

**GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS**

**LOK SABHA
STARRED QUESTION NO. 91
ANSWERED ON 5th FEBRUARY, 2026**

NATIONAL DESIGN STANDARDS FOR TRUCKS

***91. SHRI RAHUL KASWAN:**

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

(a) whether the Government has made any assessment regarding the suitability of current designs of trucks and heavy-transport vehicles in the country to operate safely at the prescribed speed limits, particularly under full load conditions on National Highways and Expressways;

(b) if so, the findings of such assessments with respect to existing truck models' engine power, braking systems, axle configurations, stability and on-road performance compared to prescribed speed and axle load standards;

(c) whether the Government proposes to upgrade national design standards for trucks to improve safety, fuel efficiency, brake reliability and high-speed performance and if so, the details thereof; and

(d) the steps being taken to promote adoption of modern truck technology including incentives for fleet modernization, scrappage and adoption of advanced safety systems?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) to (d) A statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF THE LOK SABHA STARRED QUESTION NO. *91 FOR ANSWER ON 5th FEBRUARY, 2026 ASKED BY SHRI RAHUL KASWAN REGARDING NATIONAL DESIGN STANDARDS FOR TRUCKS.

(a) to (b) Based on the assessment of the construction, function and safety requirements of motor vehicles, Government undertakes periodic review of design items such as braking, axle loads, dimensions, fuel efficiency, speed limits, etc. in respect of medium and heavy-duty goods vehicle by formulating Automotive Industry Standards (AIS) and framing of Rules under the Central Motor Vehicles Rules, 1989. This exercise is carried out through the Automotive Industry Standards Committee (AISC) and the Central Motor Vehicle Rules Technical Standing Committee (CMVR-TSC) from time to time.

The maximum speed limit for a goods vehicle is limited to 80 Kmph on Expressways and 4-lane and above carriageways with medians. This is limited to 60 kmph for roads within Municipal limits and other roads. Further, for trucks carrying dangerous goods, the speed is limited to 60kmph.

Goods vehicle is required to undergo a truck cabin structural strength test.

The goods vehicles, manufactured on and after 01st April 2020, except for puller tractors for trailers, are required to be fitted with a reverse parking alert system complying with the requirements of AIS-145:2017. The trucks are required to be fitted with a reflective tape across the width of the body in accordance with the requirements of AIS:090-2005.

The trucks are required to be fitted with Rear under run protective device and a lateral under-run protective device in accordance with IS: 14812 and IS:14862, respectively.

(c) Some of the steps taken in this regard are as follows:

- i. To enhance evaluation of brake performance- revised braking standard (IS 11852 2019) has been mandated [vide GSR 834(E) dated 11th Nov 2025] for trucks w.e.f 01st Oct 2027. Earlier, the said standard was applicable to buses built by Original Equipment Manufacturers (OEMs) only.**

- ii. Braking systems have been advanced with mandatory implementation of electronic stability control systems (AIS 162) [vide GSR 834(E) dated 11th Nov 2025] for trucks w.e.f 01st Oct 2027 which provide stability specially in the event of braking at curves.**
- iii. Further Advanced Emergency Braking System (AIS 162) w.e.f 01st Oct 2027 has been made mandatory which provides for automatic braking in event of failure of driver to respond to emergency situations to either avoid crash with obstacles in front or reduce the impact of crash.**
- iv. Advanced driver assistance technologies such as Blind Spot Information System (AIS 186) and Moving Off Information System(AIS 187) w.e.f 01st January 2028, have been made mandatory which will enhance safety of vulnerable road users.**
- v. To mitigate the impact of the dangerous situation of a driver falling asleep and thus the vehicle losing the desired course of movement, systems such as Driver Drowsiness Detection and Alert system has been mandated (AIS 184) w.e.f 01st January 2028. Additionally, the lane departure warning system(AIS 188) has been made mandatory w.e.f 01st January 2028 which gives a warning in the event of vehicle deviating from the expected course of movement.**
- vi. To reduce driver fatigue, mandatory Fitment of AC in truck cabins has been mandated under CMVR w.e.f 01st October 2025.**
- vii. Fuel efficiency norms have been notified [vide G.S.R 844(E) dated 22nd November, 2022] in respect of Medium and heavy-duty vehicles, to improve fuel economy.**

(d) Government has introduced the Voluntary Vehicle fleet Modernisation Program (V-VMP) for scrappage of end-of-life vehicles. Incentives in the form of a reduction in road tax in exchange of certificate of deposit issued against scrapping the end-of-life vehicle, by the authorised scrappage centres, are being provided.

The following incentives are provided under the V-VMP for fleet modernisation: -

(i) GSR 714 (E) dated 04.10.2021 provides that, in case the vehicle is registered on submission of 'Certificate of Deposit', the fee for issue of certificate of registration shall not be levied.

(ii) GSR 720 (E) dated 05.10.2021 provides for concession in the motor vehicle tax (upto twenty five per cent., in case of non-transport vehicles and upto fifteen per cent, in case of transport vehicles) for the vehicle registered against submission of "Certificate of deposit". Provided that this concession shall be available upto eight years, in case of transport vehicles, and upto fifteen years, in case of non-transport vehicles.

(iii) GSR 200 (E) dated 26.03.2025 provides for concession in the motor vehicle tax of up to fifty percent against such certificate for all transport and non-transport vehicles which are manufactured as per Mass Emission Standards Bharat Stage I (BS-I) norms and earlier Mass Emission Standard norms and all medium and heavy goods motor vehicles and all medium and heavy passenger motor vehicles which are manufactured as per Mass Emission Standards Bharat Stage II (BS-II) norms.
