October 12, 2026

MORTH

Draft BS-VII emission norms for M1 vehicles from April 1, 2029

Draft G.S.R. 880(E) proposes BS-VII emission limits for M1 vehicles manufactured on or after April 1, 2029, with PN10, real-driving and on-board monitoring rules.

THE MINISTRY OF ROAD Transport and Highways (MoRTH) issued notification G.S.R. 880(E), dated October 12, 2026, publishing draft rules further to amend the Central Motor Vehicles Rules, 1989. It appears in the Gazette of India, Extraordinary, Part II, Section 3, Sub-section (i), No. 809, dated October 13, 2026 (e-Gazette ID CG-DL-E-14102026-277137). The Central Government proposes the rules under section 110 of the Motor Vehicles Act, 1988, and publishes them as required by section 212(1). The draft inserts in rule 115, after sub-rule (22), a new "23(i)A The emission standards for Bharat Stage VII (BS-VII) for category M1 vehicles." It is signed by Mahmood Ahmed, Additional Secretary, under F. No. RT-11036/26/2025-MVL.

KEY FACTS

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G.S.R. 880(E), draft rules to amend the Central Motor Vehicles Rules, 1989



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Table 1 sets the limits for category M1 vehicles manufactured on or after April 1, 2029, for all models; it prints no class or mass limit. The limits are: carbon monoxide (CO) 1000 mg/km for positive ignition (PI) and 500 mg/km for compression ignition (CI) engines; total hydrocarbons (THC) 100 mg/km PI; non-methane hydrocarbons (NMHC) 68 mg/km PI; oxides of nitrogen (NOx) 60 mg/km PI and 80 mg/km CI; THC + NOx 170 mg/km CI; particulate matter (PM) 4.5 mg/km for both; and number of particles (PN10) 6×10^{11} per km for both. The evaporative emission limit is 1.5 g/test. The limits apply to vehicles on the fuels the draft lists, among them CNG, LNG, LPG, HCNG, Diesel (B7), Gasoline E20, ethanol, methanol and hydrogen, and to dual-fuel and bi-fuel engines and flex-fuel vehicles. Exhaust tests use the WLTP chassis dynamometer cycle under AIS-215 Part-1. For type approval and conformity of production, the test fuel is reference fuel or commercial fuel; the reference fuels include E20 as per IS 17943:2022, Diesel (B7) as per Annexure IV-T, natural gas as per Annexure IV-L (G20) and hydrogen as per Annexure IV-W. Under paragraph 14, real-driving (RDE) testing with a portable emissions measurement system applies at type approval from April 1, 2030, with a conformity factor of 1.0 for NOx and PN; CO is measured and recorded.

Table 2 sets three phases for type approval, conformity of production and in-service conformity. From April 1, 2029 (Phase-I): gaseous pollutants and PN in road testing, the WLTP tests, on-board diagnostics (OBD) with OBM-I and OBFCM-I "On OBD port only", the Environment Vehicle Passport (EVP) and battery durability requirements. From April 1, 2031 (Phase-II): OBM-II and OBFCM-II "over the air", brake particle PM and PN limits "based on power train", and tire emission limits. From April 1, 2035 (Phase-III): a brake PM and PN "single limit for all power train". Paragraphs 18 and 19 give other dates: on-board monitoring (OBM) data on the OBD port for vehicles manufactured on or after April 1, 2032; OBFCM-I data on the OBFCM port from April 1, 2030; and OBFCM-II data on the OBD port and anonymously over the air from April 1, 2032. OBM must monitor NOx and PM emissions and detect exceedances of at least 2.5 times the relevant limit. The OBD thresholds are CO 1900 mg/km PI and 1750 mg/km CI, NMHC 170 and 290, NOx 90 and 140, and PM 12 and 12.

For vehicles manufactured on or after April 1, 2031, the brake particle (PM10) limit is 3 mg/km per vehicle for pure electric vehicles and 7 mg/km for hybrids, fuel cell vehicles and internal combustion engine vehicles; from April 1, 2035, it is 3 mg/km per vehicle. Brake particle number limits, tire abrasion limits for C1 tires (from April 1, 2031) and range-based battery durability requirements are to be notified separately. The energy-based battery durability requirement for off-vehicle charging hybrids and pure electric vehicles is 75% up to 5 years or 100,000 km, whichever comes first, and 67% from then up to 8 years or 160,000 km, whichever comes first; the requirement for the additional lifetime is to be notified separately. In-service conformity covers a main lifetime of 160,000 km or 8 years and an additional lifetime up to 200,000 km or 10 years, with a durability multiplier of 1.2 for gaseous pollutants. At idle, a CI vehicle with a particulate filter shall not exceed 1.0×10^6 particles/cm^3. Vehicles with geofencing technologies may be approved as "BS-VII-G", and a note lets N2 vehicles of 3.5 to 5.0 tonnes maximum mass derived from an N1 type be approved on N1 requirements.

Objections and suggestions may be sent to the Additional Secretary (MVL, Transport & Road Safety), Ministry of Road Transport and Highways, Transport Bhawan, Parliament Street, New Delhi-110 001, or to comments-morth@gov.in. The draft will be taken into consideration after thirty days from the date copies of the Gazette are made available to the public; the notification does not state that date, and its e-Gazette ID carries October 14, 2026. As printed, the commencement clause says that, save as otherwise provided, the rules "shall come into force on 01st October 2026", and the Hindi text gives the same date. The amendment number in the short title is left blank. Table 2 lists gaseous pollutants and PN in road testing from Phase-I, April 1, 2029, while paragraph 14 applies RDE testing at type approval from April 1, 2030. The draft does not define category M1, and the two rows of its idle emission table for PI engines (CO 0.3% and HC 200 ppm) are headed "PI Engines of Category N", other than gasoline and with gasoline.

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Document	G.S.R. 880(E), draft rules to amend the Central Motor Vehicles Rules, 1989
Dated	October 12, 2026
Published	Gazette of India, Extraordinary, Part II, Section 3, Sub-section (i), No. 809, October 13, 2026 (CG-DL-E-14102026-277137)
Proposed rule	Rule 115, new sub-rule 23(i)A: BS-VII emission standards for category M1 vehicles
Applies to	Category M1 vehicles manufactured on or after April 1, 2029, all models
Takes effect	As printed, "01st October 2026", save as otherwise provided in the rules; Table 1 applies to vehicles manufactured on or after April 1, 2029

Phase-I, April 1, 2029	Road (RDE) and WLTP tests; OBD with OBM-I and OBFCM-I on the OBD port only; EVP; battery durability requirements
Phase-II, April 1, 2031	OBM-II and OBFCM-II over the air; brake PM and PN limits by power train; tire emission limits
Phase-III, April 1, 2035	A single brake PM and PN limit for all power trains
RDE at type approval	From April 1, 2030; conformity factor 1.0 for NOx and PN
OBM and OBFCM data (paragraphs 18 and 19)	OBFCM-I on the OBFCM port from April 1, 2030; OBM on the OBD port, and OBFCM-II on the OBD port and anonymously over the air, from April 1, 2032
OBD thresholds (mg/km, PI and CI)	CO 1900 and 1750; NMHC 170 and 290; NOx 90 and 140; PM 12 and 12
Evaporative limit	1.5 g/test
Brake particles (PM10)	From April 1, 2031: 3 mg/km per vehicle for pure electric, 7 mg/km for other power trains; from April 1, 2035: 3 mg/km per vehicle
Notified separately	Brake particle number limits, C1 tire abrasion limits, range-based battery durability requirements and the energy-based requirement for the additional lifetime
Comment period	Thirty days from the date copies of the Gazette are made available to the public
Send comments to	Additional Secretary (MVL, Transport & Road Safety), MoRTH, Transport Bhawan, Parliament Street, New Delhi-110 001, or comments-morth@gov.in
Signed by	Mahmood Ahmed, Addl. Secy.
File number	F. No. RT-11036/26/2025-MVL

Table 1: BS-VII limits for M1 vehicles manufactured on or after April 1, 2029

Pollutant	Unit	Positive ignition (PI)	Compression ignition (CI)
Carbon monoxide (CO)	mg/km	1000	500
Total hydrocarbons (THC)	mg/km	100	-
Non-methane hydrocarbons (NMHC)	mg/km	68	-
Oxides of nitrogen (NOx)	mg/km	60	80
THC + NOx	mg/km	-	170
Particulate matter (PM)	mg/km	4.5	4.5

Number of particles (PN10)	#/km	6×10^{11}	6×10^{11}

The notification (draft rules) (PDF, 1.1 MB)

Source: Gazette of India, CG-DL-E-14102026-277137.

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Read online: indusdesk.com/morth/insights/draft-bs-vii-emission-norms-for-m1-vehicles-from-april-1-2029/