October 12, 2026

MORTH

Draft BS-VII emission norms for N1 vehicles from April 1, 2030

Draft G.S.R. 881(E) proposes BS-VII emission limits, in three mass classes, for N1 vehicles made on or after April 1, 2030, with later phases in 2032 and 2035.

THE MINISTRY OF ROAD Transport and Highways (MoRTH) issued notification G.S.R. 881(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. 810, dated October 13, 2026 (e-Gazette ID CG-DL-E-14102026-277155). 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)B The emission standards for Bharat Stage VII (BS-VII) for category N1 vehicles." It is signed by Mahmood Ahmed, Additional Secretary, under F. No. RT-11036/26/2025-MVL.

KEY FACTS

AUTHORITY

MoRTH

PUBLISHED

October 12, 2026

ISSUED BY

Ministry of Road Transport and Highways

DOCUMENT

G.S.R. 881(E), draft rules to amend the Central Motor Vehicles Rules, 1989



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Table 1 sets the limits for category N1 vehicles manufactured on or after April 1, 2030, for all models, in three classes by mass in running order (MRO): Class I up to 1280 kg, Class II above 1280 kg up to 1735 kg, and Class III above 1735 kg. For Classes I, II and III, carbon monoxide (CO) is 1000, 1810 and 2270 mg/km for positive ignition (PI) engines and 500, 630 and 740 mg/km for compression ignition (CI) engines; total hydrocarbons (THC) 100, 130 and 160 mg/km PI; non-methane hydrocarbons (NMHC) 68, 90 and 108 mg/km PI; oxides of nitrogen (NOx) 60, 75 and 82 mg/km PI and 80, 105 and 125 mg/km CI; and THC + NOx 170, 195 and 215 mg/km CI. Particulate matter (PM) is 4.5 mg/km and number of particles (PN10) 6×10^{11} per km in every class 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.

Table 2 sets three phases for type approval, conformity of production and in-service conformity. From April 1, 2030 (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, 2032 (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 put on-board monitoring (OBM) data on the OBD port, and OBFCM-II data on the OBD port and anonymously over the air, from April 1, 2032, and OBFCM-I data on the OBFCM port from April 1, 2030. 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. OBM must monitor NOx and PM emissions and detect exceedances of at least 2.5 times the relevant limit. The OBD thresholds rise by class, from CO 1900 mg/km PI and 1750 mg/km CI in Class I to 4300 and 2500 in Class III; for PM they are 12 mg/km throughout.

For vehicles manufactured on or after April 1, 2032, the brake particle (PM10) limit is, in Classes I and II, 3 mg/km per vehicle for pure electric vehicles and 7 mg/km for hybrids, fuel cell vehicles and internal combustion engine vehicles, and in Class III, 5 and 11 mg/km. From April 1, 2035 it is

3 mg/km per vehicle; Table 10, titled for category N1, heads that column "Vehicles of categories M1 and N1". Brake particle number limits, tire abrasion limits for C1 tires (from April 1, 2032) 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. A note lets N2 vehicles of 3.5 to 5.0 tonnes maximum mass derived from an N1 type be approved on N1 requirements, and such vehicles must meet the COP, ISC and IUPR 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. The draft does not define category N1 beyond its three mass classes, and in Class I it leaves the CI cell for NMHC blank where Classes II and III print "-".

Issued by	Ministry of Road Transport and Highways
Document	G.S.R. 881(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. 810, October 13, 2026 (CG-DL-E-14102026-277155)
Proposed rule	Rule 115, new sub-rule 23(i)B: BS-VII emission standards for category N1 vehicles
Applies to	Category N1 vehicles manufactured on or after April 1, 2030, 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, 2030
Classes, by mass in running order	Class I: MRO ≤ 1280 kg; Class II: 1280 < MRO ≤ 1735 kg; Class III: 1735 kg < MRO
Phase-I, April 1, 2030	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, 2032	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
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
Evaporative limit	1.5 g/test
Brake particles (PM10)	From April 1, 2032: Classes I and II, 3 mg/km per vehicle for pure electric and 7 mg/km for other power trains; Class III, 5 and 11 mg/km. 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 N1 vehicles manufactured on or after April 1, 2030 (Class I: MRO ≤ 1280 kg; Class II: 1280 < MRO ≤ 1735 kg; Class III: 1735 kg < MRO)

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

The notification (draft rules) (PDF, 1022 KB)

Source: Gazette of India, CG-DL-E-14102026-277155.

Checked against the official copy on October 27, 2026.

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Read online: indusdesk.com/morth/insights/draft-bs-vii-emission-norms-for-n1-vehicles-from-april-1-2030/