

**Minutes of 52<sup>nd</sup> Meeting of CMVR-TSC held at MoRTH, on 8<sup>th</sup> May 2018 under the Chairmanship of Shri Abhay Damle, JS (RT)**

List of participants is attached as **Annexure-I**.

**1.0** Chairman, Shri Abhay Damle (JS-RT) welcomed the members and requested Secretariat to take up the Agenda for discussion.

**2.0 Confirmation of Minutes of the previous meeting :**

The Committee was informed that the minutes of 51<sup>st</sup> meeting of CMVR-TSC were circulated vide letter HMR/51-CMVR-TSC/A-301 dated 3<sup>rd</sup> January 2018 and additionally amendment to minutes of 51<sup>st</sup> meeting of CMVR-TSC was circulated vide letter HMR/51-CMVR-TSC/A-301 dated 14<sup>th</sup> March 2018. Committee noted that no comments were received and approved the minutes.

**3.0 Report from AISC:**

**(a) Standards and amendments for deliberations / adoption:**

Shri A. A. Badusha, ARAI, presented the list of the standards to be adopted. The deliberations and decisions on the same are as follows:

**(i) AIS 142 - Evaluation of Tyres with Regard to Rolling Sound Emissions and/or to Adhesion on Wet Surfaces and/or to Rolling Resistance :**

Shri A. A. Badusha, Convener, presented the highlights of the standard. His presentation is enclosed as **Annexure-II**. He informed that the standard is aligned with UN R 117 and the scope of the standard covers C1, C2 and C3 tyres. He highlighted that with respect to Rolling Resistance, limits have been specified considering India specific conditions viz., low rim diameter tyre, use of BIAS tyres by heavy commercial vehicles etc. Further, he stated that limits with respect to wet grip and rolling sound have been kept same as that in UN R 117. Shri Badusha also presented the status of test facilities available with test agencies in the country with respect to implementation of AIS 142. He informed that during deliberations in 59<sup>th</sup> AISC, it was agreed to hold a panel meeting to finalize the implementation schedule of AIS 142. He proposed to the Committee to adopt the standard and informed that the draft notification will be presented in the next meeting for consideration of the Committee.

Committee noted the information. With respect to Committee's observation on having both IS and AIS for evaluating different performance characteristics of tyres, Shri R. R. Singh, BIS, informed that AIS 142 is already taken up for adoption as IS by respective sectional committee and that the process may take nine months. Shri T. C. Kamath, ITTAC / ATMA, submitted that considering the safety aspect it is pertinent to link wet grip and rolling resistance and that considering the availability of test facilities and the indicated time lines for setting up new facilities standard can be implemented for C1 tyres to start with. Further, he requested the Committee to deliberate on the need for setting up wet grip facility for C2 and C3 tyres. Ms. Neeti Sarkar, CEO NATRIP, informed that track test facilities for tyres have been established under NATRIP project and requested the industry to use the same. She also requested the industry to suggest for any additional facilities that

may be required. Chairman suggested that the tyre industry should come up with suggestions to increase Fuel efficiency aspects and reduce instances of tyre bursting.

After due deliberations, the Committee adopted the standard. Secretariat was requested to submit the finalized draft to the Ministry for hosting on MoRTH website. Shri Badusha, Convener, would present the notification, for implementation of AIS 142, for consideration in the next meeting.

**(ii) AIS 150 - Braking requirements (M2, M3 and N category) :**

Shri A. A. Badusha, Convener, presented the highlights of the standard. His presentation is enclosed as **Annexure-III**. He informed that standard is technically aligned with UN R 13 (Revision-8 Amendment 4). He highlighted that new requirements, such as, Electronic Vehicle Stability Control Systems, extension of Type II A test to all Interurban buses (Fitment of Retarders), etc., are all part of the new standard. He, further, highlighted that these requirements are added as optional fitments unlike in UN R 13 wherein they are mandatory and that a foot note has been added in the standard AIS 150 that indicates that these requirements will be separately notified by the Ministry. Shri Badusha, further, highlighted that standard AIS 150 has been notified vide G.S.R 367 (E) dated 13<sup>th</sup>April 2018 for M2 and M3 category buses manufactured by O.E.M from 1<sup>st</sup>April 2019. He requested the Committee to adopt the technical standard and to deliberate on the implementation date considering the time required for development and introduction of new features indicated above.

Committee noted the information and adopted the standard. Secretariat was requested to submit the finalized draft to the Ministry for hosting on MoRTH website. With respect to introduction of new features such as EVSC, Committee noted that a development time of at least 4 years would be required for introducing such features in production vehicles and it was agreed that the feature can be made mandatory from 2022. Considering the provisions of G.S.R 367 (E) dated 13<sup>th</sup> April 2018, which mandates, advanced braking features including EVSC from 1<sup>st</sup>April 2019, Committee advised SIAM and other stakeholders to put up a representation to the Ministry for consideration.

**(iii) AIS 153 - Additional Requirements for Bus Construction :**

Shri A. A. Badusha, Convener, presented the highlights of the standard. His presentation is enclosed as **Annexure-IV**. He informed that standard is prepared to include additional technical requirements for M2 and M3 category buses. He highlighted that standard AIS 153 has already been notified vide G.S.R 367 (E) dated 13<sup>th</sup> April 2018 for M2 and M3 category buses manufactured by O.E.Ms from 1<sup>st</sup> April 2019. He requested the Committee to adopt the standard.

Shri P. K. Banerjee, SIAM, presented SIAM comments on the notification given as **Annexure-V**. He highlighted that during earlier discussions on the subject it was deliberated and agreed that the standard will be made applicable for both OEM and Bus Body Builder, however, the notification mandates the standard only for OEM. He requested the Committee to consider the amendment of the notification

appropriately. He highlighted that with the current notification the OEM will be at a disadvantage in terms of cost as compared to Bus Body Builders. SIAM also suggested that time line for development of advanced safety features on all models would be about 4 to 5 years.

Chairman highlighted that most of the items mandated are expected to be available at the chassis level itself and therefore have to be taken care of by the OEMs. With respect to requirements to be met on complete vehicle, viz., noise vibration and harshness he informed that these requirements will be applicable to Bus Body Builders too and that the implementation for the same would be addressed by the Ministry. After due deliberation the Committee adopted the standard. Secretariat was requested to submit the finalized draft to the Ministry for hosting on MoRTH website.

Committee further took note of the recent notification which permits self-certification by the Bus Body Builders. Chairman informed that the self-certification is not applicable for School Buses, Inter city Buses and Sleeper Coaches. Further, Chairman stressed on the need for making the approved AIS 031 compliant superstructure design to be part of the certificate and that it shall be shared with the Bus Body Builders by the respective OEMs. Chairman also stressed that bare Chassis approval should be granted only as a possible variant of completely built vehicle as a based model. He further directed that the variant extension certificate shall be accompanied with the approved bus body design meeting the AIS 031 requirements. Test agencies should take necessary actions in this regard.

**(iv) AIS 151 - Approval of Vehicles of Categories M1 And N1 with Regard to Braking :**

Shri A. A. Badusha, Convener, presented the highlights of the standard. His presentation is enclosed as **Annexure-VI**. He informed that AIS is aligned with Revision-3, Amendment 2, of UN R 13 H. He informed that maximum speed for M1 category in type 'O' test is restricted to 120 km/h as compared to 160 km/h in UN R and that the same can be reviewed once the test tracks in the country are ready for revised speed of 160 km/h. Further, he highlighted that clause with respect to test to be conducted at 90 percent of vehicle maximum speed, if the maximum vehicle speed is less than test speed, is deleted as compared to IS 15986 : 2015. He informed that IS 15986:2015 is under process of notification and that manufacturers can opt for approval as per AIS 151 as an option.

Committee noted the information and adopted the proposed standard. Secretariat was requested to submit the finalized draft to the Ministry for hosting on MoRTH website. With respect to implementation of the standard it was agreed that implementation date for the notification which is already in process, for IS 15986: 2015 shall be 1<sup>st</sup>April 2020 and that the option of taking approval as per AIS 151 shall also be part of the proposed notification. Secretariat was requested to submit the revised notification for the consideration of the Ministry.

**(v) AIS 152 – Brake Assist System (BAS) :**

Shri A. A. Badusha, Convener, presented the highlights of the standard. His presentation is enclosed as **Annexure-VII**. He informed that AIS 152 is aligned with

UN R 139 and that it would be applicable to M1 and N1 category vehicles, if fitted with BAS. He highlighted that BAS helps in achieving the maximum deceleration with less pedal effort especially during emergency braking situations, addressing M1 and N1 category vehicles. He requested the Committee to adopt the standard. Further, he proposed that implementation of AIS 152 can be linked with implementation of IS 15986: 2015, i.e., from 1<sup>st</sup> April 2020.

Committee noted the information and adopted the proposed standard. Secretariat was requested to submit the finalized draft to the Ministry for hosting on MoRTH website. Committee, also, approved the proposed date of implementation and requested Secretariat to propose a notification for the consideration of the Ministry. Committee further deliberated on advanced safety features for vehicles viz., Advanced Emergency Braking Systems (AEBS), Advanced Driver Assist Systems (ADAS), etc. Committee also noted that AIS 133 – Electronic Stability Control Systems was earlier adopted by the committee and that the notification for its implementation is in process. Shri Badusha highlighted that presently AIS 133 is proposed to be notified for vehicles fitted with ESC and is not a mandatory feature for all passenger cars. Committee noted the fact that for advanced safety features such as AEBS, ESC is a pre-requisite requirement. Also, for AEBS UN R is available for heavy commercial vehicles and that regulation for light vehicle is under discussion. After due deliberation and taking into account the earlier discussions with respect to development time for ESC systems it was agreed to make ESC mandatory for all M & N category vehicles by 2022/2023 along with AEBS. Further, it was also agreed to review UN Regulations on AEBS and make equivalent AIS in future.

**(vi) AIS 154 - Tyre Pressure Monitoring System (TPMS) :**

Shri A. A. Badusha, Convener, presented the highlights of the standard. His presentation is enclosed as **Annexure-VIII**. He informed that AIS 154 is aligned with UN R 141. He informed that standard applies to the approval of vehicles of category M1 up to a maximum mass of 3,500 kg and N1 when equipped with a tyre pressure monitoring system, except for vehicles fitted with dual wheels on an axle. He requested the Committee to adopt the standard and that the standard can be implemented with a lead time of six months from the date of notification. Also, he highlighted that current TPMS requirement in AIS 110, which caters to temporary use spare wheel, will be retained till such time AIS 154 is notified.

Committee noted the information and adopted the proposed standard and agreed with the lead time for implementation of the standard. Secretariat was requested to submit the finalized draft of the standard to the Ministry for hosting on MoRTH website along with the proposed draft notification.

**(vii) AIS 008 (Rev. 2) - Installation Requirements of Lighting and Light - Signaling Devices for Motor Vehicle having more than Three Wheels including Quadricycles, Trailer and Semi-Trailer excluding Agricultural Tractors :**

Shri Rajendra Khile, Convener, presented the highlights of the standard. His presentation is enclosed as **Annexure-IX**. He informed that Revision 2 is aligned with supplement 9 to 05 series of amendment to UN R 48 and that India specific



requirements are also introduced. He proposed to the Committee to adopt the standard. Further, with respect to implementation of the revised standard Shri Khile informed that AISC panels on AIS 008, AIS 089 and AIS 090 will work together to propose a unified proposal for amendment to Rule 104. The same will be presented for approval in the next meeting.

Committee noted the information and adopted the proposed standard. Secretariat was requested to submit the finalized draft to the Ministry for hosting on MoRTH website and requested Shri Khile to propose the draft notification by the next meeting.

**(viii) AIS 089 (Rev. 1) - Approval of Rear Marking Plates for Heavy and Long Vehicles :**

Shri Vikram Tandon, AISC Secretariat, presented the highlights of the standard. The presentation is enclosed as **Annexure-X**. He informed that Revision 1 is aligned with Supplement 9 to the 01 series of amendments of UN R 70 to incorporate advancements in requirements. Committee noted the information given in the Annexure and adopted the standard. Secretariat was requested to submit the finalized draft to the Ministry for hosting on MoRTH website.

**(ix) AIS 090 (Rev 1) - Approval of Retro-Reflective Markings for Motor Vehicles, their Trailers and Semi-Trailers :**

Shri Vikram Tandon, AISC Secretariat, presented the highlights of the standard. The presentation is enclosed as **Annexure-XI**. He informed that Revision 1 is aligned with Supplement 8 to the 00 series of amendments of UN R 104. It was highlighted that retro reflecting marking tapes of Class F are added and that installation requirements are shifted to AIS 008 (Rev. 2) and colorimetric requirements are shifted in AIS 010 (Part 5) (Rev. 2). Committee noted the information and adopted the standard. Secretariat was requested to submit the finalized draft to the Ministry for hosting on MoRTH website.

**(x) Amendments to various AIS standards:**

Shri Vikram Tandon, AISC Secretariat, presented the list of the amendments approved by AISC and explained the reasons for amendments to various AIS standards. The details of the proposed amendments are enclosed as **Annexure-XII**. Committee noted the details and after due deliberations, adopted the amendments. Additionally with respect to amendment to AIS 126 - Two Wheeled Vehicles – Location, Identification and operation of Controls, Tell-tales and Indicators, Committee reviewed the proposed draft notification for mandating requirements for fuel indicator or tell-tale or both for vehicles fitted with gasoline or compressed ignition engines as specified in AIS-126 with a lead time of eighteen months from the date of notification. It was agreed to submit the proposed notification to the Ministry for consideration.

**(b) Status of key subjects under discussion in AISC:**

**(i) Type Approval of Modular Hydraulic Axle Trailer (MHT) :**

Shri A. A. Badusha, ARAI, presented the status of the current and already notified provisions under CMVR with respect to Modular Hydraulic Trailer. His presentation is enclosed as **Annexure-XIII**. He highlighted the existing provisions with respect to tyres (size and ply rating, tyre condition), Brakes, Lighting and Light-signaling devices, T Signs, Identification Number plate, prototype approval as per CMV Rule 126, etc. He proposed that considering the relevant notifications have already been issued under CMVR, Trailer manufacturers can seek Type Approval from test agencies and that an amendment to AIS 007 will be made to address the technical specifications for MHTs. Mrs. Rashmi Urdhwareshe, Director ARAI, informed that even with the provisions specified under CMVR approvals are not being sought by the Manufacturers.

Committee noted the information. Committee deliberated on two key issues with respect to modular trailers, first, registration of vehicle and second, movement of such trailers on specified path.

With respect to registration of modular trailers Chairman specified that all trailer should meet Turning Circle Diameter (TCD) requirements and that axle load needs to be verified against those specified under CMVR, irrespective of the type of trailer, viz., hydraulic or mechanical. He proposed that a separate part to the existing automotive trailer code may be formulated to address the approval requirements which can then be notified and used by Test Agencies for approval of modular trailers. He clarified that this will ease the type approval procedure and that individual approvals presently sought from the Ministry would not be required. Mrs. Urdhwareshe, further expressed that these trailers would only be used for transportation of undivided Over Dimensional Cargo (ODC). With respect to movement of such trailers Chairman informed that existing web portal for seeking approval will continue.

The representative from M/s. TII informed that requirements as per CMVR are acceptable and they will welcome a specific procedure to address approval of hydraulic trailers. Representative from HTOA highlighted the issue with respect to imported trailers and requested for acceptance of certificate of approval from the country of origin for the purpose of registration. Chairman advised HTOA to propose an alternative standard operating procedure for type approval for the consideration of the Ministry and directed that till such time modular trailers shall be type approved by test agencies. It was agreed that Shri Badusha and Shri Saste would prepare draft administrative procedure (including AIS 007 format) for consideration of Ministry. Such procedure would be aimed at facilitating type approval as per the notified requirements.

**(ii) Whole Vehicle Safety CoP (WVSCoP) standard – AIS 017 (Part 6) :**

Shri S. Ravishankar, Convener, presented the progress on the formulation of new AIS Standard (AIS 017 (Part 6)) on WVSCoP. His presentation is enclosed as **Annexure-XIV**. He informed that based on the decisions in the earlier meetings of AISC / CMVR-TSC, Draft D0 of the new standard has been prepared. The standard

addresses the scope, selection criteria, and frequency of WVSCoP, sampling Plan & Pass/Fail Decisions, list of Inspections, Installation Checks and Physical Tests etc. Other details like process flow charts and sequencing of tests etc., would be added in the standard. He stated that the standard was discussed by the panel and based on the deliberations, actions points have been identified for respective stake holders and that further status on the progress of work would be presented in the next meeting. Committee noted the information.

**(iii) Revision of AIS: 071 (Part 1) on tell-tales and controls :**

Shri A. A. Badusha presented the update on the proposed revision of AIS 071 (Part 1) (Tell-tales for L5, L7, M, N, A). He informed that revision is under discussion to address the following:

- a) Addition of following mandatory requirements i.e. Fuel Level Indicator, Temperature of coolant, SOC, driver airbag malfunction, battery condition.
- b) Addition of optional requirements from updated UN R 121 (for M and N) and driver warning tell-tales for vehicles that use a reagent for the exhaust after-treatment system.
- c) Clarity on existing mandatory requirements by cross references.
- d) Removal of Two wheeler and CEV scope.
- e) Modification of requirements for Agricultural Tractors related alternate technology e.g. Gear Shift lever, Hydraulic Control levers, etc.

He informed that the standard will be finalized shortly and that a finalized draft will be put up for adoption in the next meeting.

**4.0 Finalized Draft AIS (hosted on MoRTH Website) :**

Secretariat informed that AIS:145 was hosted on MoRTH website to seek comments till 19<sup>th</sup> April 2018. It was noted that no comments are received hence Committee requested secretariat to publish the standard.

**5.0 Progress on follow-up points of the last / earlier meetings of CMVR-TSC :**

**(a) Proposal to incorporate Max. GVW, Max. Safe Axle Weight and Axle Configuration in CMVR**

Chairman informed that the proposal is under discussion and will be reviewed in the next meeting. He highlighted that for purpose of simplification axle loads may be prescribed based on number of tyres viz., two or four and therefore specific configurations need not be defined. Further Committee deliberated on the proposal put up to Ministry seeking approval of a six axle configuration vehicle. Chairman clarified that the axle configuration and the axle load limit sought for the same is not clear. He requested SIAM to reconsider the same and put up a revised proposal considering that a six axle vehicle can go up to 57 ton which is high as compared to 43 ton specified in the proposal.

**(b) Amendment to CMV Rule 93 :**

Shri S. Ravishankar, Convener, presented the status on the subject. His presentation is enclosed as **Annexure-XV**. He informed that besides converting the existing provisions in Rule 93 (Sub rule 1 to 4) the requirements have been translated into a tabular format for

ease of use and understanding. Additionally the decisions taken in the earlier meetings have been addressed and that as per request from M/s Scania, increased tipper width has been specified. He highlighted that along with the said draft notification it is proposed to introduce a definition of tipper. Committee noted the information and appreciated the need for simplifying CMV Rule 93. Committee noted that considering the norms for constant speed fuel consumption tipper definition needs to be isolated for different vehicle categories. Shri Shishir Agrawal, requested to consider increased width and length for E-Cart (tippers). It was agreed that the proposed dimension would be reviewed by Chairman along with a small group comprising of representatives from each of the vehicle categories to finalize the proposal.

**(c) Review of Quadricycles Rules & Regulations :**

Chairman informed that the notification is expected to be released very soon and that additional request put up by various manufacturers will be reviewed after one year considering that performance of the new vehicle category after introduction in the market will be known. Committee noted the information.

**(d) Revisions of Indian Standards :**

Shri A. A. Badusha informed status of the following IS standards as received from BIS:

- (i) AIS-005/ IS: 15140 (Part 1): Safety Belts and Part 2: Installation requirements of safety belts

Status:

- Part 1 : The Standard has been published as IS 15140 : 2018 Automotive Vehicles - Safety Belt and Restraint Systems- Specification (First Revision)
- Part 2: The Standard has been published as IS 16694: 2018 Automotive Vehicles- Safety Belts, Restraint Systems and Safety Belt Reminder- Installation Requirements

- (ii) GTR 1/ IS: 14225 Door latches and hinges

Status: The standard has been published as IS 14225 : 2017 Automotive Vehicles - Locking Systems and Door Retention Components - General Requirements.

- (iii) GTR 6/ IS: 2553 (Part 2): Safety Glazing

Status: This document is ready for publication.

Committee noted the information. It was agreed that proposal for notifying under the above published standards under CMVR, would be discussed in AISC.

**(e) Radio Frequency Allocation for various Automotive Applications:**

Chairman informed that an Inter-ministerial meeting would be convened to discuss the subject. Shri Priyank Bharati, Director (MVL), MoRTH, agreed to schedule the meeting and advise the members.

**(f) Deactivation of Child Locks in fleet cabs / taxis:**

Shri P. K. Banerjee, SIAM, informed that a proposal has been put up to Ministry for consideration wherein a lead time of one year was sought for development of new latch without the child lock function. Shri C. V. Raman, M/s Maruti Suzuki India Ltd., stated that the new latch thus developed can also be supplied as an accessory which can be used in

appropriate models at the dealer end. Committee noted the proposal and agreed to link the date of implementation with that for AIS 145, i.e. from 1<sup>st</sup> July 2019. SIAM was requested to propose a suitable notification to the Secretariat for consideration of the Ministry.

**(g) Markings on vehicle parts for theft prevention :**

Ms. Vijayanta Ahuja, ICAT, informed that based on the directions in the last meeting a Draft standard has been formulated based on South Africa Standard (SANS 534-1: 2010 Edition 2: Vehicle security - Whole of vehicle marking Part1: Microdot systems). She informed that it is proposed to call a panel meeting to discuss the Draft. She informed that it is desired that representatives from Insurance companies participate in the discussions. Chairman suggested to also involve representatives from Delhi Police Department in the deliberations. Committee noted the information. Chairman advised that the standard would be in the form of guidance standard at present. In view of this, it was agreed that the draft standard could be adopted if no major technical changes are proposed during the panel meeting. Secretariat was requested to send the finalized draft to the Ministry for hosting on MoRTH website.

Shri C. V. Raman, SIAM, expressed that at the moment there is only one supplier hence the new specifications should not lead to a monopolistic situation and more suppliers would need to be identified. Chairman confirmed that monopolistic situations would not be permitted and that multiple players would be involved.

**(h) Issues with respect to Approval of E-Rickshaws :**

Ms. Vijayanta Ahuja, ICAT, informed that a Draft standard has been formulated and circulated to the Test Agencies for review and that based on the progress the standard would be presented in the next meeting. Chairman opined that the batteries should be covered under the component level CoP. Committee noted the information. It was agreed to circulate the standard to all stake holders including E Rickshaw manufacturers. Mrs. Rashmi Urdhwarshre, Director ARAI, suggested that the same may be hosted on MoRTH website for wide circulation. Secretariat was requested to send a copy of the draft standard to Ministry for hosting on MoRTH website.

Additionally, Chairman raised the concern with respect to E-rickshaw and E-cart running with switching on the head light in dark. The members highlighted that primary reason for the same is to minimize battery consumption. In view of the same Chairman proposed to mandate fitment of LED for such vehicles. Panel was requested to review the subject and report the status in next meeting. It was also suggested by Chairman, that we should explore mandating fitment of LED lights only on vehicles from a stipulated date by amending standard. The AISC panel should work on this aspect and report the progress in next meeting.

**(i) Fixing of sun films on vehicles :**

Based on the directions given in the last meeting SIAM presented the status of availability of tinted glasses across vehicle models in the market. The same is attached as **Annexure-XVI**. Committee noted the details and opined that most of the vehicles have requisite 60-70 % VLT and further endorsed that the current provisions under CMVR were adequate.

## **6.0 New Proposals :**

### **(a) Crash Guards / Bull Bars :**

Representative from India Safety Guards Industries Association submitted that many types of bull bars / crash guards have been present in the market for more than 30 years as a safety feature. He requested the Committee to review the advisory issued by the Ministry. Committee noted that presently there are no standards to evaluate the performance of such fitments and deliberated on the need to develop safety standards for approval of crashguards. Chairman opined that very specific items for external fitments that can be added to the vehicle in the aftermarket should be addressed and allowed. Committee requested a small working group under Convenership of Shri Dinesh Tyagi, Director ICAT, to explore the subject and present an update in the next meeting. It was agreed to study fitment of crash guards on two wheelers and passenger cars in the first phase and that aspects such as occupant and pedestrian safety and external dimensions be kept in focus.

### **(b) Installation of sensors at foot rest of entry and exit gates of buses to not allow the movement of bus if anyone is standing on the foot rest at entry/ exit:**

Committee deliberated on the need for provision of a sensor at foot rest at entry and exit gates of buses so as to restrict the movement of vehicle, if anyone is standing on the foot rest at the entry and exit gate to increase safety of the passengers. Chairman suggested that this feature should be incorporated in the Bus Body Code. Further, Committee deliberated on provision of an optional manual switch on the dashboard to enable driver to connect or disconnect the sensors at the entry / exit gates of the buses. SIAM members shared their experiences where DTC buses, which were fitted with automatic door locks have been tampered by the operators even to the extent to cutting wiring harnesses. It was therefore opined that any new design prescriptive requirements should be carefully introduced as a mandatory fitment.

### **(c) CMV Rule 123 – Safety Devices in Motor Cycles:**

Committee deliberated on the provisions under CMV Rule 123. Chairman highlighted the need to review the rule with respect to provision of sareeguard and pillion hand hold. He highlighted that provision of saree guards on both sides of the motor cycle and two pillion hand holds would add to the safety. Shri. Harjit Singh, SIAM informed the Committee that the report of the expert Committee under the Hon'ble Supreme Court in the Gyan Prakash case, had concluded with certain recommendations and therefore proposed that CMVR-TSC should adopt the same. Committee noted the information and requested SIAM to put up a proposal for consideration in the next meeting.

## **7.0 Review on Expected Notifications :**

Committee noted the details of the key notifications recently published by the Ministry and took a review of the pending notifications which were agreed upon in earlier meetings viz., safety road map for Contraction Equipment Vehicles, implementation of revised brake standards and standard on Electronic Stability Control, etc. Committee noted that the notifications on the pending subjects are in process.

With respect to G.S.R 1483 (E) dated 7<sup>th</sup> December 2017 for implementation of additional safety features for M1 category vehicles, Committee deliberated on the need for mandating such

provisions, viz., driver airbag, seat belt reminder, etc. for light commercial vehicles also. Committee agreed to review the subject in next meeting. It was also noted that a notification is already in process to mandate rear Parking Assist System (PAS) for M2, M3 and N category vehicles.

#### **8.0 Any other point :**

**(a) Presentation of Test facilities at GARC, Chennai :**

Shri M. V. Ramachandran, Site Head GARC, presented the status of test facilities at GARC. His presentation is enclosed as **Annexure-XVII**. He informed the Committee that GARC will be ready to issue Type Approval Certificates from the end of the year 2018. Committee noted the information.

**(b) Mobile Cranes :**

Shri A. A. Badusha, presented the status on the subject. His presentation is enclosed as **Annexure-XVIII**. He informed that the subject was discussed in the 50<sup>th</sup> meeting of CMVR-TSC and that it was agreed to propose a notification based on the decisions taken during the meeting.

**(c) Range test for Electric vehicle :**

Chairman highlighted the need to review the Range test evaluation of Electric Vehicles. He informed that it is observed that range prescribed and that actually achieved on road varies significantly specially with AC on condition. He suggested that the ambient condition while evaluating the range of electric vehicle with AC on should be 35 degree centigrade for effective evaluation. Committee noted the issue. BoV panel was requested to study the matter and present a way forward in the next meeting.

**(d) Type Approval Data to be uploaded on website :**

Shri Sanjay Mehendiratta, NIC, informed the Committee the need to make available the type approval certificates issued by test agencies to the public at large. He informed that as per the policy of Department of Science and Technology such certificates are public documents. Chairman highlighted the need for all stake holders including end consumers to know approval details and technical specifications of every model / variant of vehicles sold in the country. He expressed the need to develop a mechanism wherein requisite information is made available on a web portal linked with MoRTH Website. Committee noted the need and it was agreed that NIC and SIAM will work out the details of the information to be up loaded on the web portal and the time frame in which the data has to be uploaded from the date of getting the certificate. Shri Priyank Bharati, Director MVL, MoRTH, suggested that considering the complete type approval certificate is to be made available for an RTI application, NIC and SIAM may consider sharing maximum information to the extent possible. Chairman advised that the activity should be completed at the earliest and that the web portal should be made live by 10<sup>th</sup> June 2018. Further it was agreed to consider including information about CoP of components on the proposed web portal in the next phase. Shri Shishir Agrawal, IAC, requested Ministry to review the status of

notification with respect to web portal for LPG / CNG retro fitments. Shri Bharati informed that portal is already active for fitments done in Delhi and if required by other states the web portal, service can be used by them. He informed that if needed a letter on the subject would be forwarded to the State Transport Authorities.

**(e) Status update on WP.1 session :**

Ms. Prithivi Bhat, CIRT, presented outcome of recently held WP.1 session at Geneva. Her presentation is enclosed as **Annexure-XIX**. CIRT urged participation of all stakeholders in meetings held at CIRT to discuss WP.1 related matters. Ministry desired that SIAM should study WP.1 documents for their relevance in India context.

**9.0 Next Meeting :**

The next meeting would be held after 2 months and the exact date and venue would be subsequently informed to the members.

**10.0** The meeting ended with vote of thanks to the Chair.

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## LIST OF PARTICIPANTS

Sr. No.	Name	Designation/Office/ E-mail ID/ Phone Number/
1.	Shri Abhay Damle	Joint Secretary, MoRTH Chairman - CMVR-TSC
2.	Shri Priyank Bharti	Director (MVL), MoRTH
3.	Ms. Dharkat Luikang	Under Secretary, MoRTH
4.	Shri K. C. Sharma	Superintending Engineer (Tpt), MoRTH <a href="mailto:kcsharma1965@gmail.com">kcsharma1965@gmail.com</a>
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## Agenda 2.0 (a) - Standards and amendments for deliberations / adoption

### AIS-142: Evaluation of tyres with regard to Rolling Sound Emissions and/or to Adhesion on Wet surfaces and/or to Rolling Resistance

Shri A. A. Badusha  
Sr. Deputy Director, ARAI

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## Agenda 2.0 (a)

### # AIS-142: Evaluation of tyres with regard to rolling sound emissions and/or to adhesion on wet surfaces and/or to rolling resistance - Highlights

- AIS-142 is aligned with Revision 4 of UN R 117.
- AIS 142 covers requirements for Rolling Resistance (RR), Rolling Sound and Wet grip performance of C1, C2 and C3 tyres
  - **C1 tyres** - Tyres conforming to Standard IS 15633;
  - **C2 tyres** - Tyres conforming to Standard IS 15636 and identified by a load capacity index in single formation lower or equal to 121 and a speed category symbol higher or equal to "N" and/or tyres marked with LT/C;
  - **C3 tyres** - Tyres conforming to Standard IS 15636 and identified by:
    - A load capacity index in single formation higher or equal to 122 and /or tyres not marked with LT/C; or
    - A load capacity index in single formation lower or equal to 121 and a speed category symbol lower or equal to "M".

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## Agenda 2.0 (a)

### # AIS-142: Evaluation of tyres with regard to rolling sound emissions and/or to adhesion on wet surfaces and/or to rolling resistance – Highlights

#### ➤ Rolling Resistance (RR)

##### – C1 tyres

- ❖ Limits for C1 Tyres have been defined in 3 stages in AIS:142 as compared UN R 117 which is in 2 stages.
- ❖ Additional stage is considered due to high volumes of smaller rim size tyres (less than 14 inch) used in India, which are not considered in UN R 117.
- ❖ The additional stage is proposed for C1 tyres only.

#### Comparison - UN R 117 Vs AIS 142

	Tyre class	Max value (N/kN)	
		AIS 142	UN R 117
Stage 1	C1	13.5 (for Radial tyres < 14 inch) 12.0 (for Radial tyres ≥ 14 inch)	12.0
Stage 2	C1	12 (for tyres < 14 inch) 10.5 (for tyres ≥ 14 inch)	10.5
Stage 3	C1	10.5	-

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## Agenda 2.0 (a)

### # AIS-142: Evaluation of tyres with regard to rolling sound emissions and/or to adhesion on wet surfaces and/or to rolling resistance - Highlights

#### ➤ Rolling Resistance (RR)

##### – C2 & C3 tyres

- ❖ Limits for C2 & C3 Tyres have been defined in 2 stages (same as in UN R 117) but with varying limits.
- ❖ BIAS tyres have also been considered in AIS 142 considering their volume share in the existing Indian market.

#### Comparison - UN R 117 Vs AIS 142

Tyre class	Max value (N/kN)			
	C2		C3	
	AIS 142	UN R 117	AIS 142	UN R 117
Stage 1	12.0 (for Radial tyres ≤ 14 inch) 11.5 (for Radial tyres > 14 inch) 13.5 (for BIAS tyres ≤ 14 inch) 13.0 (for BIAS tyres > 14 inch)	10.5	8.5 (for Radial tyres) 10.0 (for BIAS tyres)	8.0
Stage 2	11.0 (for Radial tyres ≤ 14 inch) 10.5 (for Radial tyres > 14 inch) 12.5 (for BIAS tyres ≤ 14 inch) 12.0 (for BIAS tyres > 14 inch)	9.0	7.0 (for Radial tyres) 9.5 (for BIAS tyres)	6.5

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**ARAI**  
Progress through Research

## Agenda 2.0 (a)

**# AIS-142: Evaluation of tyres with regard to rolling sound emissions and/or to adhesion on wet surfaces and/or to rolling resistance - Highlights**

- **Wet Grip & Rolling Sound**
  - **C1, C2 & C3 tyres**
    - ❖ Limits for C1, C2 & C3 Tyres have been defined in 2 stages (same as in UN R 117).
    - ❖ Limits in AIS 142 are same as given in UN R 117.
- **Other Recommendations :**
  - The standard was approved in the 58<sup>th</sup> meeting of AISC. The comments received on the approved standard were incorporated suitably and the technical standard is finalized.
  - Committee may adopt the finalized standard.
  - Implementation of the standard :
    - The subject was discussed in 59<sup>th</sup> meeting of AISC and it was decided to hold a panel meeting to discuss the implementation schedule for the standard.
    - The implementation of the standard will depend on the availability of test facilities.
    - Test agencies have indicated the status of test facilities.

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**ARAI**  
Progress through Research

## Agenda 2.0 (a)

**# AIS-142: Evaluation of tyres with regard to rolling sound emissions and/or to adhesion on wet surfaces and/or to rolling resistance - Summary of Test facilities with Test Agencies**

Parameter	Tyre Category	ARAI	ICAT	IRMRA	CIRT
Rolling Resistance <sup>1</sup>	C1	(2019-20)*	✓	✓	(2019-20)*
	C2		✓	✓	
	C3		(Nov. 2018)*	✓	
Wet Grip <sup>2</sup>	C1	---	✓	---	(2019-20)*
	C2		C2 (2019-20)*		
	C3		---		
Rolling Sound	All	Testing can be initiated by using GARC test track facility which has compliance to ISO 10844 – 2014 standard. Any test agency can hire the track for approval.			

\* Time frame indicated in brackets are proposed dates for establishing the test facility.

✓ Indicates Facilities already established.

- 1 – Test can be initiated by also using vehicle level method by any of the test agencies (viz., ARAI, ICAT, CIRT, IRMRA).
- 2 – Wet Grip testing can be initiated for C1 tyres considering the ICAT facilities for C1 tyres. SRTT available for C1 tyres at ICAT (upto 16 inch). Additionally for C1, C2 and C3 Tyres testing can be initiated using vehicle level test by any of the test agency (viz., ARAI, ICAT, CIRT, IRMRA). SRTT measurement need to be done for such cases.

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**Timelines for implementation will be put up for consideration in the next meeting.**

## Agenda 2.0 (a) - Standards and amendments for deliberations / adoption

### AIS 150 – Braking requirements (M2, M3 and N category)

Shri A. A. Badusha  
Sr. Deputy Director, ARAI

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## Agenda 2.0 (a)

### # AIS-150: Brake (M2, M3 and N category)

- **Highlights**

- **The standard is aligned with Revision-8, Amendment 4, of UN R 13.**
- In IS 11852:2013 India unique requirements were present. The same were reviewed and the following were agreed to be deleted:
  - Axle load variation and tolerance to be considered during testing.
  - Clause with respect to test to be conducted at 90 percent of vehicle maximum speed, if the maximum vehicle speed is less than test speed. (In such cases test to be conducted at Max. Speed).
  - Exception for asbestos free liners.
  - Clause wherein requirements of ‘adhesion utilization’ was kept in abeyance.
  - Limitation for test to be conducted considering wind velocity.
- India Specific requirements still retained in AIS 150
  - Trailers are designated as ‘T’ against ‘O’
  - Coefficient of adhesion of road surface to be at least 0.8 whereas in ECE requirement is given as subjective.
  - Additional India specific requirements are added as below:
    - Drive away chassis test procedure;
    - Criteria for extension of approval to be used for selection of vehicle for testing and extension of approvals added;
    - Test procedure Annex added to avoid interpretation issue; and
    - Tolerance on test speed added to  $\pm 2$  percent;

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**# AIS-150: Brake (M2, M3 and N category)****• Highlights****➤ New Requirements in new AIS 150**

- Performance testing of Motor Vehicle braking components (Electronic Vehicle Stability Control Systems)
- Extension of Type II a test to all Interurban buses ( Fitment of Retarders )
- Requirements for the brake electric/electronic interface of an automated connector.

The above requirements would become mandatory as decided by CMVR-TSC. Hence a Foot note has been added to these respective Clauses to make it effective as and when separately notified under CMVR, like ABS.

**• Committee may deliberate and adopt the standard.****• Implementation based on G.S.R 367 (E) dated 13<sup>th</sup> April 2018**

- AIS 150 has been notified vide G.S.R 367 (E) dated 13th April 2018 for M2 and M3 category buses manufactured by O.E.M from 1st April 2019.
- Committee may like to deliberate / decide the implementation date considering the work involved to introduce features such as ESC, Fitment of Retarders etc.

## Agenda 2.0 (a) - Standards and amendments for deliberations / adoption

### AIS 153 Additional Requirements for Bus Construction

Shri A. A. Badusha  
 Sr. Deputy Director, ARAI

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## Agenda 2.0 (a)

### # AIS:153 -Additional Requirements for Bus Construction

- Based on the discussions in the 50<sup>th</sup> and 51<sup>st</sup> meeting of CMVR-TSC, AIS 153 has been prepared to include additional technical requirements for M2 and M3 category buses. The standard was adopted in 59th meeting of AISC.
- Highlights of AIS-153 D3 are as follows:
  - AIS-153 covers buses of categories M2 and M3 with seating capacity of 13 passenger excluding driver.
  - Elaborated definitions, viz. namely Gangway, Access passage Passenger with reduced mobility, wheelchair user, kneeling system etc.
  - Requirements for Fire Suppression System.
  - Requirements for accommodation and accessibility for passengers of reduced mobility.
  - Technical requirements for retractable steps.
  - Access to emergency door/window, Escape hatches and mandatory requirement for escape hatches.
  - Requirements for Emergency lighting system.
  - Requirements for trap doors, etc.
- **Committee may deliberate and adopt the standard.**
- **Implementation**
  - AIS 153 has now been notified vide G.S.R 367 (E) dated 13th April 2018 for M2 and M3 category buses manufactured by O.E.M from 1st April 2019.
  - Readiness for ESC implementation for M2 and M3 Buses to be deliberated.

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**SIAM comments on GSR 367 dated 13.04.2018**

- It has been consistently agreed in all meetings (AIS 153, AISC & CMVR-TSC) that the notification & AIS 153 will be made applicable to all the bus makers including OEMs and after market body fabricators, whereas GSR has been made applicable only for OEMs. Since 80% of buses are converted from drive-away chassis, if this standard is not made applicable for the after market body building then only 20% of the prospective vehicles will be complying to this standard. This 20% may further reduce because customers would be unwilling to pay the higher costs for AIS 153. This completely reverses and defeats the purpose of this initiative.
- GSR 367 envisages a bumper-to-bumper modifications of buses including engine & transmission (for acceleration & NVH), chassis (for NVH), body & trim (for disability features, emergency doors & NVH) and suspension (for NVH). So much work cannot be done in less than 1 year across the manufacturers' portfolios. 4-5 years time is required.
- Besides this, Complete Brake upgradation in line with AIS 150 including Electronic Vehicle Stability Control has been discussed in AIS 150 panels and AISC for implementation in 2022 considering that it is an across-the-board technology upgradation for all 4-wheelers. It will not be possible for vehicle manufacturers to bring this forward to Apr 2019.

## Agenda 2.0 (a) - Standards and amendments for deliberations / adoption

### AIS 151 - Approval of Vehicles of Categories M1 And N1 with Regard to Braking

Shri A. A. Badusha  
 Sr. Deputy Director, ARAI

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## Agenda 2.0 (a)

- **AIS 151 is the next Revision of IS:15986-2015 – Automotive Vehicles – Uniform Provisions concerning the Approval of the Vehicles of Categories M1 and N1 with Regard to Braking.**
- AIS is aligned with Revision-3, Amendment 2, of UN R 13 H.
- In IS:15986, **India unique requirements** were present. The same were reviewed and the following was decided:
  - For Coefficient of adhesion of road surface it was decided to take the same wordings as that used for IS 11852 which calls for a Coefficient of adhesion of road surface to be at least 0.8.
  - Axle load variation and tolerance to be considered during testing to be deleted;
  - Tolerance on test speed to be aligned with UN R requirements.
  - Maximum speed for M1 category in type 'O' test restricted to 120 km/h – Speed to be reviewed once the test tracks in the country are ready for revised speed on 160 km/h. to maintain the same test speed till such time.
  - Clause with respect to test to be conducted at 90 percent of vehicle maximum speed, if the maximum vehicle speed is less than test speed, to be deleted.
  - Exception for asbestos free liners was deleted.
- **The standard was approved in the 58<sup>th</sup> meeting of AISC.**
- **Committee may deliberate and adopt the standard.**
- **Implementation**
  - IS 15986:2015 is under process of notification from October 2019 / April 2020?
  - Manufacturers can opt for approval as per AIS 151. Notification of IS:15986 may be reworded to provide this as an option.

2

## Agenda 2.0 (a) - Standards and amendments for deliberations / adoption

### AIS 152 – Brake Assist System

Shri A. A. Badusha  
 Sr. Deputy Director, ARAI

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## Agenda 2.0 (a)

- **New AIS on Brake Assist System (BAS)**
  - AIS is aligned with UN R 139.
  - The standard would be applicable to **M1 and N1 category vehicles, if fitted with BAS.**
  - BAS help reduce the stopping distance when emergency braking takes place in a car.
  - Fitment of BAS is not mandatory, but would need to be evaluated, **if fitted.**
  - The standard was approved in the 58<sup>th</sup> meeting of AISC.
  - **Committee may deliberate and adopt the standard.**
- **Implementation**
  - AIS 152 may be notified along with the implementation of IS -15986 :2015 / AIS:151, from October 2019 / April 2020 ?

2

## Agenda 2.0 (a) - Standards and amendments for deliberations / adoption

### Tyre Pressure Monitoring System (TPMS)

Shri A. A. Badusha  
Sr. Deputy Director, ARAI

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## Agenda 2.0 (a)

### # AIS-154: Tyre Pressure Monitoring System

#### • Highlights

- Text of AIS 154 (Tyre Pressure Monitoring System) has been prepared in line with UN R 141.
- This Standard applies to the approval of vehicles of category M1 up to a maximum mass of 3,500 kg and N1 when equipped with a tyre pressure monitoring system, except for vehicles fitted with dual wheels on an axle.
- The standard was adopted in the 58<sup>th</sup> meeting of AISC.
- Committee may deliberate and approve the standard.

#### • Implementation

- It is proposed to implement the standard from **six months from date of notification**.
- Current TPMS requirement in AIS 110, which caters to temporary use spare wheel, will be retained till such time AIS 154 is notified.

2



# AIS 008 (Rev 2) : Lighting and Light Signaling requirements for 4 wheelers

Shri Rajendra Khile, Convener

CMVR-TSC 52

8 May 2018

## AIS 008 (Rev 2) : Lighting and Light Signaling requirements for 4 wheelers

### Objective

- AIS 008 Rev.2 aligned with UN R 48.02 series for Lighting and Light signaling installation requirements
- Revision initiated for alignment (ECE R48.05 Suppl 9) to incorporate advancements in Lighting and Light signaling
- Also, installation requirements on conspicuity marking (Reflective Tape) included in one standard
- AIS 008 / D2 for comments till 3<sup>rd</sup> May 2018

### AIS 008 Rev 2 Composition

- Scope : M, N category including Trailers and Semitrailers except Agricultural tractors
- New requirements / Provisions from ECE
  - Emergency Stop Signal, Automatic focusing Lamp, Exterior Courtesy lamp, Rear End collision alert signal, Manoeuvring lamp, Front Fog lamp (F3) levelling, Headlamp auto activation
  - Conspicuity marking installation requirements (AIS 090 Revised to cover component level requirements)
- Requirements in Addition to ECE / India unique provisions
  - Reflective tape requirements from CMVR, Type II and Type III M3 category Conspicuity marking
  - Installation requirements of rear marking plate
  - Applicability of Lamps in Indian conditions including Quadricycle requirements. Lamps e.g. DRL, Rear Fog Lamp
  - Trailer (Warning Triangle) and Tipper (Top Marker Lamp) : special provisions in Indian context inline with Rev.1

### Next Action

- Request CMVR TSC approval for AIS 008 (Rev 2) in case not technical comments
- AIS 008 / 089 / 090 panel to finalize proposal for draft notification reviewing Lighting installation requirements in CMVR and changes to avoid duplication /repetition and bring better clarity

# AIS 089 (Rev 1) : Approval of Rear Marking Plates for Heavy and Long Vehicles

Shri S. V. Suderson, Convener

CMVR-TSC 52

8 May 2018

## AIS 089 (Rev 1) : Approval of Rear Marking Plates for Heavy and Long Vehicles

### Objective

- AIS 089 (Rev.1) aligned with Supplement 9 to the 01 series of amendments of UN R 70
- Revision initiated for alignment to incorporate advancements in latest series of UN R 70

### AIS 008 Rev 2 Composition

- Scope : a) Category N2, with a maximum mass exceeding 7.5 tonnes and N3, with the exception of tractors for semi-trailers., Category T1, T2 and T3 - Trailers and semi-trailers whose length exceed 8m (including the draw bar),Category T4,Articulated buses of category M2 and M3
- Rain simulation test exempted during component approval till such time the test method and acceptance criteria are clarified.
- Definition of Rear marking plate, Coefficient of retro-reflection (R') are aligned with latest UN R 70.
- Requirement for x and y coordinates for Yellow and Red colour has been changed and requirements of Luminance factor is deleted in line with UN R 70.
- Installation requirements of rear marking plate shifter is AIS-008(Rev.2)

### Next Action

- Request CMVR TSC approval for AIS 089 (Rev 1) in case not technical comments
- AIS 008 / 089 / 090 panel to finalize proposal for draft notification reviewing Lighting installation requirements in CMVR and changes to avoid duplication /repetition and bring better clarity

# AIS 090 (Rev 1) : Approval of Retro-Reflective Markings for Motor Vehicles, their Trailers and Semi-Trailers

Shri S. V. Suderson, Convener

CMVR-TSC 52

8 May 2018

## AIS 090 (Rev 1) : Approval of Retro-Reflective Markings for Motor Vehicles, their Trailers and Semi-Trailers

### Objective

- AIS 090 (Rev.1) aligned with Supplement 8 to the 00 series of amendments of UN R 104
- Revision initiated for alignment to incorporate advancements in latest series of UN R 104

### AIS 008 Rev 2 Composition

- Scope : vehicles of category M2,M3, N, T2, T3 and T4.
- Retro Reflecting marking tapes of Class F are added
- Installation requirements of Retro Reflective marking tapes are shifted to AIS-008(Rev.2)
- Colorimetric requirements of Retro Reflective marking tapes are shifted to AIS-010 (Part 5)(Rev.2)

### Next Action

- Request CMVR TSC approval for AIS 090 (Rev 1) in case not technical comments
- AIS 008 / 089 / 090 panel to finalize proposal for draft notification reviewing Lighting installation requirements in CMVR and changes to avoid duplication /repetition and bring better clarity

## 2. Report from AISC:

### a) Standards and amendments for deliberations / adoption:

Amendment	Title
Amd. 4 and 5 to AIS 007 (Rev. 5)	<p>Information on Technical Specifications to be submitted by the Vehicle Manufacturer.</p> <p><b>Amd. 4</b> - For seeking information with respect to compliance to AIS 137 (BS VI norms), Fuel efficiency norms for vehicles of category M1 with GVW&lt;3.5T, Modification in Table 24 for automotive trailers based on Amendment 3 and 4 to AIS-113, Type approval requirements for Quadricycle, Trucks and Modular Hydraulic Trailer (MHT), Road Ambulances and Motor Caravan and AIS-056 (Rev.1) (Cabin comfort).</p> <p><b>Amd. 5</b> - For seeking information with respect to compliance to AIS-133 (ESC), AIS-150 (Brakes other than M1), AIS-151 (Brakes M1), AIS-152 (BAS), AIS-140 (ITS) and AIS-125 (Part 1) (Ambulance).</p>
Amd. 2 to AIS 012 (Part 4) (Rev. 1)	<p>Performance Requirements for Rear Registration Plate (Mark) Illuminating Lamps for Motor Vehicles.</p> <p>Inclusion of L7 category vehicles into a scope of the standard and Cross reference of the clause of Photometric measurements for Rear registration plate illuminating device for L7 and A category vehicles.</p>

1

## 2. Report from AISC:

### a) Standards and amendments for deliberations / adoption:

Amendment	Title
Amd. 1 to AIS 012 (Part 7) (Rev.1)	<p>Performance Requirements for Reversing Lamps for Motor Vehicles.</p> <p>Inclusion of L7 category vehicles into a scope of this standard.</p>
Amd. 1 to AIS 012 (Part 8) (Rev.1)	<p>Performance Requirements for Parking Lamps for Motor Vehicles.</p> <p>Inclusion of L7 category vehicles into a scope of this standard.</p>
Amd. 1 to AIS 012 (Part 10) (Rev. 1)	<p>Performance Requirements for Daytime Running Lamps for Motor Vehicles.</p> <p>Inclusion of L7 category vehicles into a scope of this standard.</p>
Amd. 5 to AIS 018	<p>Automotive Vehicles - Speed Limitation Devices – Specifications</p> <p>Addition of clause with respect to type approval (TA) and conformity of production (CoP) procedure</p>
Amd. 1 to AIS 038 (Rev. 1)	<p>Electric Power Train Vehicles - Construction and Functional Safety Requirements.</p> <p>Tell tale for State of Charge (SoC)</p>
Amd. 1 to AIS 040 (Rev. 1)	<p>Electric Power Train Vehicles – Method of Measuring the Range.</p> <p>For prescribing same range test stopping criteria for all L category vehicles</p>

2

## 2. Report from AISC:

### a) Standards and amendments for deliberations / adoption:

Amendment	Title
Corrigendum 1 to AIS 042 (Rev. 1)	Agricultural Tractors -Steering Effort Requirements. To correct turning diameter as 24 m instead of 12m.
Amd. 1 to AIS 123 (Part 3)	CMVR Type Approval of Electric Propulsion Kit Intended for Conversion of Vehicles for Pure Electric Operation To extend the scope of standard for L1 and L2 category vehicles for pure electric operation with fitment of electric kit.
Amd. 2 to AIS 125 (Part 1)	Ambulance Code. To change day and night photometric requirements for Warning lamp and add separate annexure for technical information to be submitted by Ambulance Original Equipment manufacturer.
Amd. 1 to AIS 126	Two Wheeled Vehicles – Location, Identification and operation of Controls, Tell-tales and Indicators. Mandatory requirements pertaining to tell-tales and indicators are specified in various standards. Amendment is related to cross referring such requirements in AIS-126. <a href="#">Notification</a>

3

## 2. Report from AISC:

### a) Standards and amendments for deliberations / adoption:

Amendment	Title
Amd 2 to AIS-071 (Part 2)	Automotive Vehicles – Control Location and Operation Requirements • To add alternate technology items for Agricultural Tractors and delete 2W from Scope.
Amd 6 to AIS-053	Automotive Vehicles-Types-Terminology • To add new categories of Agricultural Tractors in AIS 053 based on EC directive 167/2013/EC.
Amd 9 to AIS-052	Bus Code • To allow optional fitment of toilet in DLX buses. • To allow use of emergency door in front engine buses, at rear face of vehicle in line with Gangway.
Corrigendum 1 to AIS-093 (Rev.1)	Truck Code • To correct dimension of height of top surface of first step from ground from 650 to 600 mm (both in text and figure) in line with EEC Directive 70/387 (this was agreed during formulation of AIS 093). • To correct minimum distance between the roof and upper berth from 490 mm to 460 mm in line with its corresponding Figure-2 (Editorial). • To make fire extinguisher with capacity of 1kg mandatory
Amendment 1 to AIS-110	Temporary use tyres • To add Quadricycles in the scope of the standard.

4

**2. Report from AISC:****b) Report by AISC on Running Subjects:****Title of the Standard**

Formulation of Code for Approval of Modular Hydraulic Trailers

Formulation of AIS standard for Whole Vehicle Safety CoP

Revision of AIS 071 (Part 1) on tell-tales and controls

## Type Approval of Modular Hydraulic Axle Trailer (MHT)

(52<sup>nd</sup> CMVR-TSC – 3<sup>rd</sup> May 2018)



Shri A. A. Badusha  
**Sr. Deputy Director, ARAI**

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## Technical requirements covered in GSR 212 (E)

- **Tyre related requirement**
  - ❖ Size and ply rating of tyres as per IS 15636 (CMV Rule 95)
  - ❖ Tyre condition (Tread wear indicator) as per CMV Rule 94
- **Braking related requirements**
  - ❖ Test speed of 20km/h specified
  - ❖ Stopping distance 13 m
  - ❖ Trailer braking as per CMV Rule 97
- **Lighting and Light-signalling devices related requirements**
  - ❖ Provision of Stop lamps to indicate intension to stop
  - ❖ Direction indicators to indicate intension to turn
  - ❖ Retro reflective tapes for indicating heavy and long vehicle and increasing conspicuity of combination as per AIS-090
  - ❖ Provision of Reflex - reflectors as per AIS-057
  - ❖ Requirement of two blinker or beacon lamps on top of cabin
  - ❖ Rear Marking plate as per AIS-089
- **Requirement of Identification Number plate as per CMV Rule 122**

2

**Technical requirements covered in GSR 212 (E)**

- T Signs requirement as per IS 9942
- Requirement of Identification Number plate as per CMV Rule 122
- Requirement for prototype approval as per CMV Rule 126
- Clarity on exempting RUPD and LPD
- No national permits to old puller and Modular Hydraulic trailers and clarity thereof
- Registration plate related requirements
- Permission to ply on public roads when comply conditions specified by the Central Government
- Dimensional requirements

**Recommendations to CMVR—TSC :**

- **Relevant Provisions / Notifications have already been issued under CMVR.**
- **Ministry desires to formulate a code for the approval of Modular Hydraulic Trailers. Since specific provisions have already been finalized, test agencies may start the process of Type Approval.**
- **Technical specifications format for MHT would be part of AIS 007 (Rev.5) and would be circulated as an Amendment to AIS:007(Rev.5) as agreed by all stakeholders. CMVR-TSC may adopt this approach.**



## AIS 017- Part 6 WVSCoP Update

Shri S. Ravishankar, Convener

CMVR-TSC 52

8 May 2018

### Status Report

- Draft D0 of AIS 017 Part 06 has been hosted on AISC website on 6th Apr 2018.
- It incorporates decisions taken in panel and AISC & CMVR-TSC meetings related to:
  - Scope
  - Choice of Supervised Testing Regime from five options
  - Random Selection of Test sample Vehicles
  - Frequency of WVSCoP
  - Sampling Plan & Pass/Fail Decisions
  - List of Inspections, Installation Checks & Physical Tests

## Status Report

- How Physical Tests would be conducted
- CEA for extending COP results from tested variants to other related variants- the concept of “CoP Family” for every vehicle category
- Treatment of manufacturing plants in the CoP regime
- Consequences of Failure

## Next Activities

- Action Points were identified, while discussing Draft D0 in the Panel meeting held on meeting on 27<sup>th</sup> April 2018 for :
- Definition of Sub families for 2, 3 wheelers and passenger cars.
- Review of WVSCoP Report & WVSCoP Certificate formats.
- Work Flow Charts for the total process – considering logistics, preparation & securing of sample vehicles.
- Preparation of Draft D1 based on agreed comments on Draft D0.
- Status will be presented in next AISC / CMVR-TSC meeting.

# Closure on CMV Rule 93

Shri S. Ravishankar, Convener

CMVR-TSC 52

8 May 2018

## Work Done

- The document remaps into [table](#) form the content of sub-rules (1) (2), (3) & (4) into new sub-rules (1) (2) (3) & (4). Sub rules (5) and later will continue as existing today.
- All qualifications specified in the sub-rules (1) - (4) currently have been included in the form of notes to the tables. All vehicle nomenclature has been kept same as what exists in the MVA & Rules today.

## Work Done

- All amendments agreed in the "Max Dimensions" Panel, AISC-56 & CMVR TSC-55 have also been incorporated.
- Scania's request for Tipper Width Increase has been incorporated
- All changes have been vetted and enhanced by AISC secretariat to retain legal clarity.

## Next Steps

- Document is a draft GSR notification and cannot be hosted by AISC.
- If needed it can be circulated and also sent to MoRTH for their approval.
- MoRTH can either host it on their web site or issue draft GSR notification with a 90-day comment period.

## Definition - Tipper

- In the Central Motor Vehicles Rules, 1989, in rule 2, after clause (o), the following clause shall be inserted, namely:-
- (oa) “Tipper” means an N-category vehicle intended for carrying loose unpackaged material and provided with powered equipment for inclining the payload carrying area for the payload to be unloaded.

## Society of Indian Automobile Manufacturers

Vehicle Manufacturer	Safety glass	Tinted		Non-Tinted		Remarks
		No. of Models	Range of VLT	No. of Models	Range of VLT	
Honda Cars India Ltd.	Front Windshield (Limit: min. 70%)	7 Nos.	71-79			
	Side Glass (Limit: min. 50%)		79-83			
	Rear Glass (Limit: min. 70%)		79-84			
Force Motors	Front Windshield (Limit: min. 70%)	All Models (3)	70-80			
	Side Glass (Limit: min. 50%)		70-80			
	Rear Glass (Limit: min. 70%)		70-80			
Volkswagen India Pvt Ltd	Front Windshield (Limit: min. 70%)	All models	> 70 %			
	Side Glass (Limit: min. 50%)		> 70 %			
	Rear Glass (Limit: min. 70%)		> 70 %			
Mercedes-Benz India Pvt Ltd	Front Windshield (Limit: min. 70%)	All	> 70%	Colourless glasses are also provided as optional in some of the models.	>70%	
	Side Glass (Limit: min. 50%)		> 70%			
	Rear Glass (Limit: min. 70%)		> 70%			
TATA MOTORS	Front Windshield (Limit: min. 70%)	Vehicle Platform 1	70% Green Tinted	NA	NA	
	Side Glass (Limit: min. 50%)		70% Green Tinted			
	Rear Glass (Limit: min. 70%)		70% Green Tinted			
TATA MOTORS	Front Windshield (Limit: min. 70%)	Vehicle Platform 2	75% Green Tinted	NA	NA	
	Side Glass (Limit: min. 50%)		75% Green Tinted			
	Rear Glass (Limit: min. 70%)		75% Green Tinted			
TATA MOTORS	Front Windshield (Limit: min. 70%)	Vehicle Platform 3	70% Green Tinted	NA	NA	
	Side Glass (Limit: min. 50%)		70% Green Tinted			
	Rear Glass (Limit: min. 70%)		70% Green Tinted			
TATA MOTORS	Front Windshield (Limit: min. 70%)	Vehicle Platform 4	70% Green Tinted	NA	NA	
	Side Glass (Limit: min. 50%)		70% Green Tinted			
	Rear Glass (Limit: min. 70%)		70% Green Tinted			
TATA MOTORS	Front Windshield (Limit: min. 70%)	Vehicle Platform 5	70% Green Tinted	NA	NA	
	Side Glass (Limit: min. 50%)		70% Green Tinted			
	Rear Glass (Limit: min. 70%)		70% Green Tinted			
TATA MOTORS	Front Windshield (Limit: min. 70%)	Vehicle Platform 6	70-80% Green Tinted	NA	NA	
	Side Glass (Limit: min. 50%)		70-80% Green Tinted			
	Rear Glass (Limit: min. 70%)		70-80% Green Tinted			
TATA MOTORS	Front Windshield (Limit: min. 70%)	Vehicle Platform 7	70-80% Green Tinted	NA	NA	
	Side Glass (Limit: min. 50%)		70-80% Green Tinted			
	Rear Glass (Limit: min. 70%)		70-80% Green Tinted			

# Society of Indian Automobile Manufacturers

TATA MOTORS	Front Windshield (Limit: min. 70%)	Vehicle Platform 8	70-80% Green Tinted	NA	NA	
	Side Glass (Limit: min. 50%)		70-80% Green Tinted			
	Rear Glass (Limit: min. 70%)		NA			
TATA MOTORS	Front Windshield (Limit: min. 70%)	Vehicle Platform 9	70-80% Green Tinted	NA	NA	
	Side Glass (Limit: min. 50%)		70-80% Green Tinted			
	Rear Glass (Limit: min. 70%)		70-80% Green Tinted			
Renault	Front Windshield (Limit: min. 70%)	Model 1	76.71	NA	NA	
	Side Glass (Limit: min. 50%)		80.4			
	Rear Glass (Limit: min. 70%)		76.3			
Renault	Front Windshield (Limit: min. 70%)	Model 2	75% to 78%	NA	NA	No models without Tinted Glass
	Side Glass (Limit: min. 50%)		80% to 82%			
	Rear Glass (Limit: min. 70%)		80% to 82%			
Nissan & Datsun	Front Windshield (Limit: min. 70%)	Model 3	More than 72%	NA	NA	
	Side Glass (Limit: min. 50%)		More than 72%			
	Rear Glass (Limit: min. 70%)		More than 72%			
Mahindra & Mahindra Ltd	Front Windshield (Limit: min. 70%)	19	76-79	0	NA	
	Side Glass (Limit: min. 50%)		80-83			
	Rear Glass (Limit: min. 70%)		81-83			
Maruti Suzuki Ltd	Front Windshield (Limit: min. 70%)	37	73.17 - 88.16	NIL	NIL	MSIL implemented Tinted glass in entire product line since January, 2015
	Side Glass (Limit: min. 50%)		60.15 - 89.3			
	Rear Glass (Limit: min. 70%)		77.7 - 89.3			
Hyundai Motor India Ltd.	Front Windshield (Limit: min. 70%)	All Models (8)	75 - 82	NIL	NIL	No models without Tinted Glass
	Side Glass (Limit: min. 50%)		78 - 81			
	Rear Glass (Limit: min. 70%)		78 - 81			
Ford India Pvt. Ltd.	Front Windshield (Limit: min. 70%)	4	77-78	NA	NA	
	Side Glass (Limit: min. 50%)	4	78-80			
	Rear Glass (Limit: min. 70%)	4	78-80			

## GLOBAL AUTOMOTIVE RESEARCH CENTRE

### WELCOME TO GARC

Presentation to CMVR – TSC Meeting on 08.05.2018  
(Duration : 50 Secs)



ENSURING SAFE DRIVE



03.05.2018

ENSURING SAFE DRIVE

CMVR-TSC

## ABOUT GARC

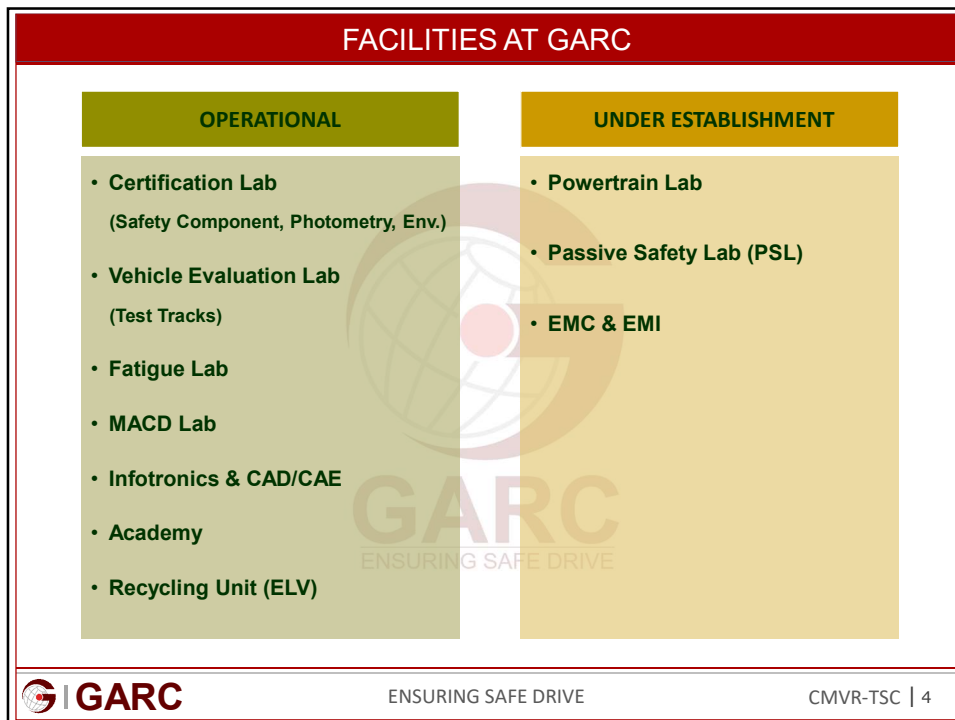
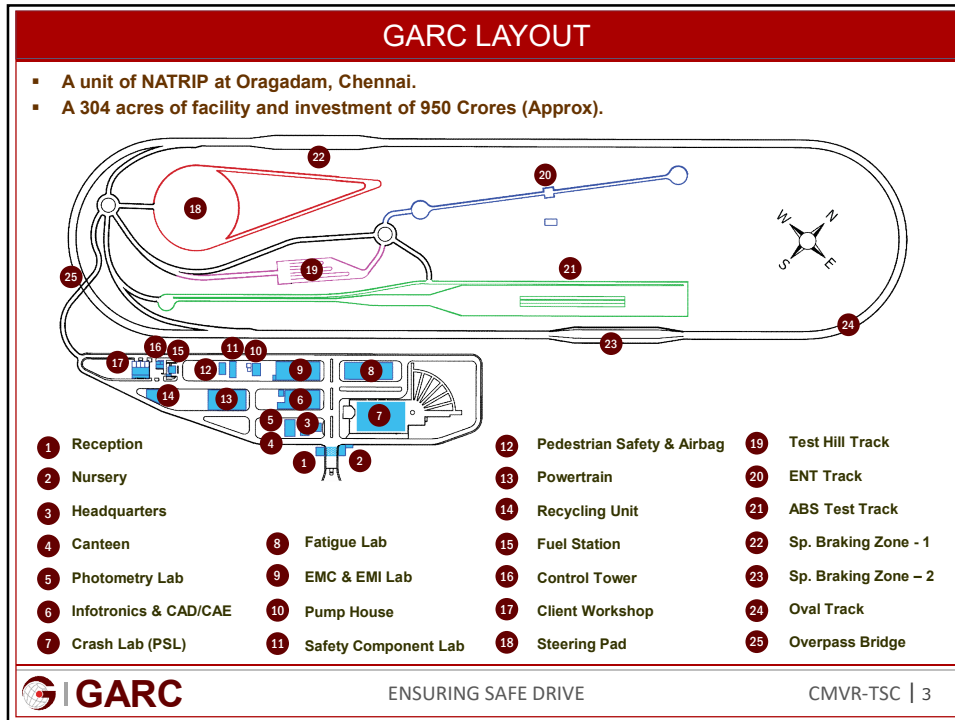
- GARC is one of the State of Art Test Centre established by **Ministry of Heavy Industries & PE (MoHI & PE), Govt. of India** (under NATRIP - Implementation Society)
- Located at Oragadam near Chennai, Tamil Nadu
- Authorised test agency under **CMVR 126** by **Ministry of Road Transport & Highways (MoRTH), Govt. of India**
- GARC will house full-fledged R&D and Homologation Test Facilities including Test Tracks
- Certification of all category of Vehicles, Systems and Components as per National and International Standards
- Accredited by **NABL** as per **ISO/IEC 17025:2005** for its Mechanical & Electrical stream of Certification Laboratory with effects from 27<sup>th</sup> Mar 2018

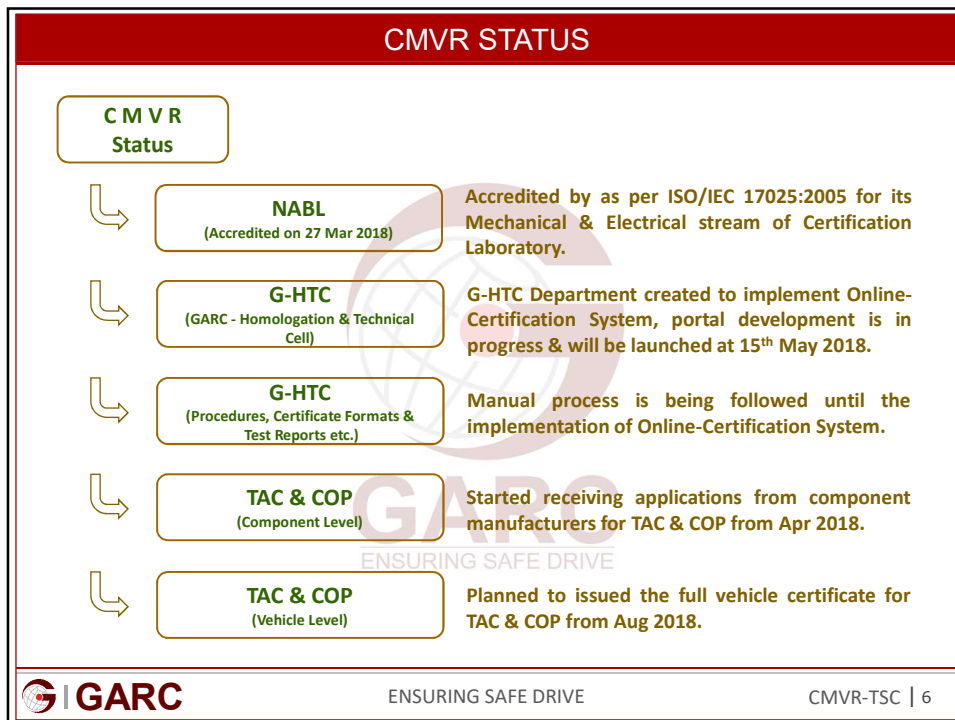


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**GLOBAL AUTOMOTIVE RESEARCH CENTRE**

**Thank You**

**GARC**  
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03.05.2018      ENSURING SAFE DRIVE      CMVR-TSC


## CMVR for Imported Mobile Cranes

### Background :

- ❑ MoRT&H has already issued a guideline vide Letter No. RT-11036/31/2017-MVL dated 24<sup>th</sup> July 2017 on the subject, "Non-compliance of Indian Import Policy by Importers of Mobile Cranes"
- ❑ The subject was discussed in the 50<sup>th</sup> meeting of CMVR-TSC when the topic was raised by ICEMA members regarding the Registration of Imported Cranes.
- ❑ ICEMA, presented the case and highlighted the following.
  - Left hand Drive Mobile Cranes not meeting CMVR;
  - Engine Emission Norms;
  - Axle Load limit;
  - Max speed (50 kmph)
  - Acceptance of Homologation certificate of country of origin
- ❑ It was mostly concerning higher capacity cranes, above 100 tonnes lifting capacity.
- ❑ Further as directed by CMVR-TSC, there were discussions with Stakeholders and the details and recommendations are being proposed to CMVR-TSC

### Guideline by MoRT&H


 भारत सरकार  
 Government of India  
 सड़क परिवहन और राजमार्ग विभाग  
 Ministry of Road Transport & Highways

  
 Dated: New Delhi-110001  
 24<sup>th</sup> July, 2017  
 RT-11036/31/2017-MVL

To,

The Principal Secretaries of all States and Union Territories  
Department of Transport

Subject: Non-compliance of Indian import policy by Importers of Mobile Cranes

Sir / Madam,


I have been directed to state that it has been brought to our notice by the Department of Heavy Industry, Ministry of Heavy Industries and Public Enterprises vide their memo dated 18/May/2017 about the anomaly in the registration of imported cranes (new and second hand) in regard to non-compliance of Central Motor Vehicles Rules, 1989 requirements.

2. The matter has been examined. It is hereby clarified that :

a) The Section XVII of Chapter 87 of ITC (HS), 2012, Schedule 1, of the Import Policy of the Directorate General of Foreign Trade, Ministry of Commerce and Industry relates to the Motor Vehicles for the transport of persons, goods, and other such related purposes etc. Further, the exemption in regard to certain provisions of CMVR, 1989, as are available in Chapter 87 are for the vehicles as mentioned in the Chapter.

b) That Section XVI of Chapter 84 of ITC (HS), 2012, Schedule 1, of the Import Policy of the Directorate General of Foreign Trade, Ministry of Commerce and Industry relates to Cranes, including Cable Cranes, Mobile Lifting Frames, Straddle Carriers and works trucks fitted with crane, Fork lift trucks, other works trucks fitted with lifting or handling equipment, other lifting, handling, loading machinery etc.

3. It is further clarified that the exemptions mentioned for certain categories of vehicles in Chapter 87 above are NOT APPLICABLE for items like Cranes, etc. This may be noted and while considering the case for registration of the imported items under Chapter 84 like cranes etc., the provisions of Rule 47 and Rule 126 of the Central Motor Vehicles Rules, 1989 would be applicable.

Yours faithfully,  
  
 (Priyank Ghosh)  
 Director (MVL)  
 011- 2331 4316  
 Director@moth.gov.in

Copy to  
 1. Director General of Foreign Trade  
 2. Director, Department of Heavy Industry for information

## Definitions of three types of Mobile Cranes

1. **Rough Terrain Crane** is sub-class of a hydraulic crane. As a self-propelled crane mounted on an undercarriage with minimum four rubber tires, rough terrain cranes are specifically designed to operate on off-road and rough terrain applications. This Crane provided usually with single cab, features higher tractive effort, ground clearance and manoeuvrability but lower speeds than on road cranes. Such cranes may however travel on road incidental to their principal use as a Rough Terrain Crane.
2. **All Terrain Cranes** are Cranes designed with the following features which permit them to travel at high speed ( limited to 50 kmph) for long distances on public roads, yet also have all the features of a rough terrain crane
  - a) Its manoeuvrability in confined area is better than Truck Crane, as rear axle(s) are also steerable.
  - b) Its traction and drivability on rough and / or muddy ground is also better than Truck Crane, as front axle(s) are also driven.
  - a) Ground clearance is higher than Truck Crane.
3. **Truck Crane** is sub-class of a hydraulic crane with a telescopic boom mounted on truck type carriers or as self-propelled models. It can drive a long distance at high speed (limited to 50 kmph). Its manoeuvrability in confined area is not good, as rear axle(s) are not steerable. Its drivability on rough and / or muddy ground is not good, as front axle(s) are not drivable and ground clearance is lower than other types.

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CMVR for Mobile Cranes (Truck Cranes, Rough Terrain Cranes & All Terrain Cranes)

Parameters	Domestic Cranes		Imported Cranes		
	< 100 Tonnes	≥ 100 Tonnes	< 100 Tonnes	Rough Terrain/ Truck Mounted ≥ 100 Tonnes	All Terrain Cranes – All Capacities
Lifting Capacity					
Applicability of CMVR	<ul style="list-style-type: none"> <li>CMVR shall be mandatory if individual axle weights &lt; 17.5 Tons and Crane does not exceed CMVR dimensions</li> <li>CMVR shall not apply, if the individual axle weight exceeds 17.5 tonnes and / or the Crane exceeds CMVR dimensions –crane will not be permitted to ply on road</li> </ul>		<ul style="list-style-type: none"> <li>CMVR shall not apply, if the individual axle weight exceeds 17.5 tonnes and / or the Crane exceeds CMVR dimensions.</li> <li>CMVR shall be mandatory for axles &lt;17.5 Tonnes/crane within CMVR dimensions</li> </ul>	<ul style="list-style-type: none"> <li>CMVR shall not apply, if the individual axle weight exceeds 17.5 tonnes and / or the Crane exceeds CMVR dimensions and not permitted to ply on roads</li> <li>Certificate from the Country of Origin may be accepted if axle weight &lt;17.5 Tonnes and within CMVR dimensions</li> </ul>	
Steering Drive configuration	<ul style="list-style-type: none"> <li>Shall be RHD configuration</li> </ul>		<ul style="list-style-type: none"> <li>Shall be RHD Configuration</li> </ul>	<ul style="list-style-type: none"> <li>LHD may be permitted</li> </ul>	
Maximum Permissible Axle Weights	<ul style="list-style-type: none"> <li>To be considered under CMVR if it is within the dimensional limits and maximum axle load is less than 17.5 tonnes.</li> <li>Reference to Rule 95 (2).</li> <li>To be considered as Purely Off-Road vehicles and shall not be allowed on public roads, if the maximum axle loads exceed 17.5 tonnes and / or Crane exceeds CMVR dimensions</li> </ul>		<ul style="list-style-type: none"> <li>Maximum Axle weight per axle can be more than 10.2 tonnes but shall not exceed 17.5 tonnes.</li> <li>Reference to Rule 95 (2).</li> <li>Shall be within the CMVR dimensional limits</li> </ul>	<ul style="list-style-type: none"> <li>To be considered under CMVR if it is within the dimensional limits and maximum axle load is less than 17.5 tonnes.</li> <li>To be considered as Purely Off-Road vehicles and shall not be allowed on public roads, if the maximum axle loads exceed 17.5 tonnes and / or Crane exceeds CMVR dimensions</li> </ul>	
Speed Limit	<ul style="list-style-type: none"> <li>Speed limit of 50 km/h for Cranes falling under CMVR</li> </ul>		<ul style="list-style-type: none"> <li>Speed limit of 50 km/h</li> </ul>	<ul style="list-style-type: none"> <li>Speed limit of 50 km/h for Cranes falling under CMVR</li> </ul>	

## Final Recommendations

□ The following recommendations are proposed :

1. Mobile Cranes may address all the three possible types namely, Truck Cranes, Rough Terrain Cranes & All Terrain Cranes (All the three types of Mobile Cranes would need to be defined)
2. Considering low volume of Rough Terrain and Truck Crane (above 100 T) being imported, LHD configuration for such cranes be permitted.
3. All Terrain Cranes of all capacities are currently being imported and therefore LHD configuration for such cranes be permitted.
4. For Truck cranes and Rough Terrain cranes above 100 tonnes and for All terrain cranes of all capacities, Type approval certificate from country of origin may be accepted as per the current DGFT provisions, provided they meet the minimum requisite norms under CMVR.
5. All cranes whether local or Imported of all capacities must necessarily have axle loads < 17.5 T / axle as per Rule 95(2) and maximum speed < 50 kmph to meet the notified CMVR provisions.
6. Manufacturers importing high capacity cranes (greater than 100 tonnes lifting capacity) that fall under CMVR, may request Test agencies for witnessing compliance tests overseas.
7. The proposed procedure as highlighted above will be applicable only to newly manufactured cranes which are not registered in India so far.



# Global Forum for Road Traffic Safety

## Working Party 1

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# **BRIEF INSIGHT**

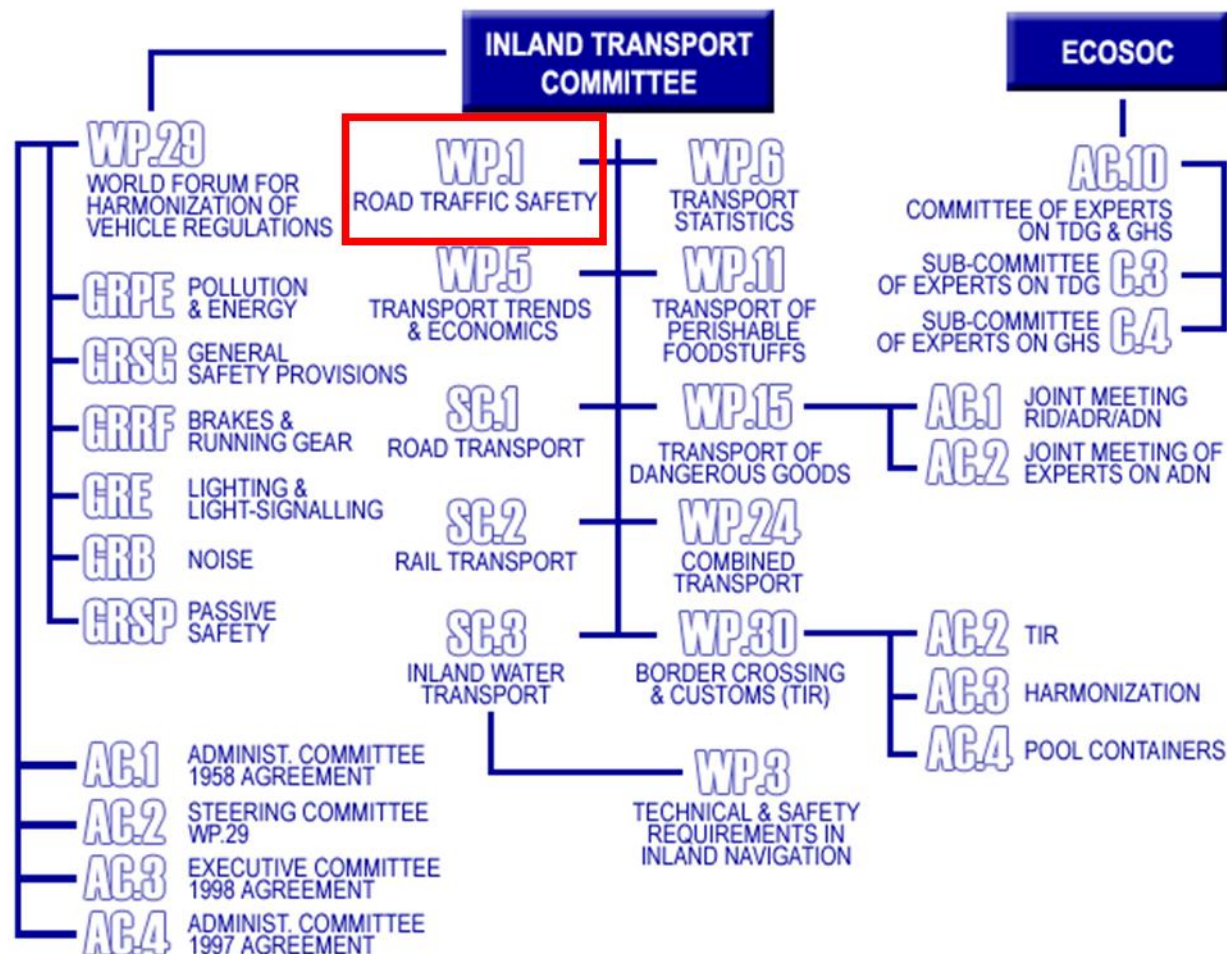


# Inland Transport Committee

- WP.1 functions under the ITC, the Sectoral Committee of the UNECE for cooperation in the field of inland transport.
- ITC - Highest policy-making body of the UNECE in the field of transport.
- Objective:
  - Facilitate & develop international transport while improving its safety and environmental performance.
- Issues dealt:
  - Infrastructures, vehicles, operational procedures of three different modes of transport - road, rail and inland waterways transport,
  - Multi-modal and combined transport.
  - Passenger transport, goods transport
  - The transport of special cargoes such as dangerous goods or perishable foodstuffs.
  - Border crossing problems and procedures.

# ITC - STRUCTURE

1. Working Party on Road Transport (SC1)
2. Working Party on Road Traffic Safety (WP.1)
3. World Forum for Harmonization of Vehicles Regulations (WP.29)
4. Working Party on Rail Transport (SC.2)
5. Working Party on Inland Water Transport (SC.3)
6. Working Party on Combined Transport (WP.24)
7. Working Party on Customs Questions affecting Transport (WP.30)
8. Working Party on the Transport of Dangerous Goods (WP.15)
9. Working Party on the Transport of Perishable Foodstuffs (WP.11)
10. Working Party on Trends and Economics (WP.5)
11. Working Party on Transport Statistics (WP.6)



# Global Forum for Road Traffic Safety

- Ad Hoc Working Group on the prevention of road accidents in 1950.
- In 1988, the Working Party on Road Traffic Safety (WP.1), an intergovernmental body, was established.
- Renamed as **Global Forum for Road Traffic Safety (WP.1)** in 2017.
- Only permanent body in the United Nations system that focuses on improving road traffic safety.
- Primary function is to serve as guardian of the United Nations legal instruments aimed at harmonizing traffic rules.
- Participation in Global Forum for Road Traffic Safety (WP.1) is open to all countries across the world.

# Functions of WP.1

1. Developing & harmonizing traffic regulations & rules for road signs & signals & strengthening relations between countries.
2. Develop & keep up to date the Conventions on Road Traffic & on Road Signs & Signals & other relevant legal instruments.
3. Encourage the accession of new countries to the Conventions & Agreements.
4. Develop, update & circulate the Consolidated Resolutions on Road Traffic (R.E.1) & on Road Signs & Signals (R.E.2), & make them documents for recommending best road safety practices
5. Organize & prepare road safety campaigns, to be known as “Road Safety Weeks”
6. Encourage participation in its activities by fostering cooperation & collaboration with the countries and other organizations
7. Encourage exchanges of data between countries by compiling & circulating information on road accidents
8. Collaborate closely with the other subsidiary bodies of the Inland Transport Committee
9. Define & implement a work program relating to the legal instruments & the Consolidated Resolutions in a coordinated & logical manner.
10. Ensure openness & transparency during the sessions.

# List of Legal Instruments & Conventions under the competence of WP.1

- Convention on Road Traffic, of 19 September 1949 – (India, a contracting party since 1962)
- Protocol on Road Signs & Signals, of 19 September 1949 – (India, a signatory since 29 Dec 1949 )
- European Agreement on the Application of Article 23 of the 1949 Convention on Road Traffic concerning the Dimensions & Weights of Vehicles Permitted to Travel on Certain Roads of the Contracting Parties, of 16 September 1950
- Convention on Road Traffic (Vienna Convention), of 8 November 1968
- Convention on Road Signs & Signals (Vienna Convention), of 8 November 1968 (India, a contracting party since 1980)
- European Agreement supplementing the Convention on Road Traffic (1968), of 1 May 1971
- European Agreement supplementing the Convention on Road Signs & Signals (1968), of 1 May 1971
- Protocol on Road Markings, Additional to the European Agreement supplementing the Convention on Road Signs & Signals, of 1 March 1973
- Agreement on Minimum Requirements for the Issue & Validity of Driving Permits (APC), of 1 April 1975

# Convention on Road Traffic, 1949

## Signatories & Contracting Parties

Entry into force:	26 March 1952, in accordance with article 29..
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Registration:	26 March 1952, No. 1671.
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Status:	97 Contracting Parties
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Albania, Algeria, Argentina, Australia, Austria, **Bangladesh**, Barbados, Belgium, Benin, Botswana, Bulgaria, Burkina Faso, Cambodia, Canada, Central African Republic, Chile, Congo, Côte d'Ivoire, Cuba, Cyprus, Czech Republic, Democratic Republic of the Congo, Denmark, Dominican Republic, Ecuador, Egypt, Fiji, Finland, France, Georgia, Ghana, Greece, Guatemala, Haiti, Holy See, Hungary, Iceland, **India**, Ireland, Israel, Italy, Jamaica, **Japan**, Jordan, Kyrgyzstan, Lao People's Democratic Republic, Lebanon, Lesotho, Luxembourg, Madagascar, Malawi, **Malaysia**, Mali, Malta, Monaco, Montenegro, Morocco, Namibia, Netherlands, New Zealand, Niger, Nigeria, Norway, Papua New Guinea, Paraguay, Peru, **Philippines**, Poland, Portugal, Republic of Korea, Romania, Russian Federation, Rwanda, San Marino, Senegal, Serbia, Sierra Leone, Singapore, Slovakia, Slovenia, South Africa, Spain, **Sri Lanka**, Sweden, Syrian Arab Republic, Thailand, Togo, Trinidad and Tobago, Tunisia, Turkey, Uganda, United Arab Emirates, United Kingdom of Great Britain and Northern Ireland, United States of America, Venezuela (Bolivarian Republic of), **Viet Nam**, Zimbabwe.

"Subject to a declaration made in accordance with paragraph 1 of article 2 of this Convention, excluding annexes 1 and 2 from its application of the Convention."



# Signatories & Contracting Parties

## Convention on Road Traffic, 1968

Entry into force:	21 May 1977, in accordance with article 47.
Registration:	21 May 1977, No. 15705.
Status:	Signatories: 36, Parties: 76.



Albania, Armenia, Austria, Azerbaijan, Bahamas, Bahrain, Belarus, Belgium, Bosnia and Herzegovina, **Brazil**, Bulgaria, Central African Republic, Côte d'Ivoire, Croatia, Cuba, Czech Republic, Democratic Republic of the Congo, Denmark, Estonia, Finland, France, Georgia, Germany, Greece, Guyana, Hungary, Iran (Islamic Republic of), Iraq, Israel, Italy, Kazakhstan, Kenya, Kuwait, Kyrgyzstan, Latvia, Liberia, Lithuania, Luxembourg, Monaco, Mongolia, Montenegro, Morocco, Netherlands, Niger, Norway, **Pakistan**, Peru, Philippines, Poland, Portugal, Qatar, Republic of Moldova, Romania, Russian Federation, San Marino, Saudi Arabia, Senegal, Serbia, Seychelles, Slovakia, Slovenia, South Africa, Sweden, Switzerland, Tajikistan, the former Yugoslav Republic of Macedonia, Tunisia, Turkey, Turkmenistan, Ukraine, United Arab Emirates, United Kingdom of Great Britain and Northern Ireland, Uruguay, Uzbekistan, Viet Nam, Zimbabwe.

# CONVENTION ON ROAD TRAFFIC

INDIA'S WAY FORWARD



# Convention on Road Traffic

## - 1949 & 1968

	Convention on Road Traffic	
	1949	1968
Objective	Promoting the development & safety of international road traffic by establishing certain uniform rules	Facilitate international road traffic and increase road safety through internationally agreed traffic rules & the reciprocal recognition of documents issued in conformity with those rules.
India as CP	Yes	No
Chapters	6	6
Articles	35	56

- ❖ The Convention on Road Traffic 1968 has taken reference from the earlier convention on road traffic of 1949 & has elaborated on each of its articles for better understanding and implementation by the contracting parties.
- ❖ In addition, the convention also includes articles to emphasize on safety of vulnerable road users such as pedestrians & cyclists along with guidelines for movement of public transport vehicle.

## Benefits of Accession

### ❖ The Convention on road traffic 1968

- A comprehensive & well documented set of guidelines that is adopted by the contracting parties in order to ensure smooth and safe movement of vehicles on road along with other road-users.
- Articles focusing on vulnerable road users and pedestrians are present in the convention making it easy for the contracting practices to refer and adopt

### ❖ Adoption of the convention can assist in establishment of uniform guidelines of international traffic facilitating smooth traffic flow and improved road safety.

### ❖ As a contracting party, we would bind ourselves to the goals & objectives of the convention of reducing road accidents and related fatalities significantly

# **WORKING OF WP.1 INDIA GROUP**

**RECOMMENDATIONS**

## MAIN ACTIVITIES OF SECRETARIAT

### Review of Convention on Road Traffic 1949 & 1968

- Detailed comparison of convention Road Traffic 1949 & 1968 w.r.t to Prevalent Indian Regulations
- Stakeholder meetings

### Review of Road Signs & Signals

- Detailed comparison of convention Road Signs & Signals 1968 w.r.t to CMVR and IRC-67
- Review meetings

### Coordination of delegates for WP.1 sessions

- Information to delegates
- Circulation of agenda & working documents

# Highlights of WP.1 – India meetings

## Impact of India's accession issues other than Transport

- Objective of convention is to facilitate international traffic

## Code of conduct for drivers and road-users

- The CMVR, 1989 Allied Laws, Appendix IV “Rules of road regulations”

## Amendments into Indian provisions

- Provisions w.r.t technical conditions of vehicles, rules of the road, registration certificates of vehicles, rules to be followed by drivers while driving, pedestrian regulations, etc.,

## Support from MEA

- The Ministry of External Affairs is in complete support of the proposal of India's Accession to the Convention on Road Traffic 1968
- Declaration under Article 54
- Provisions enable India to make reservation to provisions which are not in our interests.
- Domestic implementing legislation

# Recommendations for constitution of Indian representatives

Nomination	Recommended Organization	Purpose
<b>WP.1 Sessions</b>		
<b>Head of Delegation</b>	Senior member from the Legislation Division of the Ministry of Road Transport & Highways	Government Representatives from other member countries are consistent and typically Legal Advisors of the Transport Ministry
<b>Delegation members</b>	Economic Diplomacy Division, Ministry of External Affairs	Crucial to have the inputs from the MEA in matters relating to the signing of international conventions, agreements etc.
	Coordination & International Cooperation Division, Ministry of Home Affairs	To review & analyse matters w.r.t cross-border movement of vehicles
	Trade Policy Division, Ministry of Commerce & Industry	Inputs in matters interrelated with transport
	CIRT	Secretariat to MoRTH for WP.1 activities
	Automotive Testing Agency	To address issues concerned with vehicle standards
	Transport Commissioner	Inputs w.r.t state legislation
	Managing Director of STUs with fleet strength more than 10,000 buses	
<b>Delegation to Expert Group Meetings</b>		
<b>Expert Group on Safety at Level Crossings</b>	Safety Advisors from the Indian Railways Indian Road Congress	Safety Advisors from the Indian Railways are actively participating in the expert group meetings. Recommended to include participation of IRC since is responsible to formulate design standards for highways, Road-Rail Level Crossings etc.,
<b>Expert Group on Road Signs &amp; Signals</b>	Indian Road Congress	Since there has not been any known effective participation from India, it is recommended that Indian Road Congress participates in the Expert Group meetings on Road Signs & Signals.

## Working of the Nominated Group

- The nominated committee for representing India in the WP.1 session must utilize the 6 months' time in between each session to review the various informal, formal and working document with respect to the forthcoming session
- Gather inputs from various stakeholders on matters pertaining to road traffic safety wherever necessary
- Coordinate with the Indian representatives of WP.29 and its sub-groups and understand India's position on the various components of WP.1 activities
- Finalize India's stand on each of the agenda topics in consultation with the Ministry of Road Transport & Highways
- Circulate information about the various activities of WP.1 to stakeholders in India/ review meeting

*Thank You...*



**OPEN FOR DISCUSSION**