

Summary of Q&A: UAE Euro 6 Implementation Meeting on 18 September 2025

Emission Standards & Equivalency

Question: In the graph showing pollutant limits based on US standards, the limits seem equivalent to those of Euro 6b. Are we allowed to use US standards as an alternative to Euro 6d as well?

Answer: For full compliance with the UAE regulation, Euro 6b is the mandatory standard for new types from 2026, US standards are accepted as an equivalent alternative to Euro 6b.

Question: As far as I understood, Euro 6b from MY26 and Euro 6d from MY30 is a minimum emissions standard. Will the new Euro 7 be an acceptable emission standard?

Answer: Yes. Euro 7 is an acceptable standard once it is officially adopted and published in the European Union's regulations. The UAE regulation is aligned with EU regulations, so newer standards like Euro 7 are compliant.

Question: Last amendment of R(EU) 2018/1832 that is R(EU) 2023/443 is acceptable?

Answer: Yes. The UAE regulation references EU regulations, including their latest applicable amendments.

Question: After 2026.1.1, could we directly apply for GSO with Euro7?

Answer: Yes. Since Euro 7 is a more stringent standard than Euro 6, it would be fully acceptable for GSO certification after the implementation date.

GSO Certification Process

Question: Does the GSO certificate need to mention the vehicle is compliant with Euro 6?

Answer: Yes. The GSO certificate is the primary document proving compliance, and it must mention that the vehicle is compliant with Euro 6 for UAE.

Question: Because in GSO certificate application, we can only select from the drop down one option only, either Euro 4 or 5 or 6?

Answer: You must select Euro 6. The system will be updated to reflect the new regulation. If you encounter issues, you must clarify with the GSO directly to ensure the certificate is issued correctly for the UAE market.

Question: Do we need to mention in the GSO certificate of Euro 6 vehicle that "this vehicle is for UAE market only"?

Answer: Yes, the GSO certificate must include the EURO 6. You need to work with GSO to clarify the market designation and ensure the certificate is valid for UAE registration.

Question: When we applied for GSO certificate for YM 2026 for EU5 existing models for some of our units imported to Saudi, we have received the GSO certificate mentioning "Not applicable for UAE" in the footnote. So, we request you to clarify this with GSO.

Answer: This is a specific issue you must raise directly with GSO. The UAE authorities cannot control GSO's certification footnotes. You must inform GSO that the carryover vehicle is intended for the UAE market and request a certificate without the restrictive footnote.

Question: Do we have to fill in any kind of dedicated report for UAE or is it fine to share the European type approval? according to R(EU) 2018/1832?

Answer: The European type approval according to the referenced EU regulations (EU) 2018/1832) is sufficient evidence for compliance. No separate, dedicated UAE report is required.

Vehicle Identification Number (VIN) Submission

Question: Is it enough to submit the VINs to GSO? Or do we need to submit all VINs separately to the MOIAT system? Does MOIAT have a VIN upload system?

Answer: Submitting VINs to GSO is an essential part of the GSO certification process. The UAE Ministry of Industry and Advanced Technology (MOIAT) has established an electronic connection with GSO data base, which will allow us to verify the compliance of vehicles entering the country using Their VINs.

Question: Unless the VIN reported to GSO, we cannot register the vehicle in UAE, right?

Answer: Correct. GSO certification, which includes VIN reporting, is a mandatory prerequisite for vehicle registration in the UAE.

Technical & Vehicle-Specific Queries

Question: Sorry, I have a problem. If we have a gasoline vehicle with reference mass is over 2610kg and belong to M1 vehicle what we need to do the test? According R83 or R49?

Answer: For an M1 category vehicle (passenger car), regardless of mass, you must follow the passenger car regulation, which is UN R83.

Question: Euro 6 applicable also to EREV cars? (Range extender Electric vehicle)?

Answer: Yes. Euro 6 applies to all vehicles with an internal combustion engine, including the range-extender engine in an EREV.

Question: Regarding the new model definition, does it mean we can refer to the eCall regulation implementation definition? (e.g., changes to manufacturer, category, body, engine, power source)

Answer: The definition of a "new type" for emissions purposes is like what mentioned in the eCall regulation with the following explanation:

Key Criteria That Define a "New Model"

A vehicle is typically considered a "new model" if it has changes that fall into one or more of the following categories:

1. Changes to the Vehicle Identification Number (VIN) Structure

A change that alters the meaning of the digits in the VIN (e.g., a new body style code, a new engine family code, a new gross vehicle weight rating) almost always creates a "new model."

2. Changes to the Core Powertrain

- **Engine:** Introduction of a new engine family or significant changes to an existing one (e.g., new displacement, new combustion process, new fuel type, new forced induction system) that affect emissions and require new certification.
- **Transmission:** A change in the type (e.g., manual to automatic, new number of gears) or model that impacts fuel economy and emissions output.

3. Changes to the Platform or Body

- **Body Type:** A change that alters the fundamental body style (e.g., from a sedan to a coupe, from an SUV to a pickup truck).
- **Dimensions:** Significant changes to the vehicle's footprint (wheelbase, track width) that affect crash safety structures, and interior volume classifications.

4. Changes to Systems That Impact Compliance

Vehicles consider as "new model" if changes affect:

- Emission level
- frontal structure
- side-impact beams
- roof crush strength

Question: Is there any PEMS and ISC requirements for the Euro 6 Heavy vehicles?

Answer: Yes. The Euro VI d standard for heavy-duty vehicles (which the UAE is adopting in 2030 MY) includes Real Driving Emissions (RDE) testing using PEMS (Portable Emissions Measurement Systems) and In-Service Conformity (ISC) is also part of the Euro VI d regulation.

Question: After Euro 6d implementation, whether In-service Compliance (ISC) test will be conducted in customer owned vehicles by UAE Authorities?

Answer: The authorities have the right to conduct ISC testing on in-use vehicles to ensure they continue to comply with the emission standards.

Fuel Quality

Question: Is the diesel fuel in gas stations Euro5 or Euro6? When is the target date to introduce diesel Euro6 if diesel fuel in the gas station is Euro5 as of now?

Answer: The UAE is committed to aligning fuel quality with the emission standards. The fuel companies confirmed that Euro 6-grade diesel fuel will be available in the UAE market to coincide with the vehicle compliance dates.

Question: From Euro VI, will the standard "UAE.S 5023 :2018 - Biodiesel fuels" be still applicable?

Answer: Yes, this standard remains applicable. The fuel must be compatible with Euro VI vehicle technology.

7. Implementation Timelines & Phase-Out

Question: Till what date we can import model year 2026 in the UAE with EURO 5?

Answer: New Cars, Model Year 2026 vehicles must comply with Euro 6b only. But, for carryover vehicles, it can be import until **June 30, 2027**, and register allow until **January 1, 2028**.

Question: Is there any EUR 6 exemption / adoption timeline for small volume? In-case yes, what is the volume cap.

Answer: There is no any exemptions for small volume manufacturer from the Euro 6 requirements. All manufacturers required to comply with the published timelines.

Question: EUR 6d: will be phase-wise implementation? please can you clarify New Type adoption timeline and Existing type adoption.

Answer: Yes, it is phased:

- **New Types:** From **MY 2030**, all new type approvals must comply with Euro 6d.
 - **Existing Types:** From **January 1, 2031**, all new vehicles registered must comply with Euro 6d.
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8. In-Use Vehicle Fleet & Infrastructure

Question: Moving now to E6 regulation, what is the plan for older vehicles still on the road today, some 25+ years old, any new regulation for phasing out older vehicles?

Answer: The new regulation applies to new vehicles entering the market. There is currently no announced national plan for the forced phase-out of existing older vehicles from the roads.

Question: What is the plan for AdBlue pumps availability in fuel stations? It will be much easier for drivers to use vs manual refilling today.

Answer: The expansion of AdBlue availability at fuel stations is a key enabler for the successful adoption of Euro VI. We are aware of this requirement and are working on the infrastructure rollout. Therefore, a draft regulation has been sent for final approval to control the quality and use of AdBlue in heavy vehicles.