

Minutes of 54th Meeting of CMVR-TSC held at MoRTH, on 8th September 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-T) welcomed the members and requested Secretariat to take up the Agenda for discussion.

2.0 Confirmation of Minutes of the previous meeting :

Shri. A. A. Badusha, ARAI, informed that Minutes of 52nd and 53rd meeting of CMVR-TSC were circulated vide letter HMR/52-CMVR-TSC/A-309 dated 28th May, 2018 and HMR/53-CMVR-TSC/A-311 dated 2nd August, 2018 respectively. Committee noted that comments are received from SIAM with respect to discussions about implementation plan for new technologies such as AEBS and ESC.

Shri Deepak Sawkar, MUL, explained that unlike for ABS where the software tuning is model based, for ESC the tuning is variant specific and would demand more time for ESC development. Also a part of the tuning activity trials need to be carried out on special ice tracks and that there is no standard for AEBS for M1 and N1. SIAM had therefore suggested a timeframe of minimum 5 years i.e., 2023, for introduction of ESC in the 52nd CMVR-TSC. SIAM further requested that the timeline of 2022 recorded in the minutes be amended accordingly. Shri. A. A. Badusha clarified that UN R-131 is available for AEBS for other than M1 and N1 and there is an upcoming standard under GRVA for M1 and N1.

Chairman agreed to consider SIAM's suggestion for implementation in 2023 provided AEBS is also included along with ESC. He also requested 2W manufacturers to look into the possibility for introducing Motorcycle Stability Control Systems (MSCS). He proposed to have a separate meeting with all two wheeler manufacturers in this regard.

After due deliberation the Committee agreed to amend the minutes. The amended paragraph of the minute is attached as **Annexure-II**.

3.0 Report from AISC:

(a) Standards and amendments for deliberations / adoption:

The deliberations and decisions on the same are as follows:

- (i) **AIS-017 (Part 2) (Rev. 2) - Procedure for Type Approval and Certification of Vehicles for Compliance to Central Motor Vehicles Rules (Agricultural Tractors) :**

Shri A. A. Badusha presented the highlights of the standard. The presentation is enclosed as **Annexure-III**. He highlighted the administrative procedures covered in the Revision 1 of AIS 017 (Part 2), reasons for taking up Revision 2 and the requirements added in Revision 2.

Shri R. P. Vasudevan, TMA, stated that Agricultural Tractors are subjected to additional certification (field worthiness/ commercial trials), the procedure for which is controlled by Ministry of Agriculture (MoA), and that this certification is conducted as per IS: 12207 (2014). He highlighted that there are many common requirements in CMVR and certification as per IS 12207. He informed that request from TMA to communise these requirements through this AIS, has not been considered since AIS covers only CMVR requirements and cannot cover requirements of other ministries, however, CFMTTI is willing to take on this exercise if this AIS is notified in CMVR.

Shri C. V. Chimote, CFMTTI, proposed that it would be appropriate to include the additional provisions of AIS in IS 12207 itself so that a single standard covers all requirements. Shri Dinesh Tyagi, Director ICAT, highlighted that unlike CFMTTI Budni, other test agencies are not authorised to issue compliance against IS 12207. Secretariat informed that AIS-017 (Part 2) (Rev. 2) is already proposed to be implemented through Draft G.S.R 371 (E) dated 16th April 2018.

Committee noted the above information and it was agreed to adopt the proposed standard. Further, it was agreed to consider adoption of revised IS 12207, once it incorporates the provisions as specified in AIS-017 (Part 2) (Rev. 2). Also, Committee agreed with the proposed lead time of three months for implementation of the standard and Ministry was requested to consider the same at the time of issue of final notification.

TMA sought clarification about applicability of exemption clauses of DGFT import related notification for tractors. Chairman informed that government is in the process of issuing clarification and further orders related to import of vehicles.

(ii) AIS-071 (Part 1) (Rev. 1) - Automotive Vehicles - Identification of Controls, Tell-Tales and Indicators :

Shri A. A. Badusha presented the highlights of the standard. His presentation is enclosed as **Annexure-IV**. He highlighted that the standard

has been revised to mandate requirements for fuel level indicator, engine coolant temperature, electrical charging condition, engine oil pressure, battery charging condition etc. for vehicles as applicable. Further, few requirements which are added in the current revision are already mandated, for vehicles as applicable, through different standards and notifications viz., SOC (State of Charge), ABS malfunction, parking brakes applied, safety belt non-usage, airbag malfunction. Shri Badusha requested the Committee to adopt the proposed standard. Further, he presented the proposed implementation plan for the standard, i.e., from 1st October 2020 or 24 months from date of notification whichever is later.

Committee noted the information and adopted the proposed standard and the implementation plan.

(iii) AIS 146 - Requirements applying to stands fitted in Two Wheeled motor vehicles :

(iv) AIS 147 - External Projection requirements for Two Wheeled motor vehicles :

(v) AIS 148 - Automotive Vehicles - Requirements of Footrests for Two Wheeled motor vehicles :

Mrs. Rashmi Urdhwareshe, Chairperson AISC, presented the highlights of the new standards. The presentation is enclosed as **Annexure-V**. She informed that AIS 146 has been formulated in line with Annex XVI of EU directive 44/2014. Further, technical requirements such as stability of a vehicle parked on an inclined surface, stand retention system and safeguard against movement of vehicle with side stand on have been addressed in the standard. She highlighted that only open issue was related to mandatory provision of either one (side or center) or both (side and center) stands. It was informed that in previous deliberations all test agencies insisted on providing both stands on two wheelers upto certain weight category, whereas SIAM members insisted on having the option to the manufacturers. She sought advise in this matter.

Shri S. Arun, Convener, informed that the provisions are in line with that in Europe and currently in absence of any rule on stands, two wheeler manufacturers are still providing both stands based on customer's requirements. With respect to parking space required in case of two wheeler parked on side or center stand Shri Harjit Singh, M/s Hero

MotoCorp, explained that an exercise to this effect was carried out and no difference is observed. Shri Suraj Agarwal, M/s Honda Motorcycle and Scooters India Ltd., informed that subject of provision of one or two stands is a matter of convenience and not safety. Shri. S. N. Dhole from CIRT further added that ladies find it difficult to park vehicle with centre stand. Committee noted the contents of the standard and submissions made by members. After due deliberation, it was agreed to adopt the proposed standard and permit option of fitting either one or both types of standards, provided they meet the technical requirements prescribed in the standard. Mrs. Urdhwareshe further informed that two new standards viz., AIS 147 and AIS 148 have been formulated in line with Annex VIII and Annex XIII of EU directive 44/2014 respectively. AIS 147 addresses requirements with respect to external projections and AIS 148 addresses requirements with respect to foot rest. Committee noted the information and adopted the proposed standards.

(vi) Amendments to various AIS standards :

Secretariat presented the list of the amendments approved by AISC and explained the rationale for the changes required in various AIS standards. The details of the proposed amendments are enclosed as **Annexure-VI**. Committee noted the details and after due deliberations, adopted the amendments.

With respect to amendment to AIS 145 (Additional Safety Features for vehicles), Chairman emphasized on expanding the scope of AIS 145 and mandating features such as speed alert, rear park assist system, seat belt reminder and manual override for all vehicles. He expressed that the said features should be implemented with effect from 1st April 2020. Secretariat informed that a panel meeting will be called to discuss the same and a proposal will be put up for consideration in the next meeting of AISC and CMVR-TSC. Chairman further emphasised the need for mandating airbags for M2 and N1 category of vehicles for which SIAM clarified that no such global practices exist at the moment. Chairman asked test agencies to explore the same.

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

(i) Motor Vehicle Part Compliance Requirements :

Secretariat informed that panel under the Convenorship of ACMA is working on the subject and in a recent panel meeting held at ARAI a presentation was made on the existing procedures worldwide and possible way forward. Further, it has been agreed to review Quality Control order implemented for Tyres and the Revised BIS Act 2016 for exploring appropriate provisions. Committee noted the information.

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

Shri S. Ravishankar, Convener, presented the progress. His presentation is enclosed as **Annexure-VII**. He informed that based on the decisions on the comments received on Draft D0 a new Draft D1 has been prepared which will be subsequently taken up for discussion in the next panel meeting along with open issues viz., maximum number of models in WVSCOP family, test formats for vehicle level tests, responsibility of test agencies and manufacturers to be defined on hands-off procedure, etc. Committee noted the information.

(iii) Vehicle Security - Whole Vehicle marking: Microdot Systems :

Ms. Vijayanta Ahuja, ICAT, presented the status on the subject. Her presentation is enclosed as **Annexure-VIII**. She informed that based on the deliberations in the panel meeting a finalized draft standard has been prepared and was circulated to members for comments. Committee noted the information and adopted the standard as a guideline standard. Secretariat was requested to send the finalized copy to Ministry for hosting on MoRTH website. Chairman stated that in view of the increasing cases of theft, Police authorities and Home Ministry have asked for promotion of vehicle marking systems.

(iv) High Security Registration Plate :

Secretariat presented the update on the subject. The presentation is enclosed as **Annexure-IX**. Secretariat informed that a technical standard has been formulated based on the guidelines given by the Ministry. The standard is based on the notifications issued by the Government on the subject and international standards viz., ISO:7591-1982 (E), DIN 1745-1

(1983-02), DIN 1783 (1981-04) and DIN:74069. It was highlighted that in the panel it has been agreed to continue with existing practices with respect to Permanent Consecutive Identification Number (shall be minimum 7 digit), Snap Lock design and durability test (to continue as per present specification (ISO:7591-1982)). Additionally, definition of HSRP is drafted to include reference of 3rd registration plate sticker and snap lock and reference of different colour coded 3rd registration plate stickers is given in the standard. Also, a draft amendment to AIS 037 has been prepared for covering COP requirements for HSRP. Further, Secretariat informed that during the panel meetings members expressed few administrative concerns.

Shri. S. Ravishankar expressed concern on enforcement of the Supreme Court Order. Shri. P. K. Banerjee sought clarification on the colour coded stickers and its applicability outside NCR from October 2, 2018. Chairman opined that the colour coded sticker scheme would be implemented for the entire country on a suitable date and covering also the existing vehicles. Chairman suggested that panel may further explore additional safety features for HSRP plates, such as watermarking on retro reflecting sheet, RFID code etc. Ministry was requested to hold a separate meeting with all stake holders.

(v) Hydrogen/ Fuel Cell Vehicle :

Secretariat presented the progress on the subject. The presentation is enclosed as **Annexure-X**. It was informed that AISC has constituted a panel, under the Convenorship of Dr. Raja Munusamy, TATA Motors, for formulation of a standard on the subject considering worldwide development (viz., ISO, UNR, UN GTR etc.) and standardization of Fuel Cell Vehicles. Committee noted the information.

(vi) Advanced Emergency Braking Systems (AEBS) :

It was informed that AISC panel under the Convenorship of Mr. Sachin Deshmukh, WABCO (ACMA), has been constituted to formulate a new AIS on the subject. The panel would be reviewing the UN Regulation on the subject, viz., UN 131 for M2, M3, N2 and N3 category vehicles and proposed new regulation for M1 and N1 category vehicles.

Committee noted the information and agreed to review the progress in the next meeting.

Chairman also asked to ensure emphasis on braking in heavy vehicles specially in view of the increased axle loads.

(vii) New AIS on protective devices for Two-Wheelers :

Secretariat informed that a panel has been constituted under the Convenorship of Ms. Vijayanta Ahuja, ICAT, to formulate a new AIS to include technical requirements, measurement method, coverage area predominantly upper half, area calculation in laden condition (i.e. with Rider and Pillion Rider), exemptions for certain categories of vehicles (e.g. Sports bikes) where side saddle sitting is not a common practice. Considering that it would not be practical to include all these details in the CMV Rule, it was agreed to formulate a new AIS covering the above requirements. Chairman suggested that two wheeler group of SIAM may explore safety feature such as motorcycle stability systems and present a way forward on the subject in the next meeting.

(viii) Status update on BoV standards and COP of electric vehicles :

Secretariat informed that following points are under discussion in the BOV panel:

- (a) Separate Draft AIS 038 (Rev. 1) (Part 2) - Construction and Functional Safety Requirements, is formulated for L category BOV Vehicles in line with UN R 136.
- (b) CoP procedure as initiated by ICAT for BOV including E Rickshaw. Panel will be working out technical test requirements for CoP/Re-certification of BOV.
- (c) Concern over on-road range of electric vehicles/Range with HVAC ON condition.

Chairman suggested that the option of specifying the range of a vehicle under both AC and non AC use condition should be explored. He expressed that the same may be followed for all types of vehicles irrespective of fuel/propulsion type. Shri C. V. Raman, M/s Maruti Suzuki India Ltd., expressed that significant technology improvement is happening in the HVAC area and on road fuel efficiency will depend on multiple factors viz., environment, travel cycle, driving pattern etc. and not only on HVAC performance.

The representative from M/s Subros, highlighted that there are major technology advancements in terms of weight reduction, overall performance of HVAC. The focus is also on power reduction. Committee noted the information. It was agreed to form a working group with representatives from vehicle manufacturers, safety glass manufacturers, HVAC manufacturers and ASHRAE and present a way forward on the subject. Chairman opined that working group may address parameters such as star rating for HVAC systems, heat load reduction technologies adopted in vehicles, recirculation strategies and different stage of loading on vehicle when HVAC is on.

Further, Secretariat informed that draft amendments to AIS 123 (Part 1) (Hybrid Retro-fitment) and AIS 123 (Part 3) (Electric Conversion) are formulated for inclusion of L Category and N3 vehicle in the scope of the standards, respectively. Also, comments on Draft GSR 748 (E) dated 7th August 2018 have been submitted to Ministry for consideration.

Committee noted the information and agreed to adopt the amendments in case no further technical comments are received on the documents hosted on website within stipulated time.

(c) Status of key subjects under discussion in AISC :

Secretariat informed that in the last meeting of CMVR-TSC the following standards were adopted and that the panels were requested to propose implementation plans for consideration.

- (i) AIS-008 (Rev. 2) - Installation of lighting and light-signaling devices for 4 wheeled vehicles
- (ii) AIS-089 (Rev. 1) - Approval of Rear Marking Plates for Heavy and Long Vehicles
- (iii) AIS-090 (Rev. 1) - Retro-Reflective Markings for Heavy and Long Vehicles, their Trailers and Semi-Trailers
- (iv) AIS 142 (Evaluation of Tyres with Regard to Rolling Sound Emissions, Adhesion on Wet Surfaces, and Rolling Resistance)

Secretariat presented the proposed notifications (Draft G.S.R and Draft S.O for items listed at Sr. No. (i) to (iii) and Draft G.S.R for item listed at Sr. No. (iv)). The documents are attached as **Annexure-XI**. Committee noted the information and approved the implementation plan. Secretariat was requested to submit the draft notifications to the Ministry for consideration.

Further, Secretariat informed that a revised version of IS 15636 is published and is also used by all stakeholders. However, under CMVR the previous version of IS is notified. Committee noted the information and agreed to notify the revised IS in CMVR with a lead time of six months.

4.0 Finalized Draft AIS (hosted on MoRTH Website) :

Shri A. A. Badusha informed that in the last meeting the following standards were adopted and the finalized draft copies of these standards have been submitted to the Ministry for hosting on MoRTH website.

- (i) AIS 142 - Evaluation of Tyres with Regard to Rolling Sound Emissions and/or to Adhesion on Wet Surfaces and/or to Rolling Resistance
- (ii) AIS 150 - Braking requirements (M2, M3 and N category)
- (iii) AIS 151 - Approval of Vehicles of Categories M1 and N1 with Regard to Braking
- (iv) AIS 152 - Brake Assist System (BAS)
- (v) AIS 153 - Additional Requirements for Bus Construction
- (vi) AIS 154 - Tyre Pressure Monitoring System (TPMS)

Committee noted the information and requested Ministry for hosting the above standards on the MoRTH website. Further, in case no comments are received on the finalized draft, the same could be then published by AISC secretariat.

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

(a) Proposal to incorporate Maximum GVW, Maximum Safe Axle Weight and Axle Configuration in CMVR :

Secretariat informed that Ministry has issued notifications S.O. 3467 (E) dated 16th July 2018 and S.O. 3881 (E) dated 6th August 2018 on the subject and the subject is concluded. Chairman informed that the most of the States have already implemented the provisions without any major concerns. Shri T. C. Kamat, ATMA, informed that some of the RTOs have raised queries about the tyre specifications, which are being clarified. Chairman highlighted that with increased axle loads, braking safety becomes an important aspect, specially at higher speeds. Hence, he asked to consider inclusion of Secondary/Endurance braking systems in the standards for Heavy vehicles with GVW of 12 tonnes and above. This becomes important from the perspective of road safety. ARAI was asked to frame standard for the same.

(b) Amendment to CMV Rule 93 :

Shri. S. Ravishankar informed that a finalized proposal has been submitted to the Ministry for consideration. Shri K. C. Sharma, MoRTH, informed that based on consultations with stakeholders and to further align the dimensions with those in Europe the proposal has been modified suitably and will be finalized shortly. Mr. Vasudevan, TMA informed that they have sent comments that the provisions should be in line with EU.

Shri S. Vijayaraj, M/s Scania, requested to consider increased width for tippers used in mines considering their applicability. He proposed to increase the tipper width to 2.8 m from 2.6 m. He informed that based on studies conducted by M/s Scania the proposed width of 2.8 m provides improved stability considering the payload and work environment in mines. Committee noted the information. Chairman expressed apprehension in allowing higher width for on-road vehicles, however, he requested Shri Sharma to discuss the matter with Scania and finalize the document appropriately.

(c) Review of Quadricycles Rules & Regulations :

Secretariat informed that Ministry has issued notifications G.S.R 518 (E) dated 1st June 2018 and S.O. 2211 (E) dated 1st June 2018 on the subject and the subject is concluded. Committee noted the information.

(d) Revisions of Indian Standards :

Secretariat informed that in the last meeting the status of following IS standards was informed:

- (i) IS 15140: 2018 Automotive Vehicles - Safety Belt and Restraint Systems - Specification (First Revision)
- (ii) IS 16694: 2018 Automotive Vehicles - Safety Belts, Restraint Systems and Safety Belt Reminder- Installation Requirements
- (iii) IS 14225: 2017 Automotive Vehicles - Locking Systems and Door Retention Components - General Requirements.
- (iv) IS: 2553 (Part 2): Safety Glazing

It was informed that AISC will review the above standards and propose an implementation plan in the next meeting. Committee noted the information.

(e) Radio Frequency Allocation for various Automotive Applications :

Chairman informed that an Inter-ministerial meeting would be convened to discuss the subject.

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

Amendment to AIS 145 was adopted by the Committee (refer item 2 (a) (vi)).

(g) Markings on vehicle parts for theft prevention :

Refer item 2 (b) (iii).

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

ICAT proposed that CoP verification on E-Rickshaws be limited to speed, power, range and energy consumption while the remaining items can be addressed through WVSCoP and that CoP may be carried out on the basis of production volume or at least once in a year. Chairman opined that the burden would be too high and suggested that the periodicity of two years may be adopted with implementation from 2020. It was also suggested to seek views from SMEV.

(i) Crash Guards / Bull Bars:

Ms. Vijayanta Ahuja, ICAT, presented the progress on the subject. Her presentation is enclosed as **Annexure-XII**. She informed that a panel meeting was held on 16th July 2018 and comments received on Committee's recommendations were discussed. She highlighted that no frontal/rear fitments were recommended for three wheeled vehicles and that the special purpose vehicles, like, Road Ambulance, Fire Fighters, and Police/ para military vehicles are proposed to be exempted from the test requirements proposed for four wheeled vehicles. In case of two wheeled vehicles, engine guard and leg guard will be defined and the material, design and external projection of such fitments are proposed to be tested. She informed that action points for members were identified which will be taken up for discussion in the next meeting and panel will prepare its final recommendations by 30th October 2018.

(j) 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 :

Shri A. A. Badusha informed that provision of automatic doors is already available in existing Bus Body Code AIS:052 (Rev.1). Committee noted the same.

(k) CMV Rule 123 - Safety Devices in motor cycles :

Refer item 2 (b) (vii).

(l) Range test for Electric vehicle :

Refer item 2 (b) (viii).

(m) Additional Safety features for M & N category vehicles - review of scope :

Refer item 2 (a) (vi).

(n) AIS 153 - Additional features for Buses :

Shri A. A. Badusha informed that based on the comments received from SIAM on AIS 153 an amendment to AIS 153 is proposed and has been submitted to MoRTH, for consideration. The amendment covers modifications to the NVH evaluation procedures, general requirements and editorial changes. Further, the fire detection and suppression system (FDSS) has been made mandatory for school buses as well. It was also noted that multiplexing should be made applicable for all the buses and not only for buses with 24 V. As far as possible, the buses should have improved specifications across the categories without any exceptions. Shri Saste informed that since NVH requirements are India specific requirements the proposed amendment is acceptable to start with and that the evaluation criteria for NVH can later be reviewed based on the experience. Shri P. K. Banerjee, SIAM, highlighted three key issues with respect to implementation of AIS 153, viz., implementation of AIS 153 for both OEM as well the bus body builders, change in scope of the standard and the proposed timelines. Committee noted the information and adopted the proposed amendment. With respect to the issues raised by SIAM the following was decided:

- (i) AIS 153 is to be made applicable for both OEM and Bus Body Builders. The notification to be edited suitably.
- (ii) Shri A. A. Badusha was requested to review the exemption requirement for monocoque body design and propose an amendment to the standard and notification suitably. Committee advised that the standard can be made applicable to buses with 22 +1 seating capacity.
- (iii) Applicability of FDSS for school buses to be mandated from 1st April 2020. Notification to be edited suitably.
- (iv) Appropriate modification for advanced braking features such as Electronic Vehicle Stability Control systems, etc., as proposed by the panel.

(o) Regulatory roadmap for Future Technologies :

SIAM informed that the industry desires a firmed up safety road map for future technologies to be implemented beyond year 2022. This would enable the industry to develop their products appropriately. Committee agreed that subject will be put up for discussion in AISC and details will be presented to CMVR-TSC for consideration. Shri. B. Bhanot added that ITS would play a major role in the near future and therefor the road map should also encompass ITS enabled technologies.

(p) Type Approval of Modular Hydraulic / Pneumatic Trailers (MHT / MPT) :

Shri A. A. Badusha informed that based on the discussions in the 52nd meeting of CMVR-TSC, a draft administrative procedure (including AIS 007 format) for facilitating type approval as per the notified requirements, is under preparation and will be put for consideration in next meeting. Committee noted the information. Chairman further informed that a separate meeting will be held with HTOA representatives on September 12, 2018.

6.0 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 Construction Equipment Vehicles, implementation of revised brake standards, COP for Traction battery and standard on Electronic Stability Control, etc. Committee noted that the notifications on the pending subjects are in process at the Ministry.

7.0 Any other point :

(a) Efficient Air Conditioning for Vehicles :

Refer item 2 (b) (viii).

(b) School Buses :

Shri S. Ravishankar, M/s Ashok Leyland Ltd., highlighted that as per the current practice, school bus is required to comply both with AIS 063 and relevant state rules, which leads to contradicting requirements for same parameters such as insignia, emergency door dimensional requirement, external colour, service door 1st step height from ground etc. He presented a brief summary of the requirements as per AIS 063 and state rules. His presentation is enclosed as **Annexure-XIII**. To avoid contradictions and to

have a unique design, it was proposed that only AIS 063 shall be checked for compliance superseding all the existing state rules. Committee noted the information and it was agreed that Ministry will issue an advisory to States, to insist that only AIS 063 shall be followed for compliance for school buses.

(c) VIN Database :

Chairman highlighted the need for devising a deciphering tool to identify the vehicle vintage through the VIN numbering system. He further suggested development of a simple software or a mobile application which can be used by the end user. Shri. C. V. Raman suggested that the emission norm cut-off dates can be taken as an indicator alongwith the VIN cut-off, which would be available with the OEMs. Committee requested SIAM to present a way forward on the subject in the next meeting.

(d) Horn noise :

Chairman highlighted the concerns with respect to noise limits for horns, both at component level and vehicle installation level. He proposed that the existing permissible band (92 to 114 dB(A)) should be brought down to 88 to 100 dB(A) and requested the concerned panel to study and adopt the suitable limits in the next meeting. He proposed that the proposed new limits will be applicable from 1st April 2020.

(e) Clarity with respect to registration of vehicles after implementation of a new rule :

Shri Sanjeev Chugh, M/s Yamaha Motors India Ltd., highlighted the concern with respect to registration of vehicles by few R.T.O after implementation of a new rule. He informed that any new rule is made applicable to vehicles manufactured from certain date, however, manufacturers are facing difficulties in registering the vehicles manufactured prior to the implementation date. He requested Ministry to issue an appropriate advisory with respect to applicability of new rule under CMVR. Committee requested Shri Chugh to make a detailed representation to Ministry for consideration.

(f) Nomination of new members :

Committee agreed to nominate the following organizations as member of CMVR-TSC.

- (i) All India Combine Manufacturers Association (AICMA)
- (ii) SMEV

Secretariat was requested to invite the above members for CMVR-TSC meetings in future.

(g) IS 16833 - Destination Boards for Buses :

Shri. Bhanot informed the committee that BIS has published the standard IS 16490 - 2016 for the destination boards for buses and same can be notified under CMVR. Chairman accepted the request and asked this to be included in Bus Body Code. He further suggested that the buses should have the all the fitments including destination boards as per BIS standard wherever such standards are notified.

8.0 The meeting ended with vote of thanks to the Chair.

LIST OF PARTICIPANTS

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Amendment to MoM of 52nd meeting of CMVR-TSC held on 8th May 2018

Sr. No	Para No.	Amendments to MoM
1.	3 (a) (v)	<p>AIS 152 – Brake Assist System (BAS):</p> <p>Shri A. A. Badusha, Convener, presented the highlights</p> <p>.....</p> <p>.....</p> <p>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 suggested to make ESC mandatory for all M & N category vehicles by 2022/2023 along with AEBS. Further, it was also agreed suggested to review UN Regulations on AEBS and make equivalent AIS in future.</p>

Report on AIS 017 Part 2- Rev2.
Procedure for Type Approval & Certification
of Agricultural Tractors for Compliance to
Central Motor Vehicles Rules

54th CMVR-TSC
8th September 2018

Background

- AIS 017 Part 2 (Rev 1) covers the administrative procedure for:
 - Application for type approval of agricultural tractors
 - Methods of establishing compliance
 - Use of other standards
 - Certificate of compliance
 - Extensions of type approval
 - Criteria for extension of approval
 - [Worst Case Criteria for approval](#)
 - Issue of extension of type / product approval
 - Amendments/ Revisions of notified standards
 - Resolving of operational difficulties
 - Test facilities
- This part was prepared for agricultural tractors based on
 - AIS 017 is already notified in CMVR for normal road vehicles.
- AIS 017 Part 2 is in process of notification in CMVR.

Reason for Revision

Revision was taken up to address:

- some of the details are not covered by Rev 1.
 - Provision for imported Completely Built Unit (CBU)
 - Withdrawal of TA
- Transitional provision
- Clarification in language based on experience so far.

Requirements added in Rev 2 (1/2)

1. Provision for imported Completely Built Unit (CBU)

- Applicable for Agricultural Tractors not exempted from TA by DGF
- Exempts physical testing of destructive tests if:
- Test reports issued by Competent Authority or compliance to :
 - ECE Regulation or
 - EEC directive/ OECD code
 - submitted by the applicant are vetted and found satisfactory by the test agency.
- All other verification to be carried out.
- Test Agency may exempt a test based on reports (as described above) if found satisfactory after vetting.

Requirements added in Rev 2 (2/)

2. Withdrawal of TA:

In the case of emission related issues, the withdrawal of TA shall be as prescribed in TAP document.

3. Transitional provisions:

Until each of the Type / Model / Variant of the vehicle is approved vide the new procedure, old approvals for that model will continue.

4. Editorial and changes for clarification:

Addition of new definitions

Rewording of CEA

Additional Points

- Agricultural Tractors are subjected to an additional certification ([Performance / Safety](#) /Field Worthiness/Commercial Trials)
 - Controlled by Ministry of Agriculture
 - Tests conducted and certificate issued by CMFTTI Budni
 - Based on IS: 12207 : 2014
- There are many requirements common with those specified in CMVR.
- A request from TMA to communize these requirements through this AIS, has not been considered as:
 - AIS covers only CMVR Requirements
 - Cannot cover requirements of other ministries.
- However, CMFTTI is willing to take on this exercise if this AIS is notified in CMVR

Request

- Request for adoption of AIS 017 Part 2 Rev 2.
- Notification of Rev 1 has not been issued yet.
- Since Rev 2 is an improved version, it is requested that this may be issued.
- Draft [G.S.R 371 \(E\)](#) dated 16th April 2018 issued for implementing AIS 017 (Part 2) (Rev. 2)
- Suggested lead time is 3 months.



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

[AIS-071 \(Part 1\) \(Rev. 1\)](#)

Automotive Vehicles - Identification of Controls, Tell-Tales and Indicators

1



➤ Additions in Revised Standard

- **L5 category:**
 - Fuel Level Indicator, Engine coolant temperature, Electrical charging condition
 - SOC (State of charge) : Already implemented with AIS-038(Rev. 1)
- **L7, M and N categories:**
 - Fuel Level, Engine coolant temperature, Electrical charging condition
 - SOC (State of charge) : Already implemented with AIS-038(Rev. 1)
- **Agricultural Tractors:**
 - Fuel Level, Engine coolant temperature, Engine oil pressure, Battery charging condition
- **M and N categories: New mandatory requirements linked with implementation of other standards (as applicable) as per Annex II of revised AIS-071 (Part 1) , viz.**
 - ABS malfunction (April 2019 : all models)
 - Parking brakes applied (linked with IS 15986/ IS 11852)
 - Safety belt non-usage, airbag malfunction (July 2019 : AIS-145)

➤ **Proposed Implementation plan : 1st October 2020 or 24 months from date of notification which ever is later.**

➤ **Committee may deliberate and adopt the standard and the proposed implementation plan.**

2

Panel Convener's report on
Additional safety items for two wheeled vehicles

1. AIS 146 – Stands
2. AIS 147 – External Projection
3. AIS 148 – Footrest

To 54th CMVR-TSC

8th September 2018

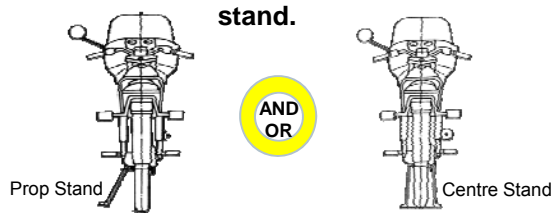
By
S. Arun
Panel Convener
Hero MotoCorp Ltd

AIS 146 - Stand

AIS 146

- Reference Standard : Annex XVI of EU directive 44/2014
- All technical parameters aligned with EU
- Draft AIS Status : D1 standard published on ARAI website, all comments from members incorporated.

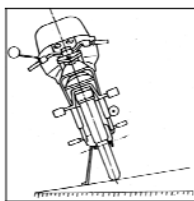
Vehicles of categories L1 and L2 shall be fitted with at least one stand.



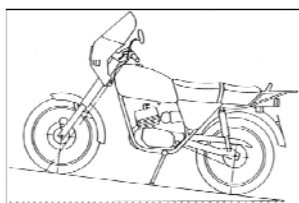
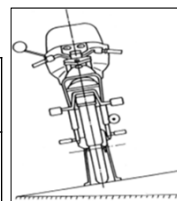
- Various Safety features added, detailed in next slides.

Safety Features incorporated (1/2)

1. Stability of a vehicle parked on an inclined surface (Tilt requirements).



Tilt	Prop stand	Centre Stand
Transverse tilt (to left or right)	6 %	8 %



Tilt	Prop stand	Centre Stand
Longitudinal tilt (downstream)	6 %	8 %
Longitudinal tilt (upstream)	8 %	14 %

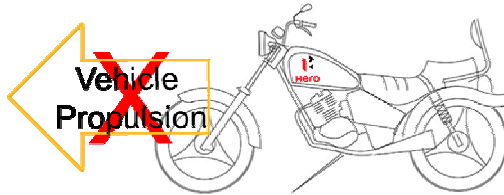
2. Requirement for stand retention systems :

- Either 2 devices or
- If single device durability of
 - 15000 cycle if only one stand
 - 10000 cycle if 2 stands

Safety Features incorporated (2/2)

3. Additional requirement for side stand:

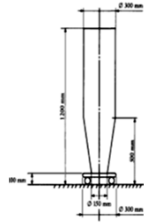
- Vehicle is designed in such a way that:
 - Side stand automatically retract when the vehicle is in up-right condition, or
 - it cannot be propelled when the stand is in the in-use position,
 - This can be achieved by any of the design feature such as :
 - Engine cut-off switch
 - Braking
 - Gear Lock
 - Drive chain lock



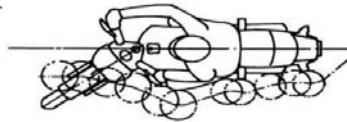
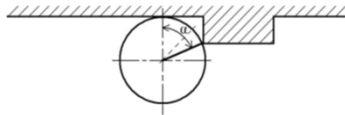
AIS 147 – External projection for 2W

AIS 147

- Reference Standard : Annex VIII of EU directive 44/2014
- Draft AIS Status : D1 standard published on ARAI website, all comments from members incorporated.



Instrument



External projection Assessment

- All the points of contact with the testing device shall have minimum prescribed radius or made up of soft material, in line with EU directive.
- HSRP exempted since the CMVR specifies rounding of its border and edges.

AIS 148 – Footrest strength

AIS 148

- Reference Standard : Annex XIII of EU directive 44/2014
- Draft AIS Status : D1 standard published on ARAI website, all comments from members incorporated.
- Strength limit of 170 Kgs has been kept same as EU directive.
- In addition to EU, strength requirement for footrest for side saddle seating has been incorporated as 100 kgf.
 - Value of 100 kgf derived from actual measurement and considering the factor of safety 2.

**Request**

- Request CMVR TSC to adopt these standards.
- Lead time and the draft notification will be submitted after finalizing in next AISC

Thank You

ARAI
Progress Group Research

CMVR-TSC – Agenda 2

2. Report from AISC:

a) Standards and amendments for deliberations / adoption:

Amendment	Title
Amd. 6 to AIS 007 (Rev. 5)	<p>Information on Technical Specifications to be submitted by the Vehicle Manufacturer.</p> <p>Amendment is proposed to add technical information to be submitted by manufacturer for 2 and 3 wheeled vehicles fitted with BS VI compliant Engine. Further, revision of Table 15 and Table 18 for Construction Equipment Vehicles (CEV) for incorporating new requirements as per the proposed road map of regulation and finalized in consultation with ICEMA, is also proposed to be included in draft amendment.</p>
Amd. 7 to AIS 053	<p>Automotive Vehicles-Types-Terminology</p> <p>The amendment is proposed to align the definition of Quadricycles in AIS 053 in line with notification G.S.R. 518 (E) dated 1st June 2018 and to substitute words “Rechargeable Energy Storage System (REESS)” for words “Traction Battery” or “Batteries”.</p>
Amd. 1 to AIS 055	<p>Automotive CNG / LPG Vehicles – Test Method to Evaluate the Range</p> <p>Amendment is proposed to add new fuel types viz, BIO-CNG/LNG in scope of standard.</p>

1

1

ARAI
Progress Group Research

CMVR-TSC – Agenda 2

2. Report from AISC:

a) Standards and amendments for deliberations / adoption:

Amendment	Title
Amd. 2 to AIS 110	Automotive Vehicles Temporary-Use Spare Wheel / Tyres and Run Flat Tyres To align provisions of Warning Symbol for type 4 temporary-use spare unit as specified in AIS-110 with UNR 64.
Amd. 1 to AIS 145	Additional Safety Features The amendment is proposed to address the decision taken in the CMVR-TSC with respect to prohibiting child locks in M1 transport vehicles and to make provision for supplying “Rear Parking Assist System” as a kit for incompletely built vehicles (M & N category).

2

2

Whole Vehicle Safety CoP (WVSCoP) (AIS 017- Part 6) - Update

S.Ravishankar
Convenor-AISC Panel on WVSCOP

54th CMVR-TSC meeting
8th Sept 2018

WVSCOP Standard - Status Report

- Draft D0 of AIS 017 Part 06 was hosted on AISC website on 6th Apr 2018.
- AISC Panel meeting was held on 27th Apr 2018.
- Draft D1 has been prepared and sent to AISC Sectt. for hosting on website.
- D1 draft incorporates comments from ARAI & ICAT discussed in panel meeting and additional comments received from SIAM members.

WVSCOP Standard - Status Report

- **Major comments on D0 draft discussed and resolved:**
 - Quadricycles inclusion in the scope
 - Definitions of WVSCOP sub-families & Plant sub-groups & how it is treated
 - Extension of sub-families & plant sub-groups to other category vehicles
 - WVSCOP family definition for Small volume vehicle models
 - WVSCOP family definitions for Pure EVs and HEVs changed
 - GVW range for WVSCoP definitions for M2,M3,N category vehicles modified to align with latest axle load revision notification
 - Formats for WVSCoP test reports & WVSCOP Certificates included.

WVSCOP Standard - Status Report

- **Next level activities:**
 - Maximum no. of models in WVSCOP family to be finalized.
 - Test formats for vehicle level tests to be finalized.
 - Responsibility of test agencies & manufacturers to be defined on Hands-off procedure
 - Flow chart for WVSCoP work flows & total process to be finalized.
 - D2 draft would be prepared based on decisions taken on the above.
 - The next meeting of the panel is planned on 17th Sept 2018
 - Status would be updated in next AISC / CMVR-TSC meeting.

THANKS

Agenda 2.0(b) (iii)/ Agenda 4.0(g)**Vehicle Security – Whole of vehicle marking: Microdot Systems**

1st meeting of Microdot system was held on **Wednesday 13th June, 2018** at **SIAM office New Delhi** under the Chairmanship of Director-ICAT.

- ✓ After deliberations on the points raised by the members, a product standard has been drafted.
- ✓ The DF version of this standard was circulated on 6th September, 2018.
- ✓ Last Date for comments : 20th September, 2018

After reviewing the comments received, the finalized standard shall be presented in the next meeting for adoption.



High Security Registration Plate (HSRP)

54th CMVR-TSC- 08.09.2018



HRSP

- **AIS:XXX - Automotive Vehicles High Security Registration Plate (HSRP) Specifications is prepared.**
- **Scope of the standard:**
 - This standard specifies the requirements for High Security Registration Plate (HSRP) with the registration mark that are intended for use on all motor vehicles including construction equipment vehicles.
 - This standard covers the dimensional requirements of the plate, letters and other features, color scheme, material, test requirements, fitment requirements, Type approval and CoP procedure etc.
- **Current Status**
 - Based on the directions of MoRTH, technical standard has been formulated to cover type approval and CoP requirements for HSRP as per the guideline of AISC under AISC panel.
 - Terms of reference of the panel was to formulate a technical standard and administrative comments / issues, were to be addressed to the Ministry.
 - Draft D0 was circulated to the Members and subsequently two panel meetings were held to finalize the text of the standard.
 - Comments from ICAT, SIAM, Utsav Safety System Pvt. Ltd. and FTA HSRP Solutions Pvt. Ltd. were received and were discussed in the panel meeting.
 - Draft D2 of the standard is prepared after incorporating the agreed comment and the same was circulated along with MoM of 2nd panel meeting on 28th August 2018.

ARAI	HRSP
<ul style="list-style-type: none"> • Highlights <ul style="list-style-type: none"> – This standard is based on the following notifications, MoRT&H guidelines and international standards. <ul style="list-style-type: none"> ✓ GSR 221 (E) dated 28.03.2001, SO 814 (E) dated 22.08.2001, SO 938 (E) dated 24.09.2001 ✓ SO 1041 (E) dated 16.10.2001, SO 2091(E), dated 16.09. 2011, S.O.1140(E), dated:24.04.2014 ✓ Draft notification GSR 356 (E), dated: 10th April 2018. ✓ Draft S. O. No. Nil, dated: 10th April 2018 – Performance test requirements are based on: <ul style="list-style-type: none"> • ISO:7591-1982(E) "Road Vehicles - Retro Reflective Registration Plates for Motor Vehicles and Trailers - Specifications" – Reference Standards: <ul style="list-style-type: none"> • DIN: DIN 1745-1 (1983-02) Wrought Aluminium and Aluminium Alloy Plate, Sheet And Strip Greater Than 0.35 mm In Thickness - Properties • DIN 1783 (1981-04) Strips, Plates And Sheets Of Aluminium And Wrought Aluminium Alloys With Thicknesses Over 0.35 mm, Cold Rolled - Dimensions • DIN:74069 "Retro Reflecting Number Plates for Motor Vehicles and Their Trailers" – CoP procedures: <ul style="list-style-type: none"> • MoRT&H letter No.: RT-11028/5/2002-MVL, dated: 04.09.2002 • MoRT&H letter No.: RT-11028/5/2002-MVL, dated: 20.06.2011 	

ARAI	HRSP
<ul style="list-style-type: none"> • Highlights (Following points are included in the standard after detailed discussion in the panel) <ul style="list-style-type: none"> – Definition of HSRP includes reference of 3rd registration plate sticker and snap lock. <ul style="list-style-type: none"> ✓ HSRP is combination of front and rear plate, 3rd registration plate sticker and snap lock. – Suitable tolerances are incorporated wherever dimensional requirements are defined. – Black registration plate for rent a cab scheme vehicle with suitable testing requirements are added. – Reference of different colour coded 3rd registration plate stickers is given in the standard <ul style="list-style-type: none"> ✓ The 3rd sticker plate shall be available in the colour scheme as per the directions issued by MoRTH from time to time. The colour co-ordinates for such 3rd Sticker plates shall as per ASTM D 4956. – Panel has recommended to continue the existing provisions for the following: <ul style="list-style-type: none"> ✓ Permanent Consecutive Identification Number (shall be minimum 7 digit) ✓ Snap Lock design (to continue as per present practice) ✓ Durability test (to continue as per present specification (ISO:7591-1982)) – Till date no comments have been received on Draft D2. – Additionally, amendment to AIS 037 is proposed to include HSRP in the scope of the standard. – It is proposed to adopt the standard and the proposed amendment to AIS 037. – Further, panel noted the administrative concerns of the stakeholders with respect to implementation process and it was agreed to request Ministry to hold a separate meeting to discuss the same along with concern stakeholders. 	

FORMULATION OF AUTOMOTIVE INDIAN STANDARDS ON HYDROGEN FUEL CELL VEHICLE (CMVR TSC Meeting, MoRTH, 8th Sep'2018)

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Prepared by:
Panel convenor: Dr. Raja Munusamy
Secretariat: Mr. P S Gowrishankar

- Considering worldwide development and standardization of Fuel Cell Vehicles (UN R134 & GTR 13), The AIS committee has constituted a panel to initiate standard formulation for fuel cell vehicles.
- The 1st AISC panel meeting on Fuel Cell Vehicle was held on 13th July'2018 @ ARAI, Pune under convenorship of Dr. Raja Munusamy, TATA Motors.
- Members discussed & deliberated on following agenda points:
 - Hydrogen as automotive fuel across globe and India.
 - Schematic layout and aggregates of hydrogen fuel cell vehicle.
 - Global standards for hydrogen fuel cell vehicles.
 - Regulatory framework in India for hydrogen fuel cell vehicle.
 - Review/analysis of European, GTR, ISO, BIS & AIS standards at vehicle & aggregates level.
 - Exploring acceptance/adoption of global standards for fuel cell vehicles in India.
 - Action points and way forward for hydrogen fuel cell vehicle regulations in India.

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Fuel Cell Vehicle Aggregates	EC 79/2009 EU 406/2010	UNECE R134	GTR 13	ISO Standards	India (BIS/AIS)
A. Hydrogen Fuelling System Receptacle	√ (Component+Vehicle)	√ (Vehicle only)	√ (Vehicle only)	√ (Component+Vehicle)	X
B. Hydrogen Storage System (Cylinders+TPRD+Check & Auto valve)	√ (Component+Vehicle)	√ (Component+Vehicle)	√ (Component+Vehicle)	√ (Component+Vehicle)	√ (Cylinder only)
C. Hydrogen fuel delivery system (Valves, Regulators, Filters, Fuel lines)	√ (Component+Vehicle)	X	X	√ (Component+Vehicle)	X
D. Fuel Cell System	√ (Electronic System)	X	√ (Vehicle only)	√ (Component+Vehicle)	X
E. Electric propulsion & power management system (Battery, Motor, Controller etc.)	√ (Electronic System)	X	√ (Vehicle only)	√ (Component+Vehicle)	√ (Component+Vehicle)

Based on above study & further deliberations, the AIS draft on Fuel Cell vehicle would be prepared by panel.

End of Presentation

**Ministry of Road Transport and Highways
Notification**

New Delhi, XX/YY

G.S.R. XXXX (E).—The following draft rules further to amend the Central Motor Vehicles Rules, 1989, which the Central Government proposes to make in exercise of the powers conferred by sub-section (1) of Section 110 of the Motor Vehicles Act, 1988 (59 of 1988), is hereby published as required by sub-section (1) of Section 212 of the said Act, for the information of all persons likely to be affected thereby and notice is hereby given that the said draft rules shall be taken into consideration after the expiry of a period of thirty days from the date on which copies of this notification as published in the Gazette of India, are made available to the public;

Objections or suggestions, if any, may be addressed to the Joint Secretary (Transport), (Email:jstpt@gov.in), Ministry of Road Transport and Highways, Transport Bhawan, Parliament Street, New Delhi- 110001;

Any objection or suggestion which may be received from any person with respect to the said draft rules before the expiry of the aforesaid period shall be considered by the Central Government.

DRAFT RULES

1. Short title and commencement : (1) These rules may be called the Central Motor Vehicles (.....Amendment) Rules, 20XX

(2) Save as otherwise provided in these rules, they shall come into force [for vehicles manufactured on and after [1st April or 1st October whichever occurs earlier after expiry of twenty four months from the date of this notification]

2. In the Central Motor Vehicles Rules, 1989 (hereinafter referred as the principal rules), in rule 104, for sub rule (1) and proviso therein, the following sub- rule and proviso shall be substituted, namely:

104. Fitment of Reflectors: (1) Every motor vehicle including trailers and semi-trailers, other than three wheelers and motor cycles shall be fitted with two red reflectors, one each on both sides at their rear. Every motor cycle shall be fitted with at least one red reflex reflector at the rear:

Provided that in respect of the Motor vehicles of

(i) Category M2, M3, N1, N2 with Gross vehicle weight upto 7.5 tonnes, N2 with Gross Vehicle weight 7.5 tonnes and above along with their trailers or semi trailers, N3 including

trailers or semi-trailers shall be affixed at the front with white reflective tape and at the rear with a red reflective tape or contour marking, as applicable and conforming to the size and installation requirements of AIS 008 (Rev.2): 2018 and requirements of AIS 090 (Rev.1) : 2018 till the corresponding BIS specifications are notified under the Bureau of Indian Standards Act, 1986 (63 of 1986)

Provided that Type II and Type III buses of Category M3 as defined in AIS 052 Rev1: 2008 shall be affixed with reflective contour marking at the rear, conforming to the size and installation requirements of AIS 008 (Rev.2): 2018 and requirements of AIS 090 (Rev.1): 2018 till the corresponding BIS specifications are notified under the Bureau of Indian Standards Act, 1986 (63 of 1986).

(ii) Category M3, N2 with Gross Vehicle weight 7.5 tonnes and above along with their trailers or semi-trailers, N3 including trailers or semi-trailers shall be affixed at the side with yellow reflective tape or contour marking, as applicable and conforming to the size and installation requirements of AIS 008 (Rev.2) : 2018 and requirements of AIS 090 (Rev.1) : 2018 till the corresponding BIS specifications are notified under the Bureau of Indian Standards Act, 1986 (63 of 1986).

3. In the principal rules, In rule 104, for sub-rule (3) the following sub- rule shall be substituted :

(3) All trailers including semi-trailers, other than those drawn by three-wheeled Tractors shall be fitted with reflex reflectors in accordance with AIS 008 (Rev.2) : 2018 as amended from time to time till the corresponding BIS specifications are notified under the Bureau of Indian Standards Act, 1986 (63 of 1986).

4. In the principal rules, for rule 104-D, the following rule shall be substituted, namely

104-D. Fitment of retro-reflective tapes or reflectors and rear marking plate on modular hydraulic trailer : (1) Every modular hydraulic trailer shall be fitted with two red reflective tapes having width not less than 50 mm at the rear and front and amber yellow reflective tape having width not less than 50 mm on the sides, conforming to AIS: 090 (Rev.1) : 2018, as amended from time to time, till the corresponding Bureau of Indian Standard specifications are notified under the Bureau of Indian Standards Act, 1986 (63 of 1986).

(2) Every modular hydraulic trailer shall be fitted with two red reflex reflectors having area not less than 28.5 sq. cm. and shall be fitted one each on left and right hand sides at the rear and front and amber yellow reflex reflector having area not less than 28.5 sq. cm on the sides one set as close to the front end and the other set as close to the rear end as possible, conforming to AIS:057 (Rev.1) : 2010, as amended from time to time till the corresponding Bureau of Indian Standard specifications are notified under the Bureau of Indian Standards Act, 1986(63 of 1986)

(3) Every Modular hydraulic trailer shall be fitted with rear marking plate confirming to AIS-089 (Rev.1) : 2018 as amended from time to time till the corresponding Bureau of Indian Standard specifications are notified under the Bureau of Indian Standards Act, 1986(63 of 1986).

5. In the principal rules, after rule 104-D, the following new rule 104-E shall be inserted, namely:

104 E. Fitment of rear marking plate : The following categories of vehicles shall be fitted with rear marking plate, conforming to AIS 089 (Rev.1) : 2018, and AIS 008 (Rev.2) : 2018 as amended from time to time, till such time the corresponding Bureau of Indian Standards specifications are notified under the Bureau of Indian Standards Act, 1986 (63 of 1986)

- (a) N2 with Gross Vehicle Weight exceeding 7.5 ton and N3 with the exception of tractors for semi-trailers;
- (b) Trailers and semi-trailers having gross weight not exceeding 10 ton and whose length exceeds 8m;
- (c) Trailers having gross weight exceeding 10 ton; and
- (d) Articulated buses”

6. In the principal rules, In rule 105, for sub rule (1) and proviso therein, the following sub-rule and proviso shall be substituted, namely

105. Lamps: (1) Save as hereinafter provided, every motor vehicle shall be fitted with following lamps

- (a) in the case of motor vehicle other than three-wheelers, three-wheeled invalid carriages and motor cycles, two or four head lamps;
- (b) in the case of motor cycles, three-wheelers and three-wheeled invalid carriages one or two head lamps;
- (bb) every two wheeler shall have one or two head lamps, Conforming to the applicable standards in force for performance and installation requirements as notified by the Central Government from time to time according to sub rule (1) of rule 124, which shall automatically switch on when the engine is running:

Provided that, the above condition of the head lamp being lit when the engine is running is deemed to be satisfied if daytime running lamp is provided, conforming to the applicable standards in force for performance and installation requirements as notified by the Central Government from time to time, which shall be lit automatically if the engine is running:

Provided further that the daytime running lamp shall be lit off automatically if the engine is running and the head lamp is switched on

(c) in the case of a side car attached to a motor cycle one lamp showing a white light to the front

(d) in the case of construction equipment vehicle and combine Harvester, two or four head lamps showing to the front white light visible

7. In the principal rules, In rule 105, for sub rule (2) and proviso therein, the following sub rule and proviso shall be substituted namely :-

(2) Every such motor vehicle other than a three-wheeler shall also carry—

(i) two Rear Position lamps showing red light visible in the rear and in the case of a motor cycle atleast one rear position lamp showing red light visible in the rear and

In the case of construction equipment vehicle, and combine harvester two rear position lamps showing red light visible in the rear

(ii) Rear registration plate lamp or some other device, illuminating with a white light the whole of the registration mark exhibited on the rear of the vehicle including construction equipment vehicle and combine harvester, and on the side in the case of construction equipment vehicle and combine harvester

The rear registration lamp shall be fixed either on the centre line of the vehicle or to the right hand side,

Provided In the case of a transport vehicle, the rear light may be fixed at such level as may be necessary to illuminate the registration mark

Provided that when a motor vehicle is drawing another vehicle or vehicles and the distance between such vehicles does not exceed 1.5 meters, it shall be sufficient if the last drawn vehicle carries a rear lamp or a lamp illuminating the rear registration mark

8. In the principal rules, In rule 105, for sub rule (3) and proviso therein, following sub rule shall be substituted namely :-

(3) On and from the commencement of the Central Motor Vehicles (Amendment) Rules, 1993, all vehicles other than three-wheelers of engine capacity less than 500 cc, motor cycles and three-wheeled invalid carriages manufactured shall be fitted with two rear lamps showing red light to the rear

9. In the principal rules, In rule 105, Sub rule (4), (5) and (6) shall be omitted

10. In the principle Rules, in rule 138, after sub rule (3) following new sub rule (3a) shall be inserted, namely :-

(3a). The driver shall ensure that lamps mentioned in Rule 105, sub rule (1) are active at least during the period half an hour after sunset and at any time when there is no sufficient light, as applicable, while the vehicle is being driven.

MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

NOTIFICATION

New Delhi, the xyz

S.O XXXX In exercise of the powers conferred by sub-section (3) of section 109 and clause (k) of sub-section (1) of section 110 of the Motor Vehicles Act, 1988 (59 of 1988), read with sub-rule (1) of rule 124 of the Central Motor Vehicles Rules, 1989, the Central Government hereby makes the following further amendments in the notification of the Government of India in the erstwhile Ministry of Shipping, Road Transport and Highways (Department of Road Transport and Highways) number S.O.1365(E) dated the 13th December, 2004, published in the Gazette of India, Extraordinary Part-II, section 3, sub-section (ii) namely :

(1) In the said notification, in the Table,-

(i) For serial number 20 and entries thereto, the following shall be substituted, namely:-

20	Installation requirement for lighting and light-signalling devices for motor vehicles having more than three wheels, trailers and semi-trailers excluding agricultural tractors, subject to the following;	AIS-008 (Rev. 2)-2018, as amended from time to time.	[1 st April or 1 st October whichever occurs earlier after expiry of twenty four months from the date of this notification
	(i) Performance requirement of the lighting and light-signalling devices	AIS-012 (2004), as amended from time to time	1 st October, 2005
	(ii) Performance requirement of lighting, light signaling and direction indicator systems of construction equipment vehicles except the requirement of self-cancellation of turn signal indication Exception: Compliance of Safety Standard No.15.1 shall not be applicable to agricultural tractor and other special purpose motor Vehicles.	Safety Standard No. 15.1	13 th December, 2004.”

(2) In the said notification, in the Table A,-

(i) For serial number 14 (a) and entries thereto, the following shall be substituted, namely:-

14	(a) Installation requirement for lighting and light-signalling devices	AIS-008 (Rev. 2)-2018, as amended from time to time. Requirements related to vertical orientation of dipped beam and fitment of high mounted stop lamp shall not be applicable	[1 st April or 1 st October whichever occurs earlier after expiry of twenty four months from the date of this notification
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TO BE PUBLISHED IN THE GAZETTE OF INDIA, EXTRAORDINARY
PART II, SECTION 3, SUB-SECTION (i)]
GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

New Delhi,

the July, 2018

NOTIFICATION

G.S.R.----(E).—The following draft of certain rules further to amend the Central Motor Vehicles Rules, 1989, which the Central Government proposes to make in exercise of the powers conferred by section 109, 110 and 120 of the Motor Vehicles Act, 1988 (59 of 1988), is hereby published as required by sub-section (1) of section 212 of the said Act for information of all persons likely to be affected thereby; and notice is hereby given that the said draft rules shall be taken into consideration after the expiry of thirty days from the date on which the copies of this notification as published in the Official Gazette, are made available to the public;

Objections or suggestions, if any, may be sent to the Joint Secretary (Transport), Ministry of Road Transport and Highways, Transport Bhawan, Parliament Street, New Delhi-110001;

The objections or suggestions which may be received from any person in respect of the said draft rules before the expiry of the aforesaid period will be considered by the Central Government

Draft Rules

1. (1) These rules may be called the Central Motor Vehicles (.....Amendment) Rules, 2017
- (2) These rules shall come into force on the date of their final publication in the Official Gazette.

In Central Motor Vehicle Rules, 1989, in rule 95, after sub-rule (1), the following sub-rule (1-A) shall be inserted, namely:-

“ (1-A) The tyres of class C1, C2 and C3, as defined in AIS 142 : XXXX, shall meet the requirements of Rolling resistance, Wet Grip and Rolling Sound Emissions of Stage 1, as per AIS 142 : XXXX, as amended from time to time, till such time the corresponding BIS specifications are notified under the Bureau of Indian Standards Act, 1986 (63 of 1986) as per timelines given in table 1 below:

Table 1

Sr. No	Title	Rolling Resistance and Wet Grip	Rolling Sound Emissions
1	Certification for tyres manufactured in India to be available on or before;	1 st October 2019	1 st October 2019
2	All C1, C2, C3 Category Tyres, as defined in AIS 142, to be Manufactured in India from;	1 st April 2020	1 st April 2020
3	All C1, C2, C3 Category Tyres to be fitted on motor vehicles manufactured from;	1 st October 2020	1 st October 2020

[Justification:

1. The word “manufactured” to be clearly mentioned in notification to avoid misinterpretation later on applicability of rule to registration vehicles too
2. Reference to BIS as per standard practice to avoid issue in law ministry
3. Purpose of Note 3 is to ensure implementation of Wet grip and rolling resistance together. However note being conditional likely to have hurdle in notification. Hence proposed to club Rolling resistance and Wetgrip in same column]
4. The Type approval date is mentioned to ensure tyres availability in advance for OEMs to conduct trials and to ensure necessary re-certification in case of any change.
5. Since the implementation and availability of tyres is for logistics & administrative reasons to ensure availability of tyres manufactured in India, appropriate clarity is brought by including wordings “manufactured in India” in sr. no. 1 &2 in the above table.

Agenda 4.0 (i)



Crash Guards / Bull Bars

- Panel meeting for discussion on the testing/fitment requirements for Crash Guard/Bull Bar fitment on Motor vehicles was held on 16th July 2018.
- Key outcomes of the Meeting-
 - ❖ *Recommendations by Committee on Crash Guard/Bull bar was circulated to all panel members for comments.*
 - ❖ *Comments on Committee's recommendations were received from MSIL, ARAI, Bull Bar association.*
 - ❖ *Siam submitted their comments on Crash guards fitment on 2W on 27th August, 2018.*
 - ❖ *The Committee unanimously decided to not allow any kind of front or rear guard fitment on 3W*
- Bull bar association was requested to submit data related to Crash Guard/Bull being manufactured by them.
- Data requested included details like design, dimension, material used, weight range etc.
 - *Data is awaited based on which CEA is to be recommended.*
- **Final Panel Recommendation by 30th Oct 2018**

Agenda 4.0 (i)



Crash Guards / Bull Bars- Committee Recommendation synopsis

Category	Committee Recommendation	Action by SIAM	Action by Bull bar association
2W	1. Engine guard and leg guard to be defined. 2. The material, design and external projection to be tested. 3. Formulation of test standard	Siam submitted their comments on Crash Guards fitment on 2W	To present their proposal
3W	1. No frontal / Rear fitments recommended.	-	-
4W – Passenger Cars	1. The external fitments fitted on vehicles prior to Oct' 17, should comply with the requirements of IS 11939. 2. Post Oct'18 – based on the new and existing timelines vehicles should comply with AIS 96, 98, 99,100 test requirements as applicable. 3. AIS 145 test requirements to complied post fitments. 4. The external fitments should comply with test standard as notified from time to time (e.g. AIS 101) 5. Formulation of test standard to include worst case criteria and material requirement and strength	-	-
4W – M2/ M3 and N category	The committee would recommend the requirements for such fitments .	Members to share their views	To present their proposal
The special purpose vehicles, like Road Ambulance, Fire Fighters, and Police / para military vehicles may be exempted from the above requirements.			

54th CMVR-TSC

School bus requirements- AIS 063 & State rules

8th September 2018, New Delhi


1

SIAM suggestion



- ☐ As per the current practice, school bus has to comply both with AIS 063 & relevant state rules.
- ☐ Hence different designs are required for compliance. Eg., insignia, emergency door dimensional req., external colour, service door 1st step height from ground etc., are different in AIS 063 & other State rules.
- ☐ To avoid contradictions and to have a unique design, we suggest that only AIS 063 shall be checked for compliance superseding all the existing state rules.

2

Comparison study - AIS 063 vs State rules					 <small>Society of Indian Automobile Manufacturers</small> <i>Responsibly</i>
School bus requirements	AIS 063	Delhi	Maharashtra	Tamil Nadu	Karnataka
External colour	Golden Yellow	Golden Yellow	Yellow	Yellow	Highway Yellow
School bus insignia'	<i>Square or Circular in shape</i> 350 x 350 mm or 350 mm diameter (size can be reduced to 200 x 200 mm or 200 mm diameter)	<i>Square in shape</i> Minimum height of symbol - 250 mm	<i>Square in shape</i> 350 x 350 mm (size can be reduced to 200 x 200 mm)	<i>Circular in shape</i> Circle of 60 cm dia. on both exterior sides of the vehicle 2 Circle of 20 cm dia. on front and rear exterior sides of the vehicle	---
Minimum width of emergency door	550 mm	---	600 mm	1500 mm	---
Maximum height of lowest step from the ground	300 mm	325 mm	300 mm (if height > 350 mm, additional footstep can be provided)	250 ~ 300 mm	---
Minimum steel bars (guard rails)	2	---	4	3	---
Maximum distance between 2 steel bars	75 ~ 100 mm	200 mm	50 mm	50 mm	---
MoRTH is requested to give directions to the states to adhere to					3

Thank You