EUROPEAN
COMMISSION

Brussels, 23.3.2026
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COMMISSION DELEGATED REGULATION (EU) …/...

of 23.3.2026

amending Annex II to Regulation (EU) 2018/858 of the European Parliament and of the Council as regards the environmental performance and emission requirements for vehicles produced in unlimited series and for special purpose vehicles, the automated valet parking for vehicles produced in unlimited series, the electric safety and advanced driver distraction warning requirements for vehicles produced in small series and special purpose vehicles and updating the list of alternative UN Regulations in Part II of that Annex

EXPLANATORY MEMORANDUM

1. CONTEXT OF THE DELEGATED ACT

This Regulation amends Annex II to Regulation (EU) 2018/858 in order to take into account the latest technical and regulatory developments at Union level and at the United Nations Economic Commission for Europe (UNECE).

In this regard, the list of the requirements applicable for the EU whole-vehicle type-approval for vehicles produced in unlimited series as set out in Part I of Annex II to Regulation (EU) 2018/858 is complemented to include the following elements:

(1) Reference to the Euro 7 Regulation and the regulatory acts of its first phase of implementation as regards light-duty vehicles and the requirements set out therein.

(2) Reference to the automated valet parking systems to allow the possibility to grant EU type-approval to vehicles equipped with such systems that meet the requirements laid down in Annex V to Commission implementing Regulation (EU) 2022/1426.

(3) Reference to driver control assistance systems to allow for the EU whole vehicle type-approval of vehicles fitted with such systems that meet the requirements of UN Regulation No 171.

This Regulation also provides additional lead time for manufacturers of vehicles produced in small series and special purpose vehicles to comply with the requirements for the advanced driver distraction warning systems (7 July 2026 for new types and 7 July 2028 for new vehicles).

Furthermore, additional flexibility is provided for the manufacturers of wheelchair accessible vehicles by waiving certain tests under UN Regulation No 100 provided that the modifications to the vehicle structure do not modify the rechargeable electric energy storage system.

This Regulation also updates the table in Part II of Annex II to Regulation (EU) 2018/858 listing the UN Regulations and their respective versions that are recognised as equivalent for the purpose of EU type-approval.

The subject matters covered by the Euro 7 Regulation and the regulatory acts of its first phase of implementation as regards light-duty vehicles are included in Part III of Annex II to allow for the possibility of approving special purpose vehicles meeting the requirements of these regulations.

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 held on 5 December 2024, 6 February and 2 July 2025, where the draft was broadly supported. The Member States representatives endorsed the draft act during the Member States Expert Group (MSEG) meeting held on 12 January 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 19 November 2025 and 17 December 2025. In total, 10 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 Regulation is Article 5(3), Article 41(5) and Article 57(2) of Regulation (EU) 2018/858.

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THE EUROPEAN COMMISSION,

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

Having regard to 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 separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC[1], and in particular Article 5(3), Article 41(5) and Article 57(2) thereof,

Whereas:

(1) The table in Annex II, Part I, to Regulation (EU) 2018/858 contains the list of requirements for EU whole vehicle type-approval of vehicles produced in unlimited series as set out in the corresponding regulatory acts referred to in the table. In order to take into account technological and regulatory developments, it is necessary to add a reference therein to the newly adopted regulations laying down requirements for the approval of vehicles equipped with driver control assistance systems and automated valet parking as well as for the approval of Euro 7 vehicles.

(2) In particular, UN Regulation No 171[2] lays down uniform provisions concerning the approval of vehicles with regards to driver control assistance systems. In accordance with point E10 of Annex II to Regulation (EU) 2019/2144 of the European Parliament and of the Council[3], the technical requirements of UN Regulation No 171 apply on voluntary base (if fitted). In order to allow for the EU whole vehicle type-approval of

[1] OJ L 151, 14.6.2018, p. 1, ELI: http://data.europa.eu/eli/reg/2018/858/oj.

[2] UN Regulation No 171 – Uniform provisions concerning the approval of vehicles with regards to Driver Control Assistance Systems [2024/2689] (OJ L, 2024/2689, 4.11.2024, ELI: http://data.europa.eu/eli/reg/2024/2689/oj).

[3] Regulation (EU) 2019/2144 of the European Parliament and of the Council of 27 November 2019 on type-approval requirements for motor vehicles and their trailers, and systems, components and separate technical units intended for such vehicles, as regards their general safety and the protection of vehicle occupants and vulnerable road users, amending Regulation (EU) 2018/858 of the European Parliament and of the Council and repealing Regulations (EC) No 78/2009, (EC) No 79/2009 and (EC) No 661/2009 of the European Parliament and of the Council and Commission Regulations (EC) No 631/2009, (EU) No 406/2010, (EU) No 672/2010, (EU) No 1003/2010, (EU) No 1005/2010, (EU) No 1008/2010, (EU) No 1009/2010, (EU) No 19/2011, (EU) No 109/2011, (EU) No 458/2011, (EU) No 65/2012, (EU) No 130/2012, (EU) No 347/2012, (EU) No 351/2012, (EU) No 1230/2012 and (EU) 2015/166 (OJ L 325, 16.12.2019, p. 1, ELI: http://data.europa.eu/eli/reg/2019/2144/oj).

vehicles produced in unlimited series equipped with such systems, it is appropriate to include those systems in the table in Part I of Annex II to Regulation (EU) 2018/858.

(3) Annex V to Commission Implementing Regulation (EU) 2022/1426[4] contains the requirements for the approval of motor vehicles fitted with automated valet parking. In order to allow manufacturers to apply for EU whole vehicle type-approval of vehicles produced in unlimited series and equipped with automated valet parking systems, it is necessary to include those systems in the list in the table in Part I of Annex II to Regulation (EU) 2018/858.

(4) Regulation (EU) 2024/1257 of the European Parliament and of the Council[5] sets out technical requirements for emission type-approval of Euro 7 vehicles. Furthermore, Commission Implementing Regulation (EU) 2025/1706[6] lays down rules, procedures and testing methodologies as regards exhaust and evaporative emission type-approval of vehicles of categories M_1 and N_1. It is necessary to complement the list of the regulatory acts in the table in Part I of Annex II to Regulation (EU) 2018/858 to also cover the respective requirements for Euro 7 vehicles.

(5) Commission Implementing Regulation (EU) 2025/1707[7] lays down rules regarding the on-board monitoring systems, on-board fuel and electric energy consumption monitoring devices, environmental vehicle passport and in-vehicle display of environmental data and manipulation devices and manipulation strategies. It is necessary to include those requirements and reference to Implementing Regulation (EU) 2025/1707 in the list of the regulatory acts in Part I of Annex II to Regulation (EU) 2018/858.

(6) Entries that are introduced in Annex II, Part I to Regulation (EU) 2018/858 regarding environmental performance and emissions apply to vehicles of category M_1 and N_1 as well as to Euro 7ext, in accordance with the provisions of Article 5(2) of Regulation

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4 Commission Implementing Regulation (EU) 2022/1426 of 5 August 2022 laying down rules for the application of Regulation (EU) 2019/2144 of the European Parliament and of the Council as regards uniform procedures and technical specifications for the type-approval of the automated driving system (ADS) of fully automated vehicles (OJ L 221, 26.8.2022, p. 1, ELI: http://data.europa.eu/eli/reg_impl/2022/1426/oj).

5 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, ELI: http://data.europa.eu/eli/reg/2024/1257/oj)

6 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 M_1 and N_1 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).

7 Commission 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 M_1 and N_1 (OJ L, 2025/1707, 5.9.2025, ELI: http://data.europa.eu/eli/reg_impl/2025/1707/oj).

(EU) 2024/1257, referring to the columns setting out requirements for a type of vehicle of category N_1.

(7) To ensure consistency, the topics related to "Measurement of engine power" and "Operation of systems using consumable reagent and pollution control system" should be included in both sections of the tables in Annex II, for vehicles approved under Euro 6 and for Euro 7 vehicles, respectively.

(8) Commission Delegated Regulation (EU) 2023/2590[8] lays down technical requirements for the type-approval of certain motor vehicles with regard to their advanced driver distraction warning systems. Those requirements apply to vehicles produced in unlimited series for new types as from 7 July 2024 and for new vehicles from 7 July 2026. In order to allow manufacturers of vehicles in small series and of special purpose vehicles to implement the new requirements, it is necessary to provide them a lead time of additional two years to adapt their production process.

(9) The 03 series of amendments to UN Regulation No 100[9] contains more stringent requirements for the electric power train of vehicles, which apply to new vehicles produced in unlimited series. Those requirements apply from 1 September 2025. In order to allow manufacturers of vehicles produced in small series to adjust their production to meet the stricter requirements, sufficient lead time should be provided to those manufacturers to implement the requirements. Furthermore, given that wheelchair accessible vehicles are mainly produced by small and medium-size manufacturers, additional flexibility should be provided to reduce the burden on the manufacturers producing such vehicles by waiving out the tests under paragraphs 6.4 and 6.5 of UN Regulation No 100, where the modification of the vehicle structure does not modify the rechargeable electric energy storage system.

(10) The table set out in Part II of Annex II to Regulation (EU) 2018/858 lists the UN Regulations and their respective versions that are recognised as equivalent for the purpose of EU type-approval. That table should be updated to take account of regulatory development at the UNECE level.

(11) The tables in Appendixes 1 to 6 in Part III of Annex II to Regulation (EU) 2018/858 contain the list of requirements for the approval of special purpose vehicles of M_1 and N_1 categories and Euro 7ext vehicles, in accordance with the provisions of Article 5(2) of Regulation (EU) 2024/1257, as set out in the corresponding regulatory acts referred to in the table. It is necessary to complement the list of the regulatory acts in those tables to also cover the respective requirements for Euro 7 vehicles to be approved as special purpose vehicles.

(12) Regulation (EU) 2018/858 should therefore be amended accordingly,

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[8] Commission Delegated Regulation (EU) 2023/2590 of 13 July 2023 supplementing Regulation (EU) 2019/2144 of the European Parliament and of the Council by laying down detailed rules concerning the specific test procedures and technical requirements for the type-approval of certain motor vehicles with regard to their advanced driver distraction warning systems and amending that Regulation (OJ L, 2023/2590, 22.11.2023, ELI: http://data.europa.eu/eli/reg_del/2023/2590/oj).

[9] Regulation No 100 of the Economic Commission for Europe of the United Nations (UN/ECE) – Uniform provisions concerning the approval of vehicles with regard to specific requirements for the electric power train [2024/1955] (OJ L, 2024/1955, 26.7.2024, ELI: http://data.europa.eu/eli/reg/2024/1955/oj).

HAS ADOPTED THIS REGULATION:

Article 1

Annex II to Regulation (EU) 2018/858 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 the Member States in accordance with the Treaties.

Done at Brussels, 23.3.2026

For the Commission
The President
Ursula VON DER LEYEN