



Brussels, **XXX**  
[...] (2026) **XXX** draft

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

**of XXX**

**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 M<sub>3</sub>, N<sub>2</sub> and N<sub>3</sub>**

(Text with EEA relevance)

*This draft has not been adopted or endorsed by the European Commission. Any views expressed are the preliminary views of the Commission services and may not in any circumstances be regarded as stating an official position of the Commission.*

## **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 N<sub>2</sub>, M<sub>3</sub> and N<sub>3</sub> and a report on the durability of heavy-duty vehicles submitted to the European Parliament and Council<sup>1</sup>.

The report proposes durability multipliers for Euro 7 heavy-duty vehicles, based on a technical report<sup>2</sup> 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 N<sub>2</sub> and N<sub>3</sub> up to a maximum mass of 16 t and vehicles of category M<sub>3</sub> up to a maximum mass of 7,5 t, and, second, for vehicles of categories N<sub>3</sub> with a maximum mass higher than 16 t and M<sub>3</sub> with a maximum mass higher than 7,5 t. It considers various pollutant emission components including NO<sub>x</sub>, 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 meetings [*reference to MVWG session*], where the draft was broadly supported. The Member States representatives endorsed the draft act during the Member States Expert Group (MSEG) meeting [*reference to MSEG session*].

### **3. LEGAL ELEMENTS OF THE DELEGATED ACT**

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

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<sup>1</sup> Commission Communication on assessing the durability performance of heavy-duty vehicles with regard to emissions, COM/2025/260 final.

<sup>2</sup> 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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(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) 2022/1362<sup>1</sup>, 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 M<sub>3</sub>, N<sub>2</sub> and N<sub>3</sub>, it is necessary to set out durability multipliers for gaseous pollutants of heavy-duty vehicles of categories M<sub>3</sub>, N<sub>2</sub> and N<sub>3</sub> 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 emissions<sup>2</sup>.
- (3) Both for (i) vehicles of categories N<sub>2</sub> and N<sub>3</sub> up to a maximum mass of 16 t and M<sub>3</sub> up to a maximum mass of 7,5 t and (ii) vehicles of category N<sub>3</sub> with a maximum mass higher than 16 t and category M<sub>3</sub> with a maximum mass higher than 7,5 t, that

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

<sup>2</sup> 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>

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 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 M<sub>3</sub>, N<sub>2</sub> and N<sub>3</sub>, aligning those values with the requirements for vehicles of categories M<sub>1</sub>, N<sub>1</sub> and M<sub>2</sub>.

- (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,

*For the Commission*  
*The President*  
Ursula VON DER LEYEN