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COMMISSION IMPLEMENTING REGULATION (EU) 2026/1764

of 13 July 2026

amending Implementing Regulation (EU) 2025/1706 as regards specific methods, requirements and tests as well as administrative requirements regarding in-vehicle battery durability, electric vehicle range at low temperature and electrified vehicle system power

(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 ([1]), and in particular Article 14(3), point (a), and Article 14(4), points (a), (i), (j), (q), (s), (u) and (v), thereof,

Whereas:

(1) To ensure consistency and coherence with international standards, it is appropriate to refer to UN Regulation No 154 ([2]) (04 series of amendments) and UN Regulation No 83 ([3]) (09 series of amendments), which introduce in-vehicle battery durability and other electrification-focused requirements which contain key technical advancements, which support the sustainability and innovation in the automotive sector.

(2) To ensure that the technical requirements for Euro 7 emission type-approval fully reflect the latest advancements in electrified vehicle technology, it is necessary to amend Commission Implementing Regulation (EU) 2025/1706 ([4]). To ensure accurate emission and energy consumption assessments, provide clearer compliance pathways for manufacturers, and strengthen the environmental integrity of the Euro 7 emission type-approval framework, it is necessary to include in that Regulation the real-world performance metrics for in-vehicle battery durability, electric range at low temperature for pure electric vehicles (PEVs), and updated requirements for on-board fuel consumption monitoring (OBFCM) introduced by UN Regulation No 154 (04 series).

(3) Similarly, UN Regulation No 83 (09 series of amendments) provides updated methodologies for in-service conformity, including provisions on in-vehicle battery durability, electrified vehicle system power and electric range at low temperature, which should be reflected in Implementing Regulation (EU) 2025/1706 to ensure harmonised implementation and market surveillance.

([1]) OJ L, 2024/1257, 8.5.2024, ELI: http://data.europa.eu/eli/reg/2024/1257/oj.

([2]) 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) [2026/1130] (OJ L, 2026/1130, 26.6.2026, ELI: http://data.europa.eu/eli/reg/2026/1130/oj).

([3]) UN Regulation No 83 – Uniform provisions concerning the approval of vehicles with regard to the emission of pollutants according to engine fuel requirements [2026/1086] (OJ L, 2026/1086, 29.5.2026, ELI: http://data.europa.eu/eli/reg/2026/1086/oj).

([4]) Commission Implementing Regulation (EU) 2025/1706 of 25 July 2025 laying down rules, procedures and testing methodologies for the application of Regulation (EU) 2024/1257 as regards exhaust and evaporative emission type-approval of vehicles of categories M1 and N1 and amending Implementing Regulation (EU) 2020/683 (OJ L, 2025/1706, 5.9.2025, ELI: http://data.europa.eu/eli/reg_impl/2025/1706/oj).

(4) For system power determination in hybrid electric vehicles and PEVs with multiple motors, UN Regulation No 177 ([5]) establishes the necessary technical procedures. References to that UN Regulation should be included in Implementing Regulation (EU) 2025/1706 to ensure consistent and reproducible measurements of system power, in line with the performance-based approach of Euro 7.

(5) To ensure accurate and transparent compliance declarations, it is appropriate to include in Implementing Regulation (EU) 2025/1706 a requirement for the manufacturers to use a template for a Real Driving Emissions (RDE) compliance declaration. That allows manufacturers to declare compliance with lower emission limit values during in-service conformity and market surveillance in a consistent way, thereby enhancing the effectiveness and enforceability of RDE requirements.

(6) Manufacturers should be provided with standardised templates for declarations of compliance, in accordance with Regulation (EU) 2024/1257, to facilitate the submission of complete and accurate information for all relevant tests, including those related to emissions, in-vehicle battery durability, electric range, and system power, and to improve administrative efficiency and legal certainty.

(7) To enhance transparency and harmonisation across Member States and to ensure consistent presentation and traceability of type-approval information, the emission type-approval certificate numbering system should be adapted to align with the requirements of Regulation (EU) 2024/1257, including provisions for new tests and procedures introduced under Euro 7.

(8) In order to ensure that administrative processes, conformity assessments, and technical measurements are based on globally harmonised, reproducible, and enforceable standards, and to ensure coherent implementation and reduce unnecessary regulatory burdens, it is appropriate to reflect in Implementing Regulation (EU) 2025/1706 the latest developments in UN Regulations Nos 83, 154, 168 ([6]) and 177 as regards the detailed technical requirements and procedures as well as administrative provisions for emission type-approval, in-service conformity methodologies, in-vehicle battery durability, electric range at low temperature and system power determination, as well as the requirements for OBFCM.

(9) The optional in-service conformity methodologies should be introduced for electric range at low temperature and system power determination to provide flexibility for manufacturers and authorities while ensuring robust and representative testing. Those methodologies support the effective enforcement of Implementing Regulation (EU) 2025/1706 by complementing the mandatory in-service conformity requirements for in-vehicle battery durability, thereby ensuring consistent and verifiable compliance with its performance-based objectives.

(10) In order to ensure that type-approval documentation and administrative requirements remain aligned with the evolving technical and environmental standards for motor vehicles, the emission character tables should be amended to include specific requirements for PEVs with regard to on-board fuel and electric energy consumption monitoring (OBFCM) devices.

(11) In order to ensure a smooth and efficient transition towards electrified mobility and to align with international harmonisation efforts, in particular UN Regulation No 154, while allowing manufacturers and approval authorities sufficient time to adapt to the specific requirements for PEVs, it is appropriate to defer the application of the OBFCM requirements to such vehicles until 1 January 2030 and in so far as it amends Annex II, 18 months after the date of entry into force of this Regulation.

(12) Implementing Regulation (EU) 2025/1706 should therefore be amended accordingly.

([5]) UN Regulation No 177 – Uniform provisions concerning the determination of system power of hybrid electric vehicles and of pure electric vehicles having more than one electric machine for propulsion [2025/1910] (OJ L, 2025/1910, 26.9.2025, ELI: http://data.europa.eu/eli/reg/2025/1910/oj).

([6]) Amendments to UN Regulation No 168 – Uniform provisions concerning the approval of light duty passenger and commercial vehicles with regards to real driving emissions (RDE) [2026/1900] (OJ L, 2026/1900, 15.6.2026, ELI: http://data.europa.eu/eli/reg/2026/1900/oj).

(13) 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

Implementing Regulation (EU) 2025/1706 is amended as follows:

(1) the title is replaced by the following:

'Commission Implementing Regulation (EU) 2025/1706 of 25 July 2025 laying down rules, procedures and testing methodologies for the application of Regulation (EU) 2024/1257 as regards exhaust and evaporative emission type-approval, in-vehicle battery durability, electric vehicle range at low temperature and electrified vehicle system power of vehicles of categories M_1 and N_1 and amending Implementing Regulation (EU) 2020/683';

(2) in Article 1, the introductory wording is replaced by the following:

'This Regulation applies to the emission type-approval with regard to exhaust emissions and evaporative emissions, in-vehicle battery durability, electric vehicle range at low temperature, and electrified vehicle system power of the motor vehicles belonging to the following vehicle categories:';

(3) in Article 3, paragraph 1 is replaced by the following:

'1. In order to receive an emission type-approval under Regulation (EU) 2024/1257, the manufacturer shall demonstrate that the vehicles comply with the requirements of this Regulation when tested in accordance with the test procedures specified in Annexes III to VIII, X, XI, XIV, XV, XVI, XVII, XIX, XX, XXI and XXII. The manufacturer shall also ensure that the reference fuels comply with the specifications set out in Annex IX.';

(4) in Article 5(1), the following point (c) is added after point (b):

'(c) pure electric vehicles (PEVs).';

(5) Article 6(3)(c) is deleted;

(6) Article 6(4) is deleted;

(7) in Article 10, the heading is replaced by the following:

'In-service conformity of exhaust emissions and evaporative emissions';

(8) in Article 10, paragraph 3, the second subparagraph is replaced by the following:

'The requirements for in-service conformity checks are applicable until 10 years after the last Certificate of Conformity or individual approval certificate is issued for vehicles of an in-service conformity family that is subject to testing according to paragraph 9.2.3 of UN Regulation No 83, as defined in paragraph 3 of Annex 4 to UN Regulation No 83.';

(9) the following Articles 10a, 10b and 10c are inserted:

'*Article 10a*

In-service conformity of in-vehicle battery durability

The in-service conformity for in-vehicle battery durability shall be checked on properly maintained and used vehicles, in accordance with the requirements laid down in Appendix 1 of Annex XV to this Regulation.

Article 10b

In-service conformity of electric range at low temperature

The in-service conformity for electric range of PEVs at low temperature may be checked on properly maintained and used vehicles, in accordance with the requirements laid down in paragraph 9.4.1 of UN Regulation No 83 and Appendix 1 of Annex XVII to this Regulation.

Article 10c

In-service conformity of system power

The in-service conformity for system power may be checked on properly maintained and used vehicles, in accordance with the requirements laid down in paragraph 9.7.1 of UN Regulation No 83 and Appendix 1 of Annex XIX to this Regulation.';

(10) Annexes I, II, III, XV, XVII, XIX and XXII are amended in accordance with the Annex to this Regulation.

Article 2

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

However, Article 1, point (4) shall apply from 1 January 2030. Article 1, point (10), in so far as it amends Annex II, shall apply 18 months after the date of entry into force of this Regulation.

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

Done at Brussels, 13 July 2026.

For the Commission
The President
Ursula VON DER LEYEN

ANNEX

Annexes I, II, III, XV, XVII, XIX, XXII to Implementing Regulation (EU) 2025/1706 are amended as follows:

(1) Annex I is amended as follows:

(a) point 1.1.1 is replaced by the following:

'1.1.1. The additional requirements for granting of type-approval for monofuel gas vehicles, and bi-fuel gas vehicles shall be those set out in paragraph 5.9 of UN Regulation No 154 (*). The reference to the information document in paragraph 5.9.1 of UN Regulation No 154 shall be understood as being reference to Appendix 3 of Annex I to this Regulation.

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(*) UN Regulation No 154 – Uniform provisions concerning the approval of light-duty passenger and commercial vehicles with regard to criteria emissions, emissions of carbon dioxide and fuel consumption and/or the measurement of electric energy consumption and electric range (WLTP), 04 series of amendments, ECE/TRANS/WP.29/2026/26 (OJ L, 2026/1130, 26.6.2026, ELI: http://data.europa.eu/eli/reg/2026/1130/oj).';

(b) point 2.2.1 is replaced by the following:

'2.2.1. Figure I.2.3 illustrates the application of the tests for emission type-approval of a vehicle. The specific test procedures are described in Annexes II, III, IV, V, VI, VII, VIII, X, XI, XIV, XV, XVI, XVII, XIX, XX, XXI and XXII.';

(c) in the table under Figure 1.2.3, the entry 'OBFCM' is replaced by the following:

'OBFCM	Yes	—	—	—	—	—	—	Yes (both fuels)	Yes	Yes	Yes ([8])	—'

(d) in the table under Figure 1.2.3, the following entries are added:

'In-vehicle battery durability	Yes([9])	Yes([9])	Yes([9])	Yes([9])	Yes([9])	Yes([9])	Yes([9])	Yes([9])	Yes([9])	Yes([9])	Yes	—
Electric range at low temperature	—	—	—	—	—	—	—	—	—	—	Yes	—
System power determination	Yes([10])	Yes([10])	Yes([10])	Yes([10])	Yes([10])	Yes([10])	Yes([10])	Yes([10])	Yes([10])	Yes([10])	Yes([10])	—'

(e) the following tablenotes [8], [9] and [10] are inserted after the table under Figure 1.2.3:

'(8) As of 1 January 2030, in accordance with the transitional provisions sets our in paragraphs 11.1.4 and 11.1.5 of UN Regulation No 154.

(9) In the case of OVC-HEVs only.

(10) In the case of HEV and PEVs with multiple motors in accordance with the scope of UN Regulation No 177 (*).

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(*) UN Regulation No 177 - Uniform provisions concerning the determination of system power of hybrid electric vehicles and of pure electric vehicles having more than one electric machine for propulsion [2025/1910] (OJ L, 2025/1910, 26.9.2025, ELI: http://data.europa.eu/eli/reg/2025/1910/oj).'

(f) point 3.3.1 is replaced by the following:

'3.3.1. The type-approval shall be extended to vehicles if they conform to the requirements of paragraph 7.2 of UN Regulation No 83 (*).

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(*) 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 [2026/1086] (OJ L, 2026/1086, 29.5.2026, ELI: http://data.europa.eu/eli/reg/2026/1086/oj).';

(g) In Appendix 3, the following points are added:

'3.5.7.7. System Power (manufacturer's declared values) (where applicable)

3.5.7.7.1. Peak Vehicle System Power: ... kW

3.5.7.7.2. Sustained Vehicle System Power: ... kW

3.5.7.8. Usable Battery Energy of the vehicle at certification ($UBE_{certified}$): … (Wh)'

(h) In Appendix 4, in the Addendum to EU type-approval certificate, the following points are added:

'4.3. System Power (manufacturer's declared values) (where applicable)

4.3.1. Peak Vehicle System Power: ... kW

4.3.2. Sustained Vehicle System Power: ... kW'

(i) Appendix 6 is amended as follows:

(i) point 2. is replaced by the following:

'Section 2 of the approval certificate numbers issued according to Article 7(2) of this Regulation and referred to in entry 48.3 of Annex VIII under Model B-Part 2 and Model C2-Part 2 to Regulation (EU) 2020/683, shall be composed by the number of the base implementing regulatory act. Section 3 of the approval certificate number shall be composed of the number of the latest amending Implementing Act applicable. The number of the latest amending implementing Act shall be directly followed by one of the two-letter characters from Tables 2 and 4, i.e. without an asterisk being placed between this number and the relevant two-letter character.'

(ii) Table 1 is replaced by the following:

'Table 1

Emission level

Emission Character ([1]) ([2])	Emission standard	Sub-character for this regulation (see Table 2)	Sub-character for OBM and EVP (see Table 3)	Vehicle category	Brake emissions	Last date of registration
TL ([3])	Euro 7-TEMP	MT, ME, MA or MC	OA	M_1, N_1	N/A	28.11.2027
TE ([3])	Euro 7-TEMP	MV, MF, MB or MD	OB	N_2 (Euro 7ext)	N/A	28.05.2029 ([4])
TS ([3])	Euro 7-TEMP	NA	PA	M_1, N_1 (U)SVM	N/A	30.06.2030
TT ([3])	Euro 7-TEMP	NB	PB	N_2 (Euro 7ext) (U)SVM	N/A	30.06.2031
FL	Euro 7A	MA ([5]), ME or MG ([6])	OA	M_1, N_1	RA	31.12.2029
FE	Euro 7A	MB ([5]), MF or MG ([6])	OB	N_2 (Euro 7ext)	RB	31.12.2029
GL	Euro 7B	MG ([6])	OA or OB	M_1, N_1, N_2 (Euro 7ext)	RC	31.12.2034
GS	Euro 7BS	NA	PA	M_1, N_1 (U)SVM	RD	31.12.2034
GT	Euro 7BT	NB	PB	N_2 (Euro 7ext) (U)SVM	RE	31.12.2034

Emission Character ([1]) ([2])	Emission standard	Sub-character for this regulation (see Table 2)	Sub-character for OBM and EVP (see Table 3)	Vehicle category	Brake emissions	Last date of registration
HL	Euro 7C	MG[6]	OA or OB	M_1, N_1, N_2 (Euro 7ext)	RF	
HS	Euro 7CS	NA or NB	PA or PB	M_1, N_1, N_2 (Euro 7ext) (U)SVM	RF	

([1]) First letter of Character: T = TEMP-vehicle, F = Euro 7A, G = Euro 7B, H = Euro 7C.
([2]) Second letter of Character: L = large volume manufacturer, E = Euro 7ext-vehicle, S = (U)SVM, T = Euro 7ext-vehicle from (U)SVM.
([3]) Voluntary application before the mandatory dates of application laid down in Article 21 of Regulation (EU) 2024/1257.
([4]) With sub-character MV, the last date of registration is 31.12.2027.
([5]) Only applicable for ICEV.
([6]) For sub-character MG, updated OBFCM requirements apply in accordance with paragraphs 11.1.4 and 11.1.5 of UN Regulation No 154 and Appendix 5 thereof.

Key:
'(U)SVM' = (ultra) small-volume manufacturer;
'large volume manufacturer' = manufacturer that is not a SVM;
'Euro 7-TEMP' TL/TE emissions standard = Euro 7 emissions (this implementing Regulation as applicable on 22 July 2026) and the implementing Regulation (EU) 2025/1707 of 25 July 2025 laying down rules for the application of Regulation (EU) 2024/1257 of the European Parliament and of the Council as regards specific methods, requirements and tests, including compliance thresholds, for OBFCM devices and OBM systems, characteristics and performance of driver warning systems and inducement methods and methods to assess their operation, EVP format and data and methods of communication of EVP data of motor vehicles of categories M1 and N1 (OJ L, 2025/1707, 5.9.2025, ELI: http://data.europa.eu/eli/reg_impl/2025/1707/oj));
'Euro 7-TEMP' TS/TT emissions standard = Euro 7 emissions (this implementing Regulation as applicable on 22 July 2026) and the Implementing Regulation (EU) 2025/1707 of 25 July 2025 laying down rules for the application of Regulation (EU) 2024/1257 of the European Parliament and of the Council as regards specific methods, requirements and tests, including compliance thresholds, for OBFCM devices and OBM systems, characteristics and performance of driver warning systems and inducement methods and methods to assess their operation, EVP format and data and methods of communication of EVP data of motor vehicles of categories M1 and N1 (OJ L, 2025/1707, 5.9.2025, ELI: http://data.europa.eu/eli/reg_impl/2025/1707/oj));
'Euro 7A' = Euro 7 emissions according to this Implementing Regulation (including in-vehicle battery durability, EV system power and EV-range at low temperature where applicable) and the Implementing Regulation (EU) 2025/1707 as well as the brake particle emission limits under Table 4 in Annex I to Regulation (EU) 2024/1257 and related technical requirements;
'Euro 7B' = Euro 7 emissions according to this Implementing Regulation (including in-vehicle battery durability, EV system power and EV-range at low temperature where applicable) and the Implementing Regulation (EU) 2025/1707, as well as brake particle emission limits under Table 5 in Annex I to Regulation (EU) 2024/1257 and related technical requirements;
'Euro 7C' = Euro 7 emissions according to this Implementing Regulation (including in-vehicle battery durability, EV system power and EV-range at low temperature where applicable) and the Implementing Regulation (EU) 2025/1707, as well as brake particle emission limits under Table 8 in Annex I to Regulation (EU) 2024/1257 and related technical requirements.';

ELI: http://data.europa.eu/eli/reg_impl/2026/1764/oj

(iii) Table 2 is replaced by the following:

'Table 2

Sub-character table

Sub-character	Description	Vehicle category ([6])	Powertrain	In-vehicle battery durability ([4]) ([7])	EV system power ([3]) ([7])	EV-range at low temp. ([5]) ([7])	Implementation date: new types	Implementation date: new vehicles	Last date of registration
MA	Euro 7-TEMP	M_1, N_1	NOVC-HEV	N/A	N/A	N/A			28.11.2027
MA	Euro 7-TEMP	M_1, N_1	ICEV	N/A	N/A	N/A	29.11.2026	29.11.2027	31.12.2029
MT	Euro 7-TEMP UF EB ([1])	M_1, N_1	OVC-HEV	N/A	N/A	N/A			28.11.2027
MA	Euro 7-TEMP UF EC ([2])	M_1, N_1	OVC-HEV	N/A	N/A	N/A			28.11.2027
MB	Euro 7-TEMP	N_2	NOVC-HEV	N/A	N/A	N/A			28.05.2029
MB	Euro 7-TEMP	N_2	ICEV	N/A	N/A	N/A	29.05.2028	29.05.2029	31.12.2029
MV	Euro 7-TEMP UF EB ([1])	N_2	OVC-HEV	N/A	N/A	N/A			31.12.2027
MB	Euro 7-TEMP UF EC ([2])	N_2	OVC-HEV	N/A	N/A	N/A			28.05.2029
MC	Euro 7-TEMP	M_1, N_1	PEV, FCHV	N/A	N/A	N/A			28.11.2027
MD	Euro 7-TEMP	N_2	PEV, FCHV	N/A	N/A	N/A			28.05.2029
ME	Euro 7	M_1, N_1	NOVC-HEV, OVC-HEV, PEV, FCHV	X	X	X	29.11.2026	29.11.2027	31.12.2029
MF	Euro 7	N_2	NOVC-HEV, OVC-HEV, PEV, FCHV	X	X	X	29.05.2028	29.05.2029	31.12.2029

Sub-character	Description	Vehicle category ([6])	Powertrain	In-vehicle battery durability ([4]) ([7])	EV system power ([3]) ([7])	EV-range at low temp. ([5]) ([7])	Implementation date: new types	Implementation date: new vehicles	Last date of registration
MG	Euro 7	M_1, N_1, N_2	All	X	X	X	N/A	01.01.2030	
NA	Euro 7 (U)SVM	M_1, N_1	All	X	X	X	N/A	01.07.2030	
NB	Euro 7 (U)SVM	N_2	All	X	X	X	N/A	01.07.2031	

([1]) For OVC-HEVs using the utility factor from Euro 6e-bis (EB), applying the parameter d_{neb} for the determination of the fractional UF in accordance with Appendix 5 of Annex B8 to UN Regulation No 154 (02 series of amendment).
([2]) For OVC-HEVs using the utility factor from Euro 6e-bis-FCM (EC), applying the parameter d_{nec} for the determination of the fractional UF in accordance with Appendix 5 of Annex B8 to UN Regulation No 154 (04 series of amendment).
([3]) Only applicable for hybrid vehicles and for PEVs with multiple motors, in accordance with the scope of UN Regulation No 177.
([4]) Only applicable for PEVs and OVC-HEVs.
([5]) Only applicable for PEVs.
([6]) When referred to 'N_2' in this column, this is only applicable for Euro 7ext vehicles as referred to in Article 5(2) of Regulation (EU) 2024/1257.
([7]) In case of 'X', this aspect is required for vehicle approval if applicable for the powertrain.

Key:
Sub-characters MA, MB, MC, MD, MT and MV are granted to type-approvals under Implementing Regulation (EU) 2025/1706 as applicable on 22 July 2026.
Sub-characters ME and MF are granted to type-approvals under Implementing Regulation (EU) 2025/1706 as applicable on 23 July 2026.
Sub-character MG is granted to type-approvals under Implementing Regulation (EU) 2025/1706 as applicable on 23 July 2026 and in accordance with OBFCM requirements from paragraphs 11.1.4 and 11.1.5 of UN Regulation No 154 and Appendix 5 thereto.'

(iv) Table 3 is replaced by the following:

'Table 3

Sub-character table for OBM and EVP

Sub-character	Description	Vehicle category ([1])	Powertrain	Implementation date: new types	Implementation date: new vehicles	Last date of registration
OA	Euro 7	M_1, N_1	All	29.11.2026	29.11.2027	
OB	Euro 7	N_2	All	29.05.2028	29.5.2029	
PA	Euro 7 (U)SVM	M_1, N_1	All	N/A	01.07.2030	
PB	Euro 7 (U)SVM	N_2	All	N/A	01.07.2031	

([1]) When referred to 'N_2' in this column, this is only applicable for Euro 7ext vehicles as referred to in Article 5(2) of Regulation (EU) 2024/1257.';

(v) the following Table 4 is added:

'Table 4

Sub-character table for brake particle emissions

Sub-character	Description	Vehicle category ([1])	Powertrain	Implementation date: new types	Implementation date: new vehicles	Last date of registration
RA	Euro 7	M_1, N_1	All	29.11.2026	29.11.2027	31.12.2029
RB	Euro 7	N_2	All	29.05.2028	29.05.2029	31.12.2029
RC	Euro 7	M_1, N_1, N_2	All	N/A	01.01.2030	31.12.2034
RD	Euro 7 (U)SVM	M_1, N_1	All	N/A	01.07.2030	31.12.2034
RE	Euro 7 (U)SVM	N_2	All	N/A	01.07.2031	31.12.2034
RF	Euro 7	M_1, N_1, N_2	All	N/A	01.01.2035	

([1]) When referred to 'N2' in this column, this is only applicable for Euro 7ext vehicles as referred to in Article 5(2) of Regulation (EU) 2024/1257.

Key:
Sub-characters RA and RB are given to approvals under Commission Implementing Regulation (EU) 2026/1762 (*) in accordance with limit values from Table 4 of Annex I of Regulation (EU) 2024/1257.
Sub-characters RC, RD and RE are given to approvals under Implementing Regulation (EU) 2026/1762 in accordance with limit values from Table 5 of Annex I of Regulation (EU) 2024/1257.
Sub-character RF is given to approvals under Implementing Regulation (EU) 2026/1762 in accordance with limit values from Table 8 of Annex I of Regulation (EU) 2024/1257.;
(*) Commission Implementing Regulation (EU) 2026/1762 of 13 July 2026 laying down rules, procedures, testing methodologies and administrative requirements for the application of Regulation (EU) 2024/1257 of the European Parliament and of the Council as regards brake particle emissions of motor vehicles of categories M1 and N1 (OJ L, 2026/1762, 22.7.2026, ELI: http://data.europa.eu/eli/ reg_impl/2026/1762/oj).'

(vi) the following point is added to Appendix 8a:

'7. Add the following section 2.11:

2.11. Usable Battery Energy ('UBE') of the vehicle at certification ($UBE_{certified}$)

$UBE_{certified}$	:	… (Wh)'

(vii) the following Appendix 8e is added after Appendix 8d:

'Appendix 8e

System power test report

The system power report shall include the information laid down in Appendix 2 to Annex 1 of UN Regulation No 177. As an alternative, reference may be made to the type-approval number of the type-approval certificate granted in accordance with UN Regulation No 177.'

(2) Annex II is amended as follows:

(a) point 3.20 is replaced by the following:

'3.20. Table 1 in Appendix 5 shall include additional rows between rows 44a and 49 as follows:

	For multistage or multistage special purpose vehicles			
45a	Allowed final vehicle actual mass	Number	kg	As reported in point 0.2.2.1 of Annex I to Regulation (EU) 2020/683 From-to
45b	Allowed vehicle technically permissible maximum laden mass (in kg)	Number	kg	As reported in point 0.2.2.1 of Annex I to Regulation (EU) 2020/683 From-to
46	Allowed frontal area for final vehicle	Number	cm^2	As reported in point 0.2.2.1 of Annex I to Regulation (EU) 2020/683 From-to
47	Allowed rolling resistance	Number	kg/t	As reported in point 0.2.2.1 of Annex I to Regulation (EU) 2020/683 From-to
48	Allowed projected frontal area of air entrance of the front grille	Number	cm^2	As reported in point 0.2.2.1 of Annex I to Regulation (EU) 2020/683 From-to
	FOR ALL VEHICLES'			

(b) point 3.21 is replaced by the following:

Table 2 in Appendix 5 shall be read as follows:

'Table 2

Transparency list 2

Field	Type of data	Description
TVV	Text	Unique identifier of the Type, Variant, Version of the vehicle as reported in point 0.2. of the Certificate of Conformity, Annex VIII to Regulation (EU) 2020/683, Appendix Part 1.
PEMS Family ID	Text	As reported in Annex III of this regulation, point 3.5.2.
Make	Text	Trade name of manufacturer, point 0.1 of Annex I to Regulation (EU) 2020/683.
Commercial name	Text	Commercial names of the TVV, point 0.2.1 of Annex I to Regulation (EU) 2020/683.
Other name	Text	Free text
Category and class	Enumeration (M_1, N_1 class I, N_1 class II, N_1 class III, N_2, N_3, M_2, M_3)	Category and class of vehicle, Annex I, Table 1 to Regulation (EU) 2024/1257.

Field	Type of data	Description
Bodywork	Enumeration (AA Saloon; AB Hatchback, AC Station Wagon, AD Coupe, AE Convertible, AF Multi-purpose vehicle, AG Truck station wagon, BA Lorry, BB Van, BC Tractor unit for semi-trailer, BD Road tractor, BE Pick-up truck, BX Chassis-cab or chassis-cowl)	Type of bodywork, Annex I to Regulation (EU) 2020/683, point 0.3.0.2.
Emission TA Number	Text	As reported on the model of the EU type-approval certificate in Annex I/Appendix 4 to this regulation.
WVTA Number	Text	Identifier of the Whole Vehicle Type-Approval as defined in Annex IV to Regulation (EU) 2020/683.
Evap family ID	Text	As reported in paragraph 0.2.3.7 of Annex A1 of UN Regulation No 154
Rated Engine Power fuel 1, fuel 2 (if relevant)	Number	Paragraph 3.2.1.8 of Annex A1 of UN Regulation No 154
Twin tires	Yes/No	Declared by OEM.
Fuel Tank Capacities (discreet values)	Number	Fuel tank(s) capacity(ies), point 3.2.3.1.1 of Annex I to Regulation (EU) 2020/683.
Sealed tank	Yes/No	Point 3.2.12.2.5.5.3 of Annex I to Regulation (EU) 2020/683.
WMI used in this WVTA+TVV	Text	Declared by the OEM (ISO 3779)
OBM Family Identifier	Text	As affixed in the Declaration of Compliance with OBM, EVP and in-vehicle display of environmental data requirements of Annex III of Implementing Regulation (EU) 2025/1707’

(3) Annex III is amended as follows:

(a) point 2.3 is replaced by the following:

'2.3 The manufacturer shall confirm compliance by completing the RDE compliance declaration set out in Appendix 1 to this Annex. The manufacturer may declare compliance with lower emission limits by declaring lower values called 'Declared Maximum RDE', either for NOx or PN or both, in the Manufacturer's RDE certificate of compliance and the Certificate of Conformity of each vehicle. Those Declared Maximum RDE values shall be used for checking the compliance of cars when applicable, including for tests performed during In-service Conformity and Market Surveillance.';

(b) the following Appendix 1 is added:

'*Appendix 1*

Manufacturer's declaration of compliance with the Real Driving Emissions requirements

(Manufacturer): …..

(Address of the Manufacturer): …..

Declares that:

[The following paragraph shall apply in the case that the emission limits are applied. It is not applicable in the case that lower declared maximum RDE values are applied:]

The vehicle types listed in Annex I to this declaration comply with the requirements laid down in Annex III to Implementing Regulation (EU) 2025/1706 for all valid RDE tests which are performed in accordance with the requirements of that Regulation.

[The following paragraph shall apply in the case that lower declared maximum RDE values are applied. It is not applicable in the case that the emission limits are applied:]

The vehicle(s) covered by this approval / the vehicle(s) listed in Annex I to this declaration[1] is/are[2] in compliance with the declared maximum RDE values as set out in the table below:

	Declared maximum RDE values
Mass of oxides of nitrogen (NO_x)	(mg/km)
Number of particles (PN_{10})	(#/km)

Done at [….. Place[3]]

On [….. Date]

[Name and signature of person authorised by the Manufacturer or Manufacturer's Representative[4]]

Attachment(s)

Annex I: The Vehicle Type(s), Family(ies) or vehicles described by other vehicle descriptor(s) to which this declaration applies (if applicable).

[1] Delete what is not applicable.

[2] Select "is" or "are" as applicable.

[3] Established in the Union.

[4] 'Manufacturer's representative' means any natural or legal person established in the Union who is duly appointed by the manufacturer to represent the manufacturer before the approval authority or the market surveillance authority and to act on the manufacturer's behalf in matters covered by Regulation (EU) 2018/858, as defined in Article 3, point (41), of that Regulation..;'

(4) Annex XV is replaced by the following:

'*ANNEX XV*

IN-VEHICLE BATTERY DURABILITY

1. INTRODUCTION

This Annex sets out the procedure for assessing the in-vehicle battery durability. For the purposes of type-approval the manufacturer shall provide the granting type-approval authority with a signed declaration of compliance with the in-vehicle battery durability requirements using the template for the manufacturer's declaration of compliance with the in-vehicle battery durability requirements laid down in Appendix 2 of this Annex.

2. GENERAL REQUIREMENTS

2.1. The general requirements for in-vehicle battery durability shall be those laid down in UN Regulation No 154, in relation to level 1A.

2.2. The battery energy based (SOCE) minimum performance requirement (MPR) values referred to in Table 1 of paragraph 1.2. of Annex C1 to UN Regulation No 154 shall be replaced by the battery energy based MPR values set out in Table 1 of Annex II to Regulation (EU) 2024/1257 for M_1 vehicles and Table 2 of Annex II to that Regulation for N_1 vehicles.

2.3. The in-service conformity methodology for in-vehicle battery durability is laid down in Appendix 1 to this Annex.

3. TECHNICAL REQUIREMENTS

3.1. The technical requirements for in-vehicle battery durability testing shall be those set out in paragraph 6.11 and Annex C1 to UN Regulation No 154, in relation to level 1A.

Appendix 1

In-service conformity methodology for in-vehicle battery durability

The in-service conformity for in-vehicle battery durability shall be checked on properly maintained and used vehicles, in accordance with the requirements laid down in Annex 5 to UN Regulation No 83.

Appendix 2

Manufacturer's declaration of compliance with the in-vehicle battery durability requirements

(Manufacturer): …..

(Address of the manufacturer): …..

Declares that:

[The following paragraph shall apply in the case that the minimum performance requirements are applied. It is not applicable in the case that the declared performance requirements are applied:]

The vehicle(s) covered by this approval / the vehicle(s) listed in Annex I to this declaration[1] is/are[2] in compliance with the minimum performance requirements as set out in Table 1 of Annex II to Regulation (EU) 2024/1257 for M_1 vehicles / Table 2 of Annex II to Regulation (EU) 2024/1257 for N_1 vehicles[1];

[The following paragraph shall apply in the case that the declared performance requirements are applied. It is not applicable in the case that the minimum performance requirements are applied:]

The vehicle(s) covered by this approval / the vehicle(s) listed in Annex I to this declaration[1] is/are[2] in compliance with the declared performance requirements as set out in the table below;

Vehicle age / mileage	Declared performance requirements (DPR)
From start of life to 5 years or 100 000 km, whichever comes first	(1)…%
Vehicles more than 5 years or 100 000 km, and up to whichever comes first of 8 years or 160 000 km	(2)…%

[The following paragraph shall apply in the case that either the declared performance requirements or the minimum performance requirements are applied:]

Furthermore, the vehicle(s) covered by this approval / the vehicle(s) listed in Annex I to this declaration[1] is/are[2] in compliance with the in-vehicle battery durability requirements laid down in Annex XV of Regulation (EU) 2026/1764;.

Done at [….. Place[3]]

On [….. Date]

[Name and signature of person authorised by the Manufacturer or Manufacturer's Representative[4]]

Attachments

Annex I: The vehicle type(s), family(ies) or vehicles described by other vehicle descriptor(s) to which this declaration applies (if applicable).

[1] Delete what is not applicable.

[2] Select "is" or "are" as applicable.

[3] Established in the Union.

[4] 'Manufacturer's representative' means any natural or legal person established in the Union who is duly appointed by the manufacturer to represent the manufacturer before the approval authority or the market surveillance authority and to act on the manufacturer's behalf in matters covered by Regulation(EU) 2018/858, as defined in Article 3, point (41), of that Regulation.'

(5) Annex XVII is replaced by the following:

'*ANNEX XVII*

ELECTRIC RANGE AT LOW TEMPERATURE

1. INTRODUCTION

This Annex lays down the procedure for determining the low temperature test to verify the electric range of PEVs at low temperature.

2. GENERAL REQUIREMENTS

2.1. The general requirements for electric range at low temperature shall be those laid down in UN Regulation No 154, in relation to level 1A.

2.2. Optional in-service conformity methodology for electric range at low temperature are laid down in Appendix 1 to this Annex.

3. TECHNICAL REQUIREMENTS

3.1. The technical requirements for electric range at low temperature testing shall be those set out in paragraph 6.10 and Annex B10 to UN Regulation No 154, in relation to level 1A.

Appendix 1

Optional in-service conformity methodology for electric range at low temperature

The in-service conformity for electric range at low temperature may be verified on properly maintained and used vehicles, in accordance with the requirements of Annex 11 to UN Regulation No 83.';

(6) Annex XIX is replaced by the following:

'*ANNEX XIX*

SYSTEM POWER DETERMINATION

1. INTRODUCTION

This Annex lays down the procedure for determining the system power of HEVs and of PEVs with multiple motors according to the scope of UN Regulation No 177.

2. GENERAL REQUIREMENTS

2.1. The general requirements for determination of system power shall be those laid down in UN Regulation No 177, except for the Conformity of Production requirements of paragraph 11.

2.2. An optional methodology for in-service conformity assessment of system power determination is laid down in Appendix 1 to this Annex.

3. TECHNICAL REQUIREMENTS

3.1. The technical requirements for the determination of system power shall be those laid down in paragraphs 7 and 8 of UN Regulation No 177.

Appendix 1

Optional methodology for in-service conformity assessment of system power determination

The assessment of in-service conformity with respect to system power determination may be carried out on properly maintained and used vehicles, in accordance with the requirements of Annex 14 to UN Regulation No 83.'.

(7) Annex XXII, point 3 is replaced by the following:

'3. TECHNICAL REQUIREMENTS

The technical requirements for the OBFCM device shall be those set out in Appendix 5 to UN Regulation No 154, in accordance with the transitional provisions set out in paragraphs 11.1.4 and 11.1.5 of that Regulation.'.