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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) 3151 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 setting out durability multipliers for gaseous pollutants of heavy-duty vehicles of categories M3, N2 and N3

Delegations will find attached document C(2026) 3151 final.

Encl.: C(2026) 3151 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 setting out durability multipliers for gaseous pollutants of heavy-duty vehicles of categories M₃, N₂ and N₃

(Text with EEA relevance)

EXPLANATORY MEMORANDUM

1. CONTEXT OF THE DELEGATED ACT

This Regulation amends Annex IV to Regulation (EU) 2024/1257 in order to take into account the latest technical progress and based on data collected when testing exhaust emissions of vehicles of categories N₂, M₃ and N₃ and a report on the durability of heavy-duty vehicles submitted to the European Parliament and Council¹.

The report proposes durability multipliers for Euro 7 heavy-duty vehicles, based on a technical report² analysing the durability of heavy-duty vehicles based on available data on emissions performance deterioration of Euro VI vehicles. The assessment considers emission information, first, for vehicles of categories N₂ and N₃ up to a maximum mass of 16 t and vehicles of category M₃ up to a maximum mass of 7,5 t, and, second, for vehicles of categories N₃ with a maximum mass higher than 16 t and M₃ with a maximum mass higher than 7,5 t. It considers various pollutant emission components including NO_x, which is the most critical emission component with respect to deterioration of emissions performance over the lifetime. Based on this information, the report proposes a durability multiplier of 1,2, which is in line with the durability multiplier for light-duty vehicles. Euro 7 heavy-duty vehicles are expected to perform better than Euro VI heavy-duty vehicles in terms of deterioration, as they are equipped with newer technology.

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 meeting of 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 24 February 2026 and 24 March 2026. In total, 4 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)(f) of Regulation (EU) 2024/1257.

¹ Communication from the Commission to the European Parliament and the Council on the assessment of the durability performance of heavy-duty vehicles with regard to emissions, COM/2026/108 final.

² European Commission: Directorate-General for Internal Market, Industry, Entrepreneurship and SMEs, Plakolmer, B., Hausberger, S. and Weller, K., *Durability of Euro 7 heavy-duty vehicle emissions – Technical report – LOT2*, Publications Office of the European Union, 2025, <https://data.europa.eu/doi/10.2873/7305552>

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setting out durability multipliers for gaseous pollutants of heavy-duty vehicles of
categories M₃, N₂ and N₃**

(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) 2022/1362¹, and in particular Article 15(1), point (f), thereof,

Whereas:

- (1) Regulation (EU) 2024/1257 requires vehicles to respect the emission limits set out therein not only during the main lifetime, but also during the additional lifetime period that extends 25 % beyond the vehicle's main lifetime. For that additional lifetime, durability multipliers are set out in Table 2 of Annex IV to Regulation (EU) 2024/1257 to account for the deterioration of emission reduction systems beyond the main lifetime period. In order to ensure legal clarity for vehicle manufacturers before the date of application of Regulation (EU) 2024/1257 as regards heavy-duty vehicles of categories M₃, N₂ and N₃, it is necessary to set out durability multipliers for gaseous pollutants of heavy-duty vehicles of categories M₃, N₂ and N₃ in Table 2 of Annex IV to Regulation (EU) 2024/1257.
- (2) In accordance with Article 18(3) of Regulation (EU) 2024/1257, the Commission has prepared and submitted to the European Parliament and Council a report assessing the durability performance of heavy-duty vehicles with regard to emissions².
- (3) Both for (i) vehicles of categories N₂ and N₃ up to a maximum mass of 16 t and M₃ up to a maximum mass of 7,5 t and (ii) vehicles of category N₃ with a maximum mass higher than 16 t and category M₃ with a maximum mass higher than 7,5 t, that assessment has shown a typical durability multiplier value of 1,2 for diesel engines with emission standard Euro VI steps D and E. Based on that technical assessment and considering that these engines are, from a technological standpoint, the most

¹ OJ L, 2024/1257, 8.5.2024, ELI: <http://data.europa.eu/eli/reg/2024/1257/oj>.

² European Commission: Directorate-General for Internal Market, Industry, Entrepreneurship and SMEs, Plakolmer, B., Hausberger, S. and Weller, K., Durability of Euro 7 heavy-duty vehicle emissions – Technical report – LOT2, Publications Office of the European Union, 2025, <https://data.europa.eu/doi/10.2873/7305552>

comparable to Euro 7 engines, it is appropriate to set out durability multipliers of 1,2 for gaseous pollutants for Euro 7 heavy-duty vehicles of categories M₃, N₂ and N₃, aligning those values with the requirements for vehicles of categories M₁, N₁ and M₂.

- (4) Regulation (EU) 2024/1257 should therefore be amended accordingly in Table 2 of Annex IV.

HAS ADOPTED THIS REGULATION:

Article 1

Annex IV 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