ emission performance standards for new light duty vehicles and vehicle labelling and repealing Directive 1999/94/EC
<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A52025PC0995>.

⁽²⁾ Regulation (EU) 2024/1257 of the European Parliament and of the Council of 24 April 2024 on type-approval of motor vehicles and engines and of systems, components and separate technical units intended for such vehicles, with respect to their emissions and battery durability (Euro 7).
<http://data.europa.eu/eli/reg/2024/1257/oj>.

⁽³⁾ UN Regulation No 154 — Uniform provisions concerning the approval of light duty passenger and commercial vehicles with regards to criteria emissions, emissions of carbon dioxide and fuel consumption and/or the measurement of electric energy consumption and electric range (WLTP).
<http://data.europa.eu/eli/reg/2026/1130/oj>.

⁽⁴⁾ Based on latest version of the UN Regulation No 83 — Uniform provisions concerning the approval of vehicles with regard to the emission of pollutants

WLTP updates will occur under the United Nations Economic Commission for Europe (UNECE) multilateral framework ⁽⁵⁾.

according to engine fuel requirements.
<http://data.europa.eu/eli/reg/2026/1086/oj>.

⁽⁵⁾ UNECE World Forum for Harmonisation of Vehicle Regulations (WP.29): <https://unece.org/transport/vehicle-regulations>.