



2026/1791

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COMMISSION REGULATION (EU) 2026/1791

of 23 July 2026

amending and correcting Regulation (EU) 2017/1151 as regards emission type-approval procedures for light passenger and commercial vehicles for end dates of Euro 6 vehicles and certain specific technical requirements

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

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

Having regard to Regulation (EC) No 715/2007 of the European Parliament and of the Council of 20 June 2007 on type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) ⁽¹⁾, and in particular Articles 5(3) and 14(3) thereof,

Whereas:

- (1) Regulation (EC) No 715/2007 regulates type-approval of motor vehicles with regard to their emissions. The specific technical provisions necessary to implement that Regulation are set out in Commission Regulation (EU) 2017/1151 ⁽²⁾.
- (2) Following the entry into force of Regulation (EU) 2024/1257 of the European Parliament and of the Council ⁽³⁾, and in order to facilitate implementation and ensure common and harmonised practices at the level of national authorities as regards the registration of new vehicles, the last dates of registration of Euro 6 vehicles should be reflected in Regulation (EU) 2017/1151.
- (3) Similarly, it is necessary to align the Worldwide Harmonised Light-duty Vehicles Test Procedure methodology laid down in Regulation (EU) 2017/1151 with UN Regulation No 154 ⁽⁴⁾ regarding vehicles running on hydrogen, in particular regarding CO₂ emission measurement.

⁽¹⁾ OJ L 171, 29.6.2007, p. 1, ELI: <http://data.europa.eu/eli/reg/2007/715/oj>.

⁽²⁾ Commission Regulation (EU) 2017/1151 of 1 June 2017 supplementing Regulation (EC) No 715/2007 of the European Parliament and of the Council on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information, amending Directive 2007/46/EC of the European Parliament and of the Council, Commission Regulation (EC) No 692/2008 and Commission Regulation (EU) No 1230/2012 and repealing Commission Regulation (EC) No 692/2008 (OJ L 175, 7.7.2017, p. 1, ELI: <http://data.europa.eu/eli/reg/2017/1151/oj>).

⁽³⁾ 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>).

⁽⁴⁾ 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) [2022/2124] (OJ L 290, 10.11.2022, p. 1, ELI: <http://data.europa.eu/eli/reg/2022/2124/oj>), 02 series of amendments.

- (4) In order to ensure consistency and alignment with worldwide harmonised standards, it is necessary to amend current provisions in accordance with UN Regulation No 154. Specifically, for testing the conformity of the vehicle with regard to evaporative emissions and on-board diagnostics, the reference to UN Regulation No 154 for the evaporative emissions test (Type 4 test) and on-board diagnostics systems should prevail, and the conformity of production requirements set out in points 4.6 and 4.7 of Annex I to Regulation (EU) 2017/1151 should be deleted. Annexes I and IIIA to Regulation (EU) 2017/1151 should be corrected accordingly.
- (5) In order to ensure consistency and alignment with worldwide harmonised standards it is necessary to amend current provisions in accordance with UN Regulation No 168 ⁽⁵⁾. Appendix 1 of Annex IIIA to Regulation (EU) 2017/1151 should be revised to ensure that references to the 'Portable emissions measurement system' adhere to the requirements set out in Annex 4 of UN Regulation No 168. Additionally, Appendix 7 should be updated to reflect drift correction calculations as per paragraph 5.0 of Annex 7 to UN Regulation No 168 and the calculation method using air mass flow and air-to-fuel ratio as per paragraph 7.3 of Annex 7 to UN Regulation No 168.
- (6) In order to clarify the applicability of the power measurement of electric drive trains, it is appropriate to lay down that both the net engine power and the maximum 30 minutes power should be determined when such electric drive trains are composed of controllers and motors, which are used as the sole mode of propulsion for part of the time (hybrid vehicles).
- (7) In order to provide clarity and align with UN Regulations No 154 and No 168, it is necessary to correct some errors that have been detected in the form of incorrect common references and to ensure the alignment of Article 2 as well as Annexes I and IIIA of Regulation (EU) 2017/1151 with those UN Regulations.
- (8) Regulation (EU) 2017/1151 should therefore be amended and corrected accordingly.
- (9) The measures provided for in this Regulation are in accordance with the opinion of the Technical Committee – Motor Vehicles,

HAS ADOPTED THIS REGULATION:

Article 1

Amendments to Regulation (EU) 2017/1151

Annexes I, IIIA and XX to Regulation (EU) 2017/1151 are amended in accordance with Annex I to this Regulation.

Article 2

Corrections to Regulation (EU) 2017/1151

Annexes I and IIIA to Regulation (EU) 2017/1151 are corrected in accordance with Annex II to this Regulation.

⁽⁵⁾ UN Regulation No 168 – Uniform provisions concerning the approval of light-duty passenger and commercial vehicles with regard to real driving emissions (RDE) [2024/211] (OJ L, 2024/211, 12.1.2024, ELI: <http://data.europa.eu/eli/reg/2024/211/oj>).

*Article 3***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, 23 July 2026.

For the Commission
The President
Ursula VON DER LEYEN

ANNEX I

Annexes I, IIIA and XX to Regulation (EU) 2017/1151 are amended as follows:

(1) Annex I is amended as follows:

- (a) in point 2.4.1, Figure I.2.4, the entry for 'CO₂ emissions, fuel consumption, electric energy consumption and electric range' is replaced by the following:

'CO ₂ emissions, fuel consumption, electric energy consumption and electric range'	Yes	Yes	Yes	Yes ⁽⁹⁾	Yes (both fuels)	Yes (both fuels)	Yes (petrol), Yes ⁽⁹⁾ (hydrogen)	Yes (both fuels)	Yes	Yes	Yes	Yes ⁽¹⁰⁾
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- (b) in Figure I.2.4, in the list of tablenotes, the following tablenotes ⁽⁹⁾ and ⁽¹⁰⁾ are added:

⁽⁹⁾ Only fuel consumption shall be determined when the vehicle is running on hydrogen.

⁽¹⁰⁾ Measuring of CO₂ emissions is not required.;

- (c) points 4.6 and 4.7 are deleted;

- (d) Appendix 6, Table 1, is amended as follows:

- (i) the entries EB, EC, AX, AY and AZ are replaced by the following:

EB	Euro 6e -bis	Euro 6-2	M1, N1	PI, CI	1.1.2025	1.1.2026	28.11.2027
ED	Euro 6e-bis	Euro 6-2	M1, N1 SVM ⁽³⁾	PI, CI	1.1.2025	1.1.2026	31.12.2027
EB	Euro 6e-bis	Euro 6-2	M2, N2	PI, CI	1.1.2025	1.1.2026	31.12.2027
EC	Euro 6e-bis-FCM	Euro 6-2	M1, N1	PI, CI			28.11.2027
EC	Euro 6e-bis-FCM	Euro 6-2	M2, N2	PI, CI	1.1.2027	1.1.2028	28.5.2029
EE	Euro 6e-bis-FCM		M1, N1 SVM ⁽³⁾	PI, CI	1.1.2027	1.1.2028	30.6.2030
EE	Euro 6e-bis-FCM		M2, N2 SVM ⁽⁴⁾	PI, CI	1.1.2027	1.1.2028	30.6.2031
AX	n.a.	n.a.	M1, N1	Battery full electric			28.11.2027
AX	n.a.	n.a.	M2, N2	Battery full electric			28.5.2029

AS	n.a.	n.a.	M1, N1 SVM ⁽³⁾	Battery full electric			30.6.2030
AS	n.a.	n.a.	M2, N2 SVM ⁽⁴⁾	Battery full electric			30.6.2031
AY	n.a.	n.a.	M1, N1	Fuel cell			28.11.2027
AY	n.a.	n.a.	M2, N2	Fuel cell			28.5.2029
AT	n.a.	n.a.	M1, N1 SVM ⁽³⁾	Fuel cell			30.6.2030
AT	n.a.	n.a.	M2, N2 SVM ⁽⁴⁾	Fuel cell			30.6.2031
AZ	n.a.	n.a.	M1 and N1 vehicles using certificates in accordance with point 2.1.1 of Annex I	PI, CI			30.6.2030
AZ	n.a.	n.a.	M2 and N2 vehicles using certificates in accordance with point 2.1.1 of Annex I	PI, CI			30.6.2031'

(ii) in the list of tablenotes, the following tablenotes ⁽³⁾ and ⁽⁴⁾ are added:

⁽³⁾ Vehicles of categories M1 and N1 manufactured by small-volume manufacturers as defined in Article 3, point (48), of Regulation (EU) 2024/1257 or by ultra-small-volume manufacturers as defined in Article 3, point (49), of Regulation (EU) 2024/1257.

⁽⁴⁾ Vehicles of categories M2 and N2 manufactured by small-volume manufacturers as defined in Article 3, point (48), of Regulation (EU) 2024/1257 or by ultra-small-volume manufacturers as defined in Article 3, point (49), of Regulation (EU) 2024/1257.;

(e) in Appendix 7, the first indent under 'Certifies that' is replaced by the following:

— The vehicle types listed in attachment to this Certificate are in compliance with the provisions of paragraph 7. of Appendix 1 to Annex C5 to UN Regulation No 154 (*) relating to the in-use performance of the OBD system under all reasonably foreseeable driving conditions.

(*) 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) [2022/2124] (OJ L 290, 10.11.2022, p. 1, ELI: <http://data.europa.eu/eli/reg/2022/2124/oj>), 02 series of amendments.;

(2) Annex IIIA is amended as follows:

(a) the first paragraph in point 3.3 is replaced by the following:

‘PEMS tests shall not be required for each “vehicle type with regard to emissions”. Several vehicle emission types may be put together by the vehicle manufacturer to form a “PEMS test family” in accordance with the requirements of paragraph 3.3.1, which shall be validated in accordance with the requirements of paragraph 3.4.’;

(b) Appendix 1 is replaced by the following:

‘Appendix 1

Where reference is made to “Portable emissions measurement system” or “PEMS”, the requirements laid down in Annex 4 of UN Regulation No 168 (*) shall apply.’;

(*) UN Regulation No 168 – Uniform provisions concerning the approval of light-duty passenger and commercial vehicles with regard to real driving emissions (RDE) [2024/211] (OJ L, 2024/211, 12.1.2024, ELI: <http://data.europa.eu/eli/reg/2024/211/oj>).

(c) Appendix 7 is amended as follows:

(i) point 5.1 is replaced by the following:

‘5.1. **Drift correction**

The drift correction shall be calculated in accordance with paragraph 5.0 of Annex 7 to UN Regulation No 168.’;

(ii) point 7.3 is replaced by the following:

‘7.3. **Calculation method using air mass flow and air-to-fuel ratio**

The instantaneous mass flow rate may be calculated in accordance with paragraph 7.3 of Annex 7 to UN Regulation No 168.’;

(iii) in point 8, the introductory paragraph is replaced by the following:

‘The instantaneous mass emissions [g/s] shall be determined by multiplying the instantaneous concentration of the pollutant under consideration [ppm] with the instantaneous exhaust mass flow rate [kg/s], both corrected and aligned for the transformation time, and the respective u value in Table A7/1. If measured on a dry basis, the dry-wet correction in accordance with paragraph 5.2 shall be applied to the instantaneous component concentrations before executing any further calculations. If occurring, negative instantaneous emission values shall enter all subsequent data evaluations. Parameter values shall enter the calculation of instantaneous emissions [g/s] as reported by the analyser, flow-measuring instrument, sensor or the ECU. The following equation shall be applied.’;

(3) in Annex XX, point 1 is replaced by the following:

‘1. INTRODUCTION

This Annex sets out the requirements for measuring;

(a) net engine power;

(b) net power and the maximum 30 minutes power of electric drive trains.

For electric drive trains that are composed of controllers and motors which are used as the sole mode of propulsion for part of the time, the requirements for measuring net power and the maximum 30 minutes power of electric drive trains shall also apply in addition to the requirements for measuring net engine power.’.

ANNEX II

Annexes I and IIIA to Regulation (EU) 2017/1151 are corrected as follows:

- (1) in Annex I, point 3.5.2.2, the equation is replaced by the following:

$$'(E) = |(V_2 - V_1)|/V_1';$$

- (2) Annex IIIA, Appendix 9 is corrected as follows:

- (a) in point 3.1.2., the third equation is replaced by the following:

$$'(v \times a)_i = \frac{v_i \times a_i}{3,6},$$

- (b) in point 3.1.3.1., the fourth paragraph is replaced by the following:

'The number of datasets with acceleration values $a_i > 0,1 \text{ m/s}^2$ shall be greater than or equal to 100 in each speed bin.';

- (c) in point 4.1.1, '31,365' is replaced by '31,635'.
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