



Guide for Determining the Emission Classes of Commercial Vehicles

Status: 1 January 2026

The partial toll rate for air pollution costs per kilometre is still determined according to the previous emission classes.

From 1 December 2023, the reductions that previously applied for certain vehicles equipped with a particle filter will be removed.

This means that vehicles from emission class Euro 2 that are equipped with a particle filter from particulate reduction class (PRC) 1 will from now on be categorised in emission class Euro 2, rather than emission class Euro 3 as was the case up until 30 November 2023.

Vehicles from emission class Euro 3 that are equipped with a particle filter from particulate reduction class (PRC) 2 will from now on be categorised in emission class Euro 3, rather than emission class Euro 4 as was the case up until 30 November 2023.

1. Commercial vehicles registered in Germany:

a) Commercial vehicles registered in Germany with vehicle documentation issued after 1 October 2005

For domestic vehicles registered in Germany using EU-harmonised vehicle documents, the emission class can be determined by the text in section 14 or the key number for 14.1. The following table provides an overview of the most common emission key numbers for commercial vehicles:

Line no.	Key number	Emission/noise class	Resulting EURO	Category according to Annex 1 of the German Federal Trunk Road Toll Act (BFStrMG)
	Code from field 14.1 of the vehicle registration certificate Part 1 (vehicle registration document) for domestic vehicles	Plain text from field 14 of the vehicle registration certificate Part 1 (vehicle registration document) for domestic vehicles		
1	0000	NONE	EURO 0	F
2	0088	EMISSION CLASS NOT KNOWN	EURO 0	F
3	0098	VINTAGE CAR	EURO 0	-
4	0099	NONE	EURO 0	F
5	0601	GKL: G1	EURO 0	F
6	0602	GKL: G1 OEST	EURO 0	F
7	0610	SKL: S1	EURO 1	F
8	0611	SKL: S1, GKL: G1	EURO 1	F
9	0612	SKL: S1, GKL: G1 OEST	EURO 1	F
10	0620	SKL: S2	EURO 2	E
11	0621	SKL: S2, GKL: G1	EURO 2	E
12	0622	SKL: S2, GKL: G1 OEST	EURO 2	E
13	0630	93/59/EWG I	EURO 1	F
14	0631	93/59/I GKL: G1	EURO 1	F
15	0632	93/59/I GKL: G1 OEST	EURO 1	F
16	0633	96/69/EG I	EURO 2	E
17	0634	98/69/EG I, A	EURO 3	D
18	0635	98/69/EG I; B	EURO 4	C
19	0640	93/59/EWG II	EURO 1	F
20	0641	93/59/II GKL: G1	EURO 1	F
21	0642	93/59/II GKL: G1 OEST	EURO 1	F
22	0643	96/69/EG II	EURO 1	F
23	0644	98/69/EG II; A	EURO 2	E
24	0645	98/69/EG II, B	EURO 3	D
25	0650	93/59/EWG III	EURO 1	F
26	0651	93/59/III GKL: G1	EURO 1	F
27	0652	93/59/III GKL: G1 OEST	EURO 1	F
28	0653	96/69/EG III	EURO 1	F
29	0654	98/69/EG III; A	EURO 2	E
30	0655	98/69/EG III, B	EURO 3	D
31	0660	94/12/EG (M)	EURO 2	E
32	0661	94/12/EG (M), GKL: G1	EURO 2	E
33	0670	1999/96/EG; A	EURO 3	D
34	0671	1999/96/EG; A, GKL: G1	EURO 3	D
35	0680	1999/96/EG; B1	EURO 4	C
36	0681	1999/96/EG; B1, GKL: G1	EURO 4	C
37	0683	1999/96/EG; B2	EURO 5	B
38	0684	1999/96/EG; B2, GKL: G1	EURO 5	B
39	0690	1999/96/EG; C; EEV	EEV 1	B
40	0691	1999/96/EG; C; EEV; GKL: G1	EEV 1	B
41	35A0	EURO5;A;PI/CI; M, N1 I	EURO 5	B
42	35D0	EURO5;D;PI/CI; N1 II	EURO 5	B
43	35E0	EURO5;E;PI/CI; N1 III, N2	EURO 5	B

44	35F0	EURO5;F;PI/CI; M, N1 I	EURO 5	B
45	35H0	EURO5;H;PI/CI; N1 II	EURO 5	B
46	35I0	EURO5;I;PI/CI;N1 III, N2	EURO 5	B
47	35J0	EURO5;J;PI/CI; M, N1 I	EURO 5	B
48	35L0	EURO5;L;PI/CI; N1 II	EURO 5	B
49	35M0	EURO5;M;PI/CI; N1 III, N2	EURO 5	B
50	36N0	EURO6;N;CI; M, N1	EURO 6	A
51	36O0	EURO6;O;CI; N1 II	EURO 6	A
52	36P0	EURO6;P;CI; N1 III, N2	EURO 6	A
53	36Q0	EURO6;Q;CI; M, N1 I	EURO 6	A
54	36R0	EURO6;R;CI; N1 II	EURO 6	A
55	36S0	EURO6;S;CI; N1 III, N2	EURO 6	A
56	36T0	EURO6;T;CI; M, N1 I	EURO 6	A
57	36U0	EURO6;U;CI; N1 II	EURO 6	A
58	36V0	EURO6;V;CI; N1 III, N2	EURO 6	A
59	36W0	EURO6;W;PI/CI; M, N1 I	EURO 6	A
60	36X0	EURO6;X;PI/CI; N1 II	EURO 6	A
61	36Y0	EURO6;Y;PI/CI; N1 III, N2	EURO 6	A
62	36ZA	EURO6;ZA;PI/CI; M, N1	EURO 6	A
63	36ZB	EURO6;ZB;PI/CI; N1 II	EURO 6	A
64	36ZC	EURO6;ZC;PI/CI; N1 III, N2	EURO 6	A
65	36ZD	EURO6;ZD;PI/CI; M, N1 I	EURO 6	A
66	36ZE	EURO6;ZE;PI/CI; N1 II	EURO 6	A
67	36ZF	EURO6;ZF;PI/CI; N1 III, N2	EURO 6	A
68	36ZG	EURO6;ZG;PI/CI; M, N1 I	EURO 6	A
69	36ZH	EURO6;ZH;PI/CI; N1 II	EURO 6	A
70	36ZI	EURO6;ZI;PI/CI; N1 III, N2	EURO 6	A
71	36ZJ	EURO6;ZJ;PI/CI; M, N1 I	EURO 6	A
72	36ZK	EURO6;ZK;PI/CI; N1 II	EURO 6	A
73	36ZL	EURO6;ZL;PI/CI; N1 III, N2	EURO 6	A
74	66A0	EURO VI; A; M, N	EURO 6	A
75	66B0	EURO VI; B; M, N	EURO 6	A
76	66C0	EURO VI; C; M, N	EURO 6	A
77	66D0	EURO VI; D; M, N	EURO 6	A
78	66E0	EURO VI; E; M, N	EURO 6	A
79	66EE	EUROVI; EE; M, N	EURO 6	A
80	66EH	EUROVI; EH; M, N	EURO 6	A
81	66EW	EUROVI; EW;BZ/W;E ext; M, N	EURO 6	A
82	6644	EURO VI; 44; M1, N	EURO 6	A
83	664E	EUROVI; 4E; M1, N	EURO 6	A
84	664H	EUROVI; 4H; M1, N	EURO 6	A
85	664W	EUROVI; 4W;BZ/W;E ext; M, N	EURO 6	A
86	6645	EURO VI; 45; M, N	EURO 6	A
87	665E	EUROVI; 5E; M, N	EURO 6	A
88	665H	EUROVI; 5H; M, N	EURO 6	A
89	665W	EUROVI; 5W;BZ/W;E ext; M, N	EURO 6	A

Only cases typical for road haulage are listed. Codes and text not listed above may be assigned to a European standard using the table for the systematisation of motor vehicles and its appendices (SV 1) issued by the Federal Motor Transport Authority (KraftfahrtBundesamt: KBA).

The European standard must be specified when making the entry in the truck toll system.

In individual cases it is possible that a different (usually cheaper) emission class is entered in the vehicle registration certificate Part 1 (vehicle registration document) under section 22 or V.9. In such cases the cheaper emission class is the valid one.

According to Annex 1 of the German Federal Trunk Road Toll Act (BFStrMG), vehicles in the future emission class Euro 7 are to be assigned to category G. A use case will only be provided when the relevant vehicles are available. The key numbers for emission class Euro 7 will be determined by the Federal Motor Transport Authority at the appropriate time. Zero-emission vehicles in CO₂-emission class 5 with a Technically Permissible Maximum Laden Mass above 4.25 t will similarly be assigned to category G when the toll exemption ceases to apply from 1 July 2031.

It is explicitly noted that the codes in section 14.1 for commercial vehicles that have EU-harmonised vehicle documentation from other countries do not have to correspond to the code system for emission classes used within Germany. Under section 14.1, differing national codes from EU Member States may also be issued. For commercial vehicles not registered in Germany, only the following instructions under 2. and 3. are applicable:

b) Commercial vehicles registered in Germany with vehicle documentation issued up to 30 September 2005

For the vehicle documentation used previously in Germany, the first step is to check whether the vehicle registration document or certificate of ownership contains text that is included in the assignment table above and can therefore be assigned to a European standard. If this is not the case, the emission class can also be indicated in an alternative way (see explanatory notes under 3. below).

2. Commercial vehicles not registered in Germany:

a) Commercial vehicles not registered in Germany that have EU-harmonised vehicle registration documentation

For commercial vehicles not registered in Germany that have EU-harmonised vehicle registration documentation, the first step is to check whether there is a piece of text from section 14, V.9, or if one of the EU directives listed in the assignment table above from numbers 13 to 40 is indicated in the notes (example of text: "93/59/EEC I") thus enabling the vehicle to be allocated to one of the European Standards listed there (in the example here this would involve European Standard 1). If this is not the case, the emission class can also be indicated in an alternative way (see explanatory notes under 3. below).

b) Commercial vehicles not registered in Germany that do not have EU-harmonised vehicle registration documentation

For commercial vehicles not registered in Germany that do not have EU-harmonised vehicle registration documentation, the first step is once again to check whether there is a piece of text that clearly corresponds to one of the EU directives listed in the assignment table above from numbers 13 to 40, meaning that assignment is possible. If this is not the case, the emission class can also be indicated in an alternative way (see explanatory notes under 3. below).

3. Alternative indication of emission class for commercial vehicles, whether registered in Germany or elsewhere:

If verification of the emission class as outlined above is not possible for commercial vehicles registered in Germany or elsewhere, this can also be done by presenting

1. the current motor vehicle tax certificate in the German language or
2. a valid certificate of the fulfilment of specific environmental requirements for the

vehicle. This is set out in Section 7 para. 1 of the German Truck Toll Regulations (Lkw-Maut-Verordnung), which cover toll collection, verification of the relevant information, and refunds.

In terms of evidence for item 2, this involves the vehicle-related document for an ECMT permit.

If the emission class cannot be found, the following possibilities are available for **providing evidence**:

- Submission of a manufacturer's certificate indicating the engine certification in the German language. This certificate

must clearly show (for example from the registration number or the vehicle identification number (VIN, chassis number)) that the low-emission engine is fitted in the specific vehicle.

- Proof of engine certification must be from an independent expert and in the German language. Once again, proof must be provided that the low-emission engine is actually located in the specific vehicle.

If there are contradictions between the documents supplied regarding the emission class, this can also be determined on a discretionary basis by considering the existing presumption provision for vehicles not registered in Germany.

The following presumption is applicable for vehicles registered in other countries (Section 7 para. 2 of the German Truck Toll Regulations):

For vehicles subject to toll charges that are registered in other countries and for which none of the specified certificates indicated in Section 7 para. 1 of the German Truck Toll Regulations have been supplied, or where contradictory documents are submitted, it may be presumed that the following emission classes apply:

1. emission class Euro 6 for initial registration after 31 December 2013,
2. emission class Euro 5 for initial registration after 30 September 2009 and before 1 January 2014,
3. emission class Euro 4 for initial registration after 30 September 2006 and before 1 October 2009,
4. emission class Euro 3 for initial registration after 30 September 2001 and before 1 October 2006,
5. emission class Euro 2 for initial registration after 30 September 1996 and before 1 October 2001,
6. emission class Euro 1 for initial registration after 30 September 1993 and before 1 October 1996,
7. no emission class for initial registration before 1 October 1993.

If the vehicle falls under point 7, then it is to be recorded as European standard 0. This also applies if appropriate indications are completely unavailable. This recording as European standard 0 may not be objected to.

4. Submission of contradictory documents:

If contradictions regarding the emission class arise in the administrative procedure due to the documents submitted, reasonable discretion will be used to decide whether appropriate evidence has been provided. The Federal Logistics and Mobility Office or the responsible operator shall determine the relevant emission class for the classification as well as the period for which this should be assumed.

5. Vehicles with abnormal emission behaviour:

The principle set out in section 4. also applies if there is any indication during enforcement that the emission control system is not working properly or at all. In serious cases, the relevant regulations stipulate the collection of the maximum rate (see explanatory notes on 6.).

If a vehicle subject to toll attracts attention due to a particularly high noise level or above-average exhaust emissions, or if there are significant indications that the presumption provision (see explanatory notes on 3.) should not be applied, the Federal Logistics and Mobility Office can request documentation proving that the commercial vehicle actually belongs to the emission class to which it has been allocated (Section 7 para. 4 of the German Truck Toll Regulations).

6. Improper proof of emission class:

In the event of improper proof of a vehicle's emission class during enforcement, the partial toll rate for the air pollution costs will be calculated at the maximum rate in Category F of Annex 1 to the German Federal Trunk Road Toll Act (Section 5 para. 4 BFStrMG). The company that owes the toll is permitted to provide proper proof of the emission class retroactively. If this proof is not provided by the end of the objection proceedings, the maximum rate remains in place.

7. Legal basis:

The legal basis (German Federal Trunk Road Toll Act — BFStrMG, German Truck Toll Regulations — Lkw-MautV) can be found online at <http://www.gesetze-im-internet.de>.