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COVER NOTE

From: Secretary-General of the European Commission, signed by Ms Martine DEPREZ, Director

date of receipt: 9 June 2026

To: Ms Thérèse BLANCHET, Secretary-General of the Council of the European Union

No. Cion doc.: C(2026) 3144 final

Subject: COMMISSION DELEGATED REGULATION (EU) .../...
of 9.6.2026
amending Regulation (EU) 2024/1257 of the European Parliament and of the Council as regards conditions for testing compliance with brake particle emission limits

Delegations will find attached document C(2026) 3144 final.

Encl.: C(2026) 3144 final



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COMMISSION DELEGATED REGULATION (EU) .../...

of 9.6.2026

amending Regulation (EU) 2024/1257 of the European Parliament and of the Council as regards conditions for testing compliance with brake particle emission limits

(Text with EEA relevance)

EXPLANATORY MEMORANDUM

1. CONTEXT OF THE DELEGATED ACT

This Regulation amends Annex III to Regulation (EU) 2024/1257¹ in order to take into developments at UNECE level and more particularly the development of a new UN Regulation containing uniform provisions concerning the approval of light duty vehicles with regards to the laboratory measurement of brake emissions. This new UN Regulation No. 179 represents an evolution of the pre-existing UN Global Technical Regulation No. 24 which reflects the state of the art in this field and is supported by the most recent results produced by the Particle Measurement Programme (PMP) under the auspices of the UNECE World Forum for Harmonization of Vehicle Regulations (WP.29).

In this context, it is necessary to amend table 4 of Annex III to Regulation (EU) 2024/1257 that currently refers to UN Global Technical Regulation No. 24 on brake emissions for vehicles of categories M₁ and N₁ and refer instead to the new UN Regulation on the Laboratory Measurement of Brake Emissions for Light-Duty Vehicles with effect as from the above-mentioned UN Regulation entry into force.

2. CONSULTATIONS PRIOR TO THE ADOPTION OF THE ACT

In the preparation of this act, the Commission carried out appropriate consultation with stakeholders and Member States in the Motor Vehicle Working Group meetings held on 3 December 2025 and 25 March 2026, where the draft was broadly supported. The Member States representatives endorsed the draft act during the Member States Expert Group - Motor Vehicles (MSEG-MV) meeting held on 28 April 2026.

In accordance with the Better Regulation rules, the delegated act was published on the "Have your say" portal for a four-week feedback period between 20 March 2026 and 17 April 2026. In total, 16 stakeholders provided feedback. The Commission carefully considered and took note of all the comments received.

3. LEGAL ELEMENTS OF THE DELEGATED ACT

The legal basis of this delegated act is Article 15(1)(e) of Regulation (EU) 2024/1257.

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¹ 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), amending Regulation (EU) 2018/858 of the European Parliament and of the Council and repealing Regulations (EC) No 715/2007 and (EC) No 595/2009 of the European Parliament and of the Council, Commission Regulation (EU) No 582/2011, Commission Regulation (EU) 2017/1151, Commission Regulation (EU) 2017/2400 and Commission Implementing Regulation (EU) 2022/1362 *OJ L, 2024/1257, 8.5.2024, ELI: <http://data.europa.eu/eli/reg/2024/1257/oj>*

**COMMISSION DELEGATED REGULATION (EU) .../... of 9.6.2026 amending
Regulation (EU) 2024/1257 of the European Parliament and of the Council as regards
conditions for testing compliance with brake particle emission limits**

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

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

Having regard to 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), amending Regulation (EU) 2018/858 of the European Parliament and of the Council and repealing Regulations (EC) No 715/2007 and (EC) No 595/2009 of the European Parliament and of the Council, Commission Regulation (EU) No 582/2011, Commission Regulation (EU) 2017/1151, Commission Regulation (EU) 2017/2400 and Commission Implementing Regulation (EU) 2022/1362², and in particular Article 15(1), point (e), thereof,

Whereas:

- (1) Annex III to Regulation (EU) 2024/1257 contains a table for the conditions for testing compliance with brake particle emission limits (Table 4). In that table, the testing conditions for light-duty vehicles currently require testing in accordance with UN Global Technical Regulation No. 24 on Laboratory Measurement of Brake Emissions for Light-Duty Vehicles³.
- (2) Latest technological progress and developments are reflected in the new UN Regulation No. 179 on the Laboratory Measurement of Brake Emissions for Light-Duty Vehicles⁴. They are based on the data collected when testing ‘Euro 7’ brakes, and include notably further harmonisation and improvement of the testing environment; high-precision measurement of PM10, PM2.5, and particle numbers; testing of new technologies such as brakes equipped with passive or active emission-reduction filters and calculation of brake emissions for the entire vehicle. It is therefore appropriate to amend the requirement in Table 4 in Annex III to Regulation (EU) 2024/1257 to replace the reference to UN Global Technical Regulation No. 24 with a reference to UN Regulation No. 179 on the Laboratory Measurement of Brake Emissions for Light-Duty Vehicles.
- (3) Considering that UN Regulation No. 179 on the Laboratory Measurement of Brake Emissions comprehensively covers light-duty vehicle categories, this Regulation should align with it to effectively harmonise standards and apply to vehicles of categories M₁ and N₁, as well as Euro 7ext vehicles, in accordance with Article 5(2) of Regulation (EU) 2024/1257.

² OJ L, 2024/1257, 8.5.2024, ELI: <http://data.europa.eu/eli/reg/2024/1257/oj>

³ ECE/TRANS/WP.29/2025/84, <https://unece.org/sites/default/files/2025-06/ECE-TRANS-WP.29-2025-84e.pdf>

⁴ UN Regulation No 179 - Uniform provisions concerning the approval of light duty vehicles with regards to the laboratory measurement of brake emissions [2026/1044] (OJ L, 2026/1044, 18.5.2026, ELI: <http://data.europa.eu/eli/reg/2026/1044/oj>)

(4) Regulation (EU) 2024/1257 should therefore be amended accordingly,

HAS ADOPTED THIS REGULATION:

Article 1

Annex III to Regulation (EU) 2024/1257 is amended in accordance with the Annex to this Regulation.

Article 2

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

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 9.6.2026

For the Commission
The President
Ursula VON DER LEYEN