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# BS-VI WLTP emission limits set for N1 vehicles from April 1, 2028

G.S.R. 973(E) sets BS-VI emission limits on the WLTP test cycle for all N1 models made on or after April 1, 2028, and narrows the CNG reference fuel to G20.

THE MINISTRY OF ROAD Transport and Highways (MoRTH) issued notification G.S.R. 973(E), dated November 4, 2026, making the Central Motor Vehicles (Fifteenth Amendment) Rules, 2026. It appears in the Gazette of India, Extraordinary, Part II, Section 3, Sub-section (i), No. 871, dated November 5, 2026 (e-Gazette ID CG-DL-E-07112026-277749). The Central Government made the rules under section 110 of the Motor Vehicles Act, 1988, after considering the objections and suggestions received on draft rules G.S.R. 634(E) of July 13, 2026, which were made available to the public on July 16, 2026. Save as otherwise provided, the rules come into force on the date of their final publication in the Official Gazette. They are signed by Mahmood Ahmed, Additional Secretary, under F. No. RT-11036/25/2025-MVL.

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# BS-VI WLTP emission limits set for N1 vehicles from April 1, 2028

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The rules change two notes to Table 2 in clause (i) of rule 115(18). In note 4, the reference fuel " (G20, G23 and G25)" becomes "(G20)", BIS 15958:2012 becomes BIS 15958:2023, BIS 14861:2000 becomes BIS 14861:2020, IS 16087:2013 becomes IS 16087:2025, and clause (i) of the note is omitted. In note 9, BIS 15958:2012 becomes BIS 15958:2023, "BIS 14681:2000" becomes BIS 14861:2020, IS 15607 becomes IS 15607:2022, IS 16634:2017 becomes IS 16634:2023, IS 16087:2013 becomes IS 16087:2025, and IS 17021:2018 gains the words "and as amended from time to time by BIS". Annexure IV-L, the CNG reference fuel specification, is replaced: G20 for Category M and N vehicles up to 3,500 kg GVW and two- and three-wheelers, GR for vehicles above 3,500 kg GVW, and a G23 table. A further item deletes rows 9 to 15 of Annexure IV-L, starting at "Reference fuel G 25".

A new clause (II), inserted after clause (i-A), sets the BS-VI emission standards on the Worldwide Harmonised Light Duty Test Procedure (WLTP) cycle for category N1 vehicles manufactured on or after April 1, 2028, for all models. Table 1 sets limits in three classes by reference mass, which is mass in running order plus 75 kg: Class I up to 1305 kg, Class II above 1305 kg up to 1760 kg, and Class III above 1760 kg. For positive ignition (PI) engines, the particulate mass and particle number limits apply only to direct injection engines. The test is on a chassis dynamometer under AIS-175, with no relaxation of the limits for conformity of production (COP); COP testing follows AIS-137. Evaporative emissions from gasoline vehicles may not exceed 2.0 g/test, and crankcase gases may not be released into the atmosphere. An N2 vehicle of 3.5 to 5.0 tonnes Gross Vehicle Weight that comes from an N1 type may be type-approved if it meets the N1 requirements, and must then meet the COP, in-service conformity (ISC) and in-use performance ratio (IUPR) requirements.

The clause also sets deterioration factors (for PI engines, CO 1.5, THC 1.3, NMHC 1.3, NOx 1.6, PM and PN 1.0; for compression ignition (CI) engines, CO 1.5, NOx 1.1, HC + NOx 1.1, PM and PN 1.0), with an option for the maker of a 1,60,000 km vehicle ageing test or a bench ageing durability test by the approved test agency under rule 126 (the words "for PI vehicles" are printed struck through). Table 3 sets on-board diagnostic (OBD) thresholds, and the minimum IUPR is

0.520 for evaporative purge control monitors, 0.336 for all other monitors and 0.260 for secondary air system and other cold start monitors. Real-driving emission testing with PEMS applies to all models at type approval, with a conformity factor of 1 + 0.43 for NOx and 1 + 0.5 for PN (PN for PI direct injection and CI engines only); CO is measured and recorded. CNG, Bio-CNG and HCNG vehicles must meet the safety requirements of AIS 024 and AIS-028 Revision 1, as applicable, the maker must show E85 and E100 compatibility on a sticker under AIS 171:2021, and gasoline mono-fuel and bi-fuel PI vehicles, hybrids included, must be certified on E20.

These are final rules on a different draft from the BS-VII proposal for N1 vehicles (draft G.S.R. 881(E) of October 12, 2026; see "Draft BS-VII emission norms for N1 vehicles from April 1, 2030"), which the rules do not mention. The exhaust limits in Table 1 and the OBD thresholds are the same figures as in that draft, but these rules class vehicles by reference mass (1305 and 1760 kg) where the draft uses mass in running order (1280 and 1735 kg), set an evaporative limit of 2.0 g/test where the draft proposes 1.5 g/test, test under AIS-175 where the draft names AIS-215 Part-1, use an RDE conformity factor of 1 + 0.43 for NOx and 1 + 0.5 for PN where the draft proposes 1.0, and set no brake particle, tire, on-board monitoring or battery durability rules. As printed, the Class I CI cell for NMHC is blank. The rules do not say what changes for N1 vehicles made before April 1, 2028. The principal rules were last amended by G.S.R. 911(E) of October 23, 2026.

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| Dated | November 4, 2026 |
| Published | Gazette of India, Extraordinary, Part II, Section 3, Sub-section (i), No. 871, November 5, 2026 (CG-DL-E-07112026-277749) |
| Draft | G.S.R. 634(E), July 13, 2026, made available to the public on July 16, 2026 |
| Takes effect | On final publication in the Official Gazette, save as otherwise provided |
| New limits apply to | Category N1 vehicles manufactured on or after April 1, 2028, all models |
| Classes, by reference mass (mass in running order plus 75 kg) | Class I: RM ≤ 1305 kg; Class II: 1305 < RM ≤ 1760 kg; Class III: 1760 kg < RM |
| Test procedure | Chassis dynamometer, WLTP under AIS-175; COP testing under AIS-137; no relaxation for COP |
| Evaporative limit | 2.0 g/test, gasoline vehicles |

| | |
|---|---|
| OBD thresholds (mg/km, PI and CI) | Class I: CO 1900 and 1750, NMHC 170 and 290, NOx 90 and 140, PM 12 and 12; Class II: CO 3400 and 2200, NMHC 225 and 320, NOx 110 and 180, PM 12 and 12; Class III: CO 4300 and 2500, NMHC 270 and 350, NOx 120 and 220, PM 12 and 12 |
| RDE conformity factor | NOx 1 + 0.43; PN 1 + 0.5; CO measured and recorded |
| N2 vehicles from an N1 type | 3.5 to 5.0 tonnes GVW may be approved on N1 requirements; must meet COP, ISC and IUPR |
| Fuel | Gasoline mono-fuel and bi-fuel PI vehicles, hybrids included, certified on E20 |
| Reference fuel (note 4) | "(G20, G23 and G25)" replaced by "(G20)"; Annexure IV-L replaced |
| Standards updated | BIS 15958:2023, BIS 14861:2020, IS 15607:2022, IS 16634:2023, IS 16087:2025; IS 17021:2018 "as amended from time to time by BIS" |
| Related draft | G.S.R. 881(E), October 12, 2026: BS-VII for N1 vehicles from April 1, 2030 |
| Signed by | Mahmood Ahmed, Addl. Secy. |
| File number | F. No. RT-11036/25/2025-MVL |

### Table 1: BS-VI WLTP limits for N1 vehicles manufactured on or after April 1, 2028 (Class I: RM ≤ 1305 kg; Class II: 1305 < RM ≤ 1760 kg; Class III: 1760 kg < RM)

| Pollutant | Unit | Class I, PI | Class I, CI | Class II, PI | Class II, CI | Class III, PI | Class III, CI |
|---|---|---|---|---|---|---|---|
| Carbon monoxide (CO) | mg/km | 1000 | 500 | 1810 | 630 | 2270 | 740 |
| Total hydrocarbons (THC) | mg/km | 100 | - | 130 | - | 160 | - |
| Non-methane hydrocarbons (NMHC) | mg/km | 68 | | 90 | - | 108 | - |
| Oxides of nitrogen (NOx) | mg/km | 60 | 80 | 75 | 105 | 82 | 125 |
| THC + NOx | mg/km | - | 170 | - | 195 | - | 215 |
| Particulate matter (PM) | mg/km | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Number of particles (PN) | #/km | $6 \times 10^{11}$ | $6 \times 10^{11}$ | $6 \times 10^{11}$ | $6 \times 10^{11}$ | $6 \times 10^{11}$ | $6 \times 10^{11}$ |

The notification (PDF, 768 KB)

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