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

**of XXX**

**laying down rules, procedures, testing methodologies and administrative requirements  
for the application of Regulation (EU) 2024/1257 as regards brake particle emissions of  
motor vehicles of categories M<sub>1</sub> and N<sub>1</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.*

# COMMISSION IMPLEMENTING REGULATION (EU) .../...

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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 Articles 14(3), point (i), and 14(4), points (a), (q), (s), (u) and (v), thereof,

Whereas:

- (1) This Regulation aims at setting the technical requirements necessary for the emission type-approval of brake systems for vehicles that are to be designated as ‘Euro 7’ vehicles, ‘Euro 7G’ vehicles, ‘Euro 7ext’ vehicles or ‘Euro 7Gext’ vehicles in accordance with Articles 4 and 5 of Regulation (EU) 2024/1257 and using friction braking, which involves a combination of dry friction materials and a mating brake disc or brake drum or using some form of friction braking in their service. Such technical requirements should be based on the work performed in the United Nations World Forum for Harmonization of Vehicle Regulations (UN WP.29) and more specifically UN Regulation No 179<sup>2</sup>.
- (2) To reduce testing costs and administrative burdens for manufacturers, thereby enhancing the competitiveness of the Union’s automotive industry while maintaining its high environmental and safety standards, streamlined testing procedures, methodologies, and checks should be established. To avoid redundant testing and ensure consistency with global best practices, it is appropriate to align with internationally harmonised technical requirements, tests, and methodologies arising from UN Regulations No 83<sup>3</sup> and No 179.

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

<sup>2</sup> UN Regulation No 179 – on the Laboratory Measurement of Brake Emissions for Light-Duty Vehicles, ECE/TRANS/WP.29/2026/36 (OJ L, 2026/1044, 18.5.2026, ELI: <http://data.europa.eu/eli/reg/2026/1044/oj>)

<sup>3</sup> UN Regulation No 83 – Uniform provisions concerning the approval of vehicles with regard to the emission of pollutants according to engine fuel requirements, 09 series of amendments

- (4) The testing procedures for brake system emissions should include the contribution of friction brakes under varied operating conditions, in order to ensure that real-world emissions are accurately reflected, thereby protecting health and the environment while providing legal certainty for manufacturers. In order to encourage innovation while ensuring the achievement of stringent emission standards, the testing procedures for brake emissions should also take into account different brake materials and technologies, including regenerative and hybrid braking systems.
- (5) The roles and responsibilities of manufacturers, type-approval authorities, and market surveillance authorities should be set out to ensure effective enforcement of brake particle emission standards, enhance legal certainty for economic operators, and guarantee the proper functioning of the internal market. That should include documentation obligations for brake system durability, compliance with emission limits, and the use of standardised templates, including the Model Information Document, the EU Type-Approval Certificate for declarations of conformity, as laid down in Annex V to Regulation (EU) 2024/1257, as well as applicable test reports. Those test reports should cover type-approval, durability, and in-service conformity testing—including procedures detailed in UN Regulations No 83 and No 179—to verify compliance with emission limits and effective long-term brake system performance. This should reduce administrative burdens, minimise compliance costs, and ensure traceability throughout the overall lifetime of vehicles, thereby supporting both innovation and rigorous environmental protection.
- (6) Whenever the measures provided for in this Regulation entail the processing of personal data, that processing should be carried out in accordance with Regulations (EU) 2016/679<sup>4</sup> and (EU) 2018/1725<sup>5</sup> of the European Parliament and of the Council, as well as the relevant national law in accordance with those Regulations.
- (7) The measures provided for in this Regulation are in accordance with the opinion of the Technical Committee – Motor vehicles (TCMV),

HAS ADOPTED THIS REGULATION:

*Article 1*  
*Scope*

This Regulation applies to the emission type-approval with regard to brake systems of the motor vehicles belonging to the following vehicle categories:

- (1) M1 and N1;
- (2) N2 designated as ‘Euro 7ext’ and ‘Euro 7Gext’ in accordance with Article 5 of Regulation (EU) 2024/1257.

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ECE/TRANS/WP.29/2026/25 [OJ reference to UN Regulation No 83.09 to be inserted by the Publication Office]

<sup>4</sup> OJ L 119, 4.5.2016, p. 1, ELI: <http://data.europa.eu/eli/reg/2016/679/oj>.

<sup>5</sup> OJ L 295, 21.11.2018, p. 39, ELI: <http://data.europa.eu/eli/reg/2018/1725/oj>.

## Article 2

### *Requirements for emission type-approval as regards the brake system*

1. For the purposes of emission type-approval under Article 4(2) of Regulation (EU) 2024/1257, the manufacturer shall demonstrate that the brake system complies with all of the following:
  - (a) the combination of brake corner emission families on a front and rear axle forms part of the same vehicle type with regard to brake emissions, as defined in paragraph 3.0 of UN Regulation No 179;
  - (b) the brake system meets the requirements set out in:
    - (i) Annexes I, II and III to this Regulation;
    - (ii) paragraphs 4, 5, 7 and 8 of UN Regulation No 179.
2. The manufacturer shall test the brake system in accordance with paragraph 1.

## Article 3

### *Application for emission type-approval of a brake system*

The manufacturer shall submit to the granting type-approval authority an application for emission type-approval of a brake system under Article 14(1) of Regulation (EU) 2024/1257 and table 11 of Annex V thereto, drawn up in accordance with the model of the information document set out in Appendix 1 of Annex II to this Regulation.

## Article 4

### *Administrative provisions for emission type-approval of a brake system*

1. For the purpose of testing in accordance with Articles 7(1) and 10(1) of Regulation (EU) 2024/1257, manufacturers, the technical services and the granting type-approval authorities shall use the templates and models, test procedures and test reports set out in Annexes I, II and III to this Regulation.
2. For the purpose of granting an emission type-approval in accordance with Article 10(1) of Regulation (EU) 2024/1257 and issuing the corresponding certificate, the approval authority shall use the model set out in Appendix 2 to Annex II to this Regulation.
3. The granting type-approval authority shall assign an emission type-approval number in accordance with Annex IV to Implementing Regulation (EU) 2020/683<sup>6</sup> and the sub-character table set out in Annex IV to this Regulation.

## Article 5

### *Amendments to emission type-approvals*

1. When applying Articles 27, 33 and 34 of Regulation (EU) 2018/858 of the European Parliament and of the Council<sup>7</sup> concerning amendments, revisions and extensions of

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<sup>6</sup> Regulation (EU) 2020/683 implementing Regulation (EU) 2018/858 of the European Parliament and of the Council with regards to the administrative requirements for the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (OJ L 163 26.5.2020, p. 1, ELI: [http://data.europa.eu/eli/reg\\_impl/2020/683/2024-01-01](http://data.europa.eu/eli/reg_impl/2020/683/2024-01-01))

<sup>7</sup> Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and

type-approvals with regard to brake systems, manufacturers and type-approval authorities shall also comply with paragraphs 9.1 and 9.4 of UN Regulation No 179.

2. When requesting an extension of a type-approval in accordance with Articles 33 and 34 of Regulation (EU) 2018/858 with regard to brake systems, the manufacturer shall provide copies of other type-approvals for the purposes of that extension.

#### *Article 6 Conformity of Production*

1. When applying tests at conformity of production in accordance with Annex V, tables 11 and 12 of Regulation (EU) 2024/1257, manufacturers and granting type-approval authorities shall comply with the requirements laid down in paragraph 10 of UN Regulation No 179.
2. Approval authorities shall check the conformity of production on the basis of the description in the type-approval certificate set out in Appendix 2 to Annex II.

#### *Article 7 In-service Conformity*

1. When performing tests to verify the share of friction braking for in-service conformity purposes on an optional basis in accordance with Annex V to Regulation (EU) 2024/1257, Member States and recognised third parties shall apply the in-service conformity requirements set out in Annex 12 to UN Regulation No 83.
2. For type-approved brake systems in accordance with Article 3, the manufacturer shall upload to the electronic platform for in-service conformity (ISC) all the in-service conformity related data referred to under Annexes 4 and 12 to UN Regulation No 83<sup>8</sup> as well as the specific requirements for transparency list applying to brake particle emission in Regulation (EU) 2026/1706<sup>9</sup>.

#### *Article 8 Manipulation devices and manipulation strategies for brake systems*

The requirement on the absence of manipulation devices and strategies related to brake systems laid down in Article 4(5) of Regulation (EU) 2024/1257 shall be complied with if the documentation provided by the manufacturer for type approval purposes in accordance with paragraph 4.4. of UN Regulation No. 179 regarding emission-increase braking functions, as defined in point 3.7.19. of UN Regulation No. 179, is approved by the granting type-approval authority.

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separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L 151, 14.6.2018, p. 1; ELI:<http://data.europa.eu/eli/reg/2018/858/oj>)

<sup>8</sup> UN Regulation No 83 – Uniform provisions concerning the approval of vehicles with regard to the emission of pollutants according to engine fuel requirements, 09 series of amendments ECE/TRANS/WP.29/2026/25 [OJ reference to UN Regulation 83.09 to be inserted by the Publication Office]

<sup>9</sup> OJ L, 2025/1706, 5.9.2025, ELI: [http://data.europa.eu/eli/reg\\_impl/2025/1706/oj](http://data.europa.eu/eli/reg_impl/2025/1706/oj)

*Article 19*  
*Entry into force*

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*

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