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ICEMA's comments on the minutes of the 56th meeting of CMVR-TSC

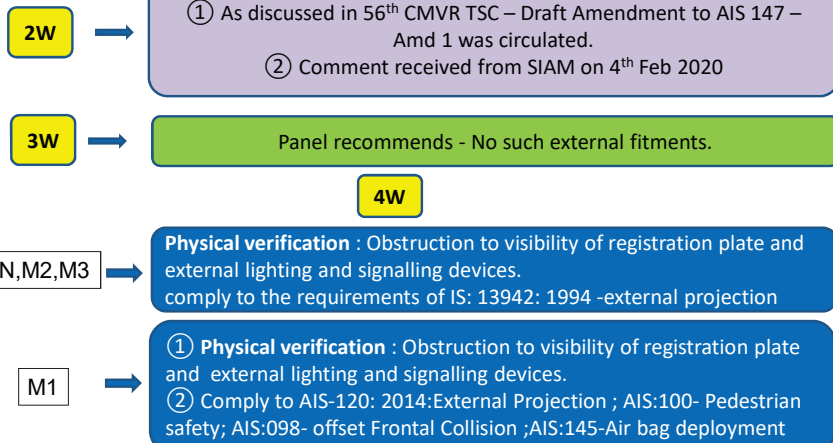
With reference to the MoM of CMVR-TSC meeting held on 22nd August 2019, we would like to bring to your kind notice that the following point was brought out by ICEMA and discussed during the meeting. This might have been left out in the MoM inadvertently:

“As requested vide ICEMA's letter dated 14th August 2019 to include 200 x 100 mm size HSRP for CEVs, the Committee has agreed to include the same and advise through an amendment to the notification. This was also covered in Point # 4 of ICEMA presentation made during the meeting.”

Agenda 2.0 (iii)- Crash Guard/Bull Bar



Final Recommendations



CMVR-TSC Agenda 2(iv) Fire Fighting vehicles – 2W



▪ **Background**

- Based on direction from Convener Shri D P Saste, draft standard was circulated for comments to all the panel members on 28th Jan, 2020.
- Last date for comments on the Draft is 10th Feb, 2020.

▪ **Open points for discussion and direction :**

- ① **Warranty / responsibility of retrofitter, as per MVA, 2019.**
 - The owner of such vehicle as well as the third party from whom the vehicle has been retrofitted / altered shall be responsible for the compliance of safety provisions as per CMVR, 1989

▪ **Comments**

- ① Aska Equipments Ltd. : Editorial - "Discharge capacity of pump in liter /min" , will amend suitably, say if fitted.

▪ **Proposal - To be notified as separate AIS**

Discussion on the latest status and the way forward in respect of following special purpose vehicles

• Insulated Vehicle (Refrigerated vehicle / Reefer Van)

Background


- Subject was discussed in 56th meeting of CMVR TSC and 63rd meeting of AISC wherein it was decided to formulate an AIS for all types of special purpose vehicles viz, Reefer Van, Food Truck, Cash Van, Fire Fighting Vehicles etc.
- Considering the complexity, need and urgency, it was felt that requirements for Insulated Vehicle (Refrigerated vehicle / Reefer Van) may be covered in a separate standard.
- Accordingly Secretariat has prepared a draft standard which is circulated to reefer van manufacturers to get initial feedback.
- This standard will be applicable for N category of vehicle. Every manufacturer of such vehicles shall meet all the requirements laid down in CMVR for that respective category. Accordingly different tables for chassis level approval and fully built vehicle level approval test will be added in the standard.


Discussion on the latest status and the way forward in respect of following special purpose vehicles

• Insulated Vehicle (Refrigerated vehicle / Reefer Van)



General Arrangement of a Reefer van

 CMVR-TSC – Agenda 2 (v)	
<p># Discussion on the latest status and the way forward in respect of following special purpose vehicles</p> <p>• Insulated Vehicle (Refrigerated vehicle / Reefer Van)</p>	
<p>Various types of Insulated Vehicles</p>	
Insulated Equipment	Equipment of which the body is built with rigid insulating walls, doors, floor and roof, by which heat exchanges between the inside and outside of the body can be so limited
Refrigerated Equipment	Insulated equipment which, using a source of cold (natural ice, with or without the addition of salt; eutectic plates; dry ice, with or without sublimation control; liquefied gases, with or without evaporation control, etc.) other than a mechanical or "absorption" unit, is capable, with a mean outside temperature of + 30 °C, of lowering the temperature inside the empty body to, and thereafter maintaining it.
Mechanically Refrigerated Equipment	Insulated equipment either fitted with its own refrigerating appliance, or served jointly with other units of transport equipment by such an appliance (fitted with either a mechanical compressor, or an "absorption" device, etc.). The appliance shall be capable, with a mean outside temperature of + 30 °C, of lowering the temperature T_i inside the empty body to, and thereafter maintaining it continuously
Heated Equipment	Insulated equipment, which is capable of raising the inside temperature of the empty body to, and thereafter maintaining it for not less than 12 hours without renewal of supply at, a practically constant value of not less than + 12 °C when the mean outside temperature.
Mechanically refrigerated and heated equipment	Insulated equipment either fitted with its own refrigerating appliance, or served jointly with other units of transport equipment by such an appliance (fitted with either a mechanical compressor, or an 'absorption' device, etc.), and heating (fitted with electric heaters, etc.) or refrigerating-heating units capable both of lowering the temperature T_i inside the empty body and thereafter maintaining it continuously, and of raising the temperature and thereafter maintaining it for not less than 12 hours without renewal of supply at a practically constant value.

 CMVR-TSC – Agenda 2 (v)	
<p># Discussion on the latest status and the way forward in respect of following special purpose vehicles</p> <p>• Insulated Vehicle (Refrigerated vehicle / Reefer Van)</p>	
<ul style="list-style-type: none"> ➤ The AIS would also include; <ul style="list-style-type: none"> - Different types of categories of such vehicles which shall be used to decide extension of type approval. - Method and Procedure for measuring and checking the insulating capacity and the efficiency of the cooling or heating appliances of Special Purpose Vehicle for the carriage of perishable foodstuff. - Distinguishing marks / Colour codes to be affixed to such vehicle. - Criteria for selection of such vehicles and temperature conditions to be observed for the carriage of quick (deep) frozen, frozen and chilled food stuff. ➤ The subject would be deliberated by the panel once inputs are received from Reefer van manufacturers. ➤ Committee may note. 	

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Progress through Research

CMVR-TSC – Agenda 2 (v)

Discussion on the latest status and the way forward in respect of following special purpose vehicles

- **Cash Van and Food Truck**
 - Background**
 - Subject was discussed in 56th meeting of CMVR TSC and 63rd meeting of AISC where in it was decided to formulate a AIS standard for special purpose vehicles such as Cash Van and Food Truck (Mobile Canteen).
 - A technical panel under the Convenorship of Shri D. P. Saste was formulated to take the subject forward. A panel meeting was held on 2nd December 2019. Based on the discussions in the panel meeting a draft standard (AIS 163) was prepared by Secretariat and sent to Panel Convener for review.
 - The standard covers requirements for Cash Van, Mobile Canteen and two wheeler fire tender.
 - **Cash Van** : Taking reference from GSR 755 dated 8th August 2018, issued by Ministry of Home Affairs, requirements for Cash Van are covered in draft standard including the following:
 - Scope: This standard is made applicable for M1 and N1 category of vehicles.
 - Definition : Cash Van, Cash Handling Agency, ATM, point to point transport, day-time.
 - Specific Requirements : Lay out, provisions for cash compartment security, cash box security, requirements for fire extinguishers, CCTV and GPS requirements

ARAI
Progress through Research

CMVR-TSC – Agenda 2 (v)

Discussion on the latest status and the way forward in respect of following special purpose vehicles

- **Mobile Canteen**
 - Scope: This standard is made applicable for M and N category of vehicles.
 - Definition : Mobile Canteen.
 - General Requirement:
 - Protection of food from risk of contamination
 - Quality of material of Fittings and equipment
 - Smooth, impervious and non-slip material floor
 - Waste water disposal
 - Temperature Control
 - Cooking Facilities and Storage Facility
 - Water Storage Facility
 - Electric Supply
 - Liquefied Petroleum Gas provisions and requirements
 - **The standard would be further deliberated in the panel.**
 - **Committee may note.**

Analysis of vehicle fire - causes and preventive measures

- In the last meeting it was agreed to involve fire safety experts and then take the subject forward.
- It was also agreed that OEMs should collate the experience and develop user instructions (typically in the form of Dos and Don'ts) and use social media to propagate fire safety requirements.
- ICAT will present an update.

Agenda 2(vii)-Vehicle fire

ICAT presentation Brief:

“Evaluation of recent incidents of Fire in vehicles and suitable remedial measures” was discussed during 55th CMVR-TSC meeting

Possible reasons were highlighted:

- Fuel leakages,
- overheating,
- short circuits,
- Retrofitment – parts,
- Aftermarket fitment : Accessories fitment,
- Poor Maintenance and

Recommendations were made:

- Education and awareness program by OEM/Dealer
- FDAS & FDSS may be introduced
- checks at I&M center / Service Center
- Safety Standard such as Flammability / Fuse test reports to have validity period, say 5 years.

SIAM Study @ 2014 -Summary

Possible Main Causes:

- Non genuine Accessories
- Tampering of electrical component
- Fuel leakage
- Short circuit
- Electrical equipment failure
- Retrofitment of unauthorized CNG/LPG kit

> Following were proposed for OEM's on a voluntary basis:

- Education and awareness program by OEM/Dealer
- Display Do's & Don't's at the dealership
- Format introduction at OEM workshop to inform customers about non-genuine parts fitted
- Greater emphasis on safety during sales, service etc.

In the absence of any concrete data, it is proposed data to be collected by OEMs / test agencies

ICAT Recommendations



<u>Recommendation</u>	<u>Action points</u>	<u>Test Specification</u>
Gas leakage alert system	<ul style="list-style-type: none"> ▪Amd to AIS028 for inclusion of provision for gas leakage alert system 	<ul style="list-style-type: none"> ➤NG Gas detector ▪In case of NG gas leakage either in the engine or passenger compartment or in boot space ▪Vehicle shall be able to alert the driver by means of audible warning ▪Frequency of audible warning shall be atleast 1cycle/2 min
Fire extinguisher	<ul style="list-style-type: none"> ▪Amd to CMV Rule 138 for inclusion of provision of fire extinguisher 	In CMV Rule 138 after clause (2)(f) the following shall be inserted (g) "Fire extinguisher of atleast 2 kg as prescribed by manufacturer"
Provision of no leakage post crash in case of gaseous fuel	<ul style="list-style-type: none"> ▪Amd to crash standards i.e. AIS 96 to 99 	<ul style="list-style-type: none"> ➤Addition of general requirement: "In the case of a vehicle having provision of being propelled on gaseous fuel, tests to be conducted on gaseous mode and no gaseous fuel shall be detected in the engine or passenger compartment or in boot space after collision"
FDAS	<ul style="list-style-type: none"> ▪Amd to AIS-135 : 2016 for inclusion of M1 category in scope of AIS 133 for FDAS 	<ul style="list-style-type: none"> ➤Applicability of Fire Detection and Alarm Systems (FDAS) to M1 category vehicles
AIS 101	<ul style="list-style-type: none"> ▪Notify AIS 101 	<ul style="list-style-type: none"> ➤Notify AIS 101 in CMV Rule 124 Table