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New subsidy for commercial vehicles of classes N1 and N2 – Ecobonus under the DPCM of 10 June 2026 – funding portal opened on 29 July 2026

By Art. 3 of the Decree of the President of the Council of Ministers (DPCM) of 10 June 2026, in force since 26 June 2026, a new Ecobonus contribution was introduced for the purchase of new commercial vehicles of classes N1 and N2. A total of € 180 million is available for the measure until 31 March 2030, of which € 40 million for 2026; 40% of the annual funds is reserved for vehicles with purely electric or fuel cell propulsion. The subsidy is aimed specifically at small and medium-sized enterprises (SMEs) which transport goods on their own account or for third parties. The funds are drawn down by means of a booking procedure at the dealer and are subject to a quota: the booking platform was opened a few days ago, on **29 July 2026**, at 12:00, but the € 40 million made available for 2026 was already exhausted after a few hours. For further projects the next opening of the platform must therefore be awaited; we recommend preparing upcoming vehicle investments now, so that a booking can be made immediately once the funds are replenished. The key points are summarised below.

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1. Who is eligible for the subsidy?

Eligible to apply are:

- small and medium-sized enterprises (SMEs) within the meaning of Annex I to the EU General Block Exemption Regulation (GBER) which carry out the transport of goods on their own account (conto proprio) or for third parties (conto terzi); acquisition by way of finance leasing is also eligible;
- rental companies which acquire a commercial vehicle, provided that an order signed by an eligible SME is presented to the dealer which is directed at the conclusion of a rental agreement with a term of at least three years. The rental company must pass on the contribution received in full to the eligible SME by deducting it proportionately from the monthly rental instalments.

2. Eligible vehicles

Eligible are brand-new commercial vehicles of class N1 as well as vehicles of class N2 with a permissible total mass of no more than 7.2 t, i.e. vehicles for the transport of goods. The new vehicle must be registered in Italy. Each vehicle must cumulatively meet the following requirements:

- brand new (no demonstration or used vehicles);
- intended for an SME which transports goods on its own account or for third parties;
- purely electric (BEV), fuel cell (FCEV) or conventional propulsion.

Vehicles with conventional propulsion are eligible only in combination with the scrapping of an old vehicle (see section 4).

3. Amount of the contribution

The amount of the contribution is not uniform but depends on three parameters:

- the permissible total mass of the new vehicle;
- the type of propulsion of the new vehicle (BEV/FCEV or conventional);
- the existence of an old vehicle to be scrapped.

The official table distinguishes five mass classes. Overall, the contributions range from € 2,000 to € 20,000: for BEV and FCEV vehicles from € 2,000 to € 16,000 without scrapping and from € 4,000 to € 20,000 with scrapping, and for conventional propulsion from € 2,000 to € 10,000 (exclusively with scrapping). Here is an overview:

Permissible total mass	BEV/FCEV without scrapping	BEV/FCEV with scrapping	Conventional with scrapping
0–1.49 t	2,000 €	4,000 €	2,000 €

Permissible total mass	BEV/FCEV without scrapping	BEV/FCEV with scrapping	Conventional with scrapping
1.50–2.39 t	4,500 €	8,000 €	3,000 €
2.40–3.49 t	10,000 €	14,000 €	4,500 €
3.50–4.24 t	14,000 €	18,000 €	8,000 €
4.25–7.20 t	16,000 €	20,000 €	10,000 €

We are happy to determine the specific amount of the contribution for your project on a case-by-case basis using the official contribution table.

4. Variant A: purchase with scrapping

When acquiring a new vehicle with conventional propulsion, the old vehicle must be type-approved in an emission class up to and including Euro 4. For the voluntary scrapping in connection with the acquisition of a BEV or FCEV vehicle, Art. 3 of the DPCM does not expressly provide for a corresponding Euro 4 limit.

Requirement	Content
Vehicle class	Same class as the new vehicle – N1 and N2 are interchangeable with one another for scrapping purposes.
Period of ownership	Registered for at least 12 months to the same keeper who also acquires the new vehicle.
Emission class	Type-approved up to and including Euro 4 (when purchasing an N1 or N2 with conventional propulsion).

The purchase agreement for the new vehicle must state:

- the old vehicle to be scrapped;
- the Ecobonus contribution under the DPCM of 10 June 2026.

5. Variant B: purchase without scrapping

For vehicles with conventional propulsion, the scrapping of an old vehicle is a mandatory condition for the subsidy; for BEV and FCEV vehicles it is optional and increases the contribution.

6. Procedure at the dealer and deadlines

The contribution is not applied for by the business itself but is handled through the dealer: the dealer books the contribution in advance via the Ecobonus platform and deducts it directly from the purchase price. In the case of a purchase with scrapping, the dealer additionally has the following obligations within 30 days of delivery of the new vehicle:

- handing over the old vehicle to an authorised treatment facility;

- applying for deregistration from the vehicle register on account of scrapping via the electronic desk for motor vehicle matters (Sportello Telematico dell'Automobilista).

The booking is made via the platform ecobonus.mimit.gov.it, which is operated by Invitalia on behalf of the Ministry of Enterprises and Made in Italy (MIMIT). By directorate decree of 27 July 2026, booking was enabled from 12:00 on 29 July 2026 for purchases in the period from 26 June 2026 (entry into force of the DPCM) to 31 December 2026; the available funds were exhausted on the same day.

At present, no new subsidies can be reserved for lack of available funds. A further booking opportunity may arise if funds already reserved are released again or if MIMIT opens a further funding window on the basis of the funds provided for the following years. The date and conditions of any new opening have not yet been determined.

The dealer must in principle confirm the booked subsidy within 270 days of the booking and upload the information and documents required for this purpose to the platform. If the confirmation is not made in time, the reservation of the contribution lapses.

We recommend obtaining written confirmation from the dealer that the scrapping and deregistration were carried out on time and keeping the evidence with the accounting records.

7. Obligations after the purchase

The subsidised new vehicle must remain in the ownership of the beneficiary for at least 24 months. In the case of an acquisition by way of finance leasing, use by the eligible lessee must be ensured accordingly during that period.

8. Recommendations

Have eligibility checked if possible before signing a binding purchase, leasing or rental order and coordinate the project with the dealer at an early stage. An order placed before the opening of the booking platform does not necessarily preclude the subsidy, provided that it falls within the respective funding period and meets all requirements. An entitlement to the contribution only arises, however, once the dealer has successfully made the reservation and only within the limits of the available funds.

Kind regards
Josef Vieider