

Panel Discussion – ECT 2026 Conference

Session 05 – 22nd October 2026

Panel Theme

***Shaping BS7 for India:
Technology Readiness and Real-World Impact for
Light duty, Heavy duty vehicles and 2-wheelers***

Prakash Sardesai
(Moderator)

ENGINEERING CLEAN MOBILITY ADVANCEMENT for BS-VII

Panel Discussion – ECT 2026

❑ **MoRTH recently announced the Draft BS7 regulations -**

- **Passenger Cars (M1): *(GSR 880 (E) dt 12th October 2026)***
- **Light Commercial Vehicles (N1): *(GSR 881 (E) dt 12th October 2026)***
- **Heavy-duty (M2, M3, N2, N3): *(GSR 882 (E) dt 13th October 2026)***

❑ **BS7 regulatory framework still under discussion for 2-wheelers and 3-wheelers**

❑ **Reference highlights of previous ECT 2025 Panel discussion that India BS7 must be -**

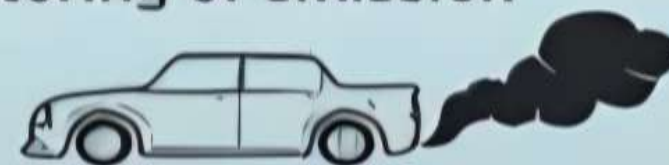
- **ambitious in its environmental objectives**
- **realistic in its engineering requirements**
- **credible in real-world performance**
- **robust in addressing India-specific operating conditions instead of copy-paste approach**
- **implantable across all vehicle categories – fuel and technology agnostic**

BS 7 Timeline

Timeline	Cars	Small Delivery/ Pick up trucks	Trucks/ Buses
Ph-I (tailpipe emission limits)	Apr 2029	Apr 2030	Apr 2031
Ph-II (brake particle emission limits & advanced OBM/OB-FCM over-the-air monitoring)	Apr 2031	Apr 2032	Apr 2033
Ph-III (harmonised brake emission)	Apr 2035	Apr 2035	Apr 2035

WHAT'S NEW

- 1) PM & PN limits applicable for all vehicles
- 2) On Board Monitoring for continuous monitoring of emission
- 3) On-board Fuel Consumption Monitoring
- 4) Brake wear emission & tyre abrasion



ENGINEERING CLEAN MOBILITY ADVANCEMENT for BS-VII

BS 7 Timeline

Bharat Stage VII (BS7) – Phased Introduction in India

Planned timeline for implementation (as of October 2026)



ENGINEERING CLEAN MOBILITY ADVANCEMENT for BS-VII

Panel Discussion – ECT 2026

BS 7 : Draft Emission norms announced for Passenger Cars/SUVs; LCVs; Bus/HCVs

Major Highlights

- **Stricter emission control** - Greater focus on reducing harmful pollutants and ultrafine particulate emissions
- **Real-world emission monitoring**- Moving beyond laboratory testing towards better monitoring of vehicle emissions under actual operating conditions
- **Brake and tyre emissions** – Addressing non-exhaust pollution caused by brake wear and tyre abrasion , including emissions from electric vehicles.
- **Impact on vehicle development** – Potential implications for powertrain engineering, after –treatment systems. ECU calibration , component selection and validations.
- **Supplier and project readiness** – Early planning, cross-functional coordination and robust validation will be essential for smooth transition.

Five Focus Points for Panel discussion

- 1. Whether draft regulations are technically achievable for all categories and will it deliver meaningful real-world emission reductions**
- 2. Whether these draft regulations adequately represent and reflect India specific operating and ground reality conditions**
- 3. Preparations and readiness of OEMs and various system suppliers to meet the spirit of regulations and implementation**
- 4. What attentions and considerations are required before 2-wheeler regulations are finalised**
- 5. As regards India, how to balance environmental ambitions, consumer affordability and industrial competitiveness**



ECT-2026

17th International Conference

ENGINEERING CLEAN MOBILITY ADVANCEMENT for BS-VII

Panel Discussion – ECT 2026