



Department of Heavy Industry
Ministry of Heavy Industries & Public Enterprises
Government of India

FAME 2

Notifications & Guidelines



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Scheme Notifications



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भारी उद्योग और लोक उद्यम मंत्रालय

(भारी उद्योग विभाग)

अधिसूचना

नई दिल्ली, 8 मार्च, 2019

का.आ. 1300(अ).—भारत में (हाइब्रिड और) इलेक्ट्रिक वाहनों का तीव्र अंगीकरण और विनिर्माण चरण-II हेतु स्कीम (फेम इंडिया चरण-II)

पृष्ठभूमि

1. भारी उद्योग विभाग ने का.आ. 830(अ) दिनांक 13 मार्च, 2015 के द्वारा इलेक्ट्रिक और हाइब्रिड वाहनों को बढ़ावा देने के लिए ₹795 करोड़ के परिव्यय से भारत में (हाइब्रिड एवं) इलेक्ट्रिक वाहनों का तीव्र अंगीकरण और विनिर्माण हेतु एक स्कीम फेम इंडिया शुरू की थी।
2. फेम इंडिया योजना के चरण-I को शुरुआत में 1 अप्रैल, 2015 से 2 वर्ष की अवधि के लिए अनुमोदित किया गया था। इस स्कीम को वित्त मंत्री के अनुमोदन से समय-समय पर बढ़ाया गया है, फिलहाल इसे 31 मार्च, 2019 तक बढ़ाया गया है और इसके परिव्यय को ₹795 करोड़ से बढ़ाकर ₹895 करोड़ कर दिया गया है।
3. फेम योजना के चरण-I की अधिसूचना के पैरा 11 में भविष्य में निधियों के उपयुक्त आबंटन के साथ कार्यान्वयन हेतु स्टैकहोल्डरों से इनपुट के साथ-साथ इस चरण के दौरान प्राप्त परिणाम और अनुभव के आधार पर चरण-I की समीक्षा का प्रावधान है।
4. तदनुसार, चरण I की समीक्षा के बाद भारी उद्योग विभाग ने बाद के पैराग्राफों में दिए गए योजना पैरामीटरों के अनुसार केन्द्रीय मंत्रिमंडल के अनुमोदन से भारत में (हाइब्रिड एवं) इलेक्ट्रिक वाहनों का तीव्र अंगीकरण और विनिर्माण हेतु स्कीम चरण-II (फेम इंडिया चरण-II) तैयार की है।

योजना के पैरामीटर: सामान्य:

5. इलेक्ट्रिक मोबिलिटी के तेजी से अपनाने और इसके विनिर्माण पारिस्थितिकी तंत्र के विकास हेतु इस योजना को दिनांक 01 अप्रैल, 2019 से तीन वर्षों की अवधि में कार्यान्वित करने का प्रस्ताव है।

6. **अनुबंध-I** में दिए गए संघटक के अनुसार, योजना की समग्र निगरानी, मंजूरी तथा कार्यान्वयन के लिए सचिव, भारी उद्योग की अध्यक्षता में एक अंतर-मंत्रालयी अधिकार प्राप्त समिति 'परियोजना कार्यान्वयन एवं स्वीकृति समिति' (पीआईएससी) का गठन किया जाएगा।
7. इस समिति को ई-मोबिलिटी की कवरेज को बढ़ाने के समग्र उद्देश् के साथ उभरती आवश्यकताओं पर निर्भर करते हुए उनके परिव्यय सहित योजना के विभिन्न घटकों और उप-घटकों के लिए पैरामीटरों को संशोधित करने और योजना के तहत परियोजनाओं के लिए सहायता मंजूर करने का अधिकार होगा। यह योजना कार्यान्वयन स्तर के दौरान मुद्दों का समाधान करने के साथ-साथ योजना के सहज कार्यान्वयन हेतु अन्य पैरामीटरों पर निर्णय लेने हेतु भी सक्षम प्राधिकारी होगी।
8. योजना को निम्नलिखित घटकों के माध्यम से कार्यान्वित करने का प्रस्ताव है:-
 - i) मांग प्रोत्साहन
 - ii) चार्जिंग स्टेशनों के नेटवर्क की स्थापना
 - iii) प्रचार, आईसीई (सूचना, शिक्षा एवं संचार) गतिविधियों सहित योजना को लागू करना।
9. योजना की अवधि के लिए निधि के आबंटन का वर्ष-वार, घटकवार विवरण नीचे दिया गया है:

(सभी राशि ` करोड़ में)

क्र.सं.	घटक	2019-20	2020-21	2021-22	कुल निधि आवश्यकता करोड़ में
1	मांग प्रोत्साहन	822	4587	3187	8596
2	चार्जिंग अवसंरचना	300	400	300	1000
3	प्रचार, आईसीई क्रियाकलापों सहित प्रशासनिक व्यय	12	13	13	38
फेम-II के लिए योग		1134	5000	3500	9634
4	चरण-I का प्रतिबद्ध व्यय	366	0	0	366
योग		1500	5000	3500	10000

10. योजना के कार्यान्वयन में लचीलापन बनाए रखने के लिए विभिन्न घटकों और उपघटकों के बीच आबंटन और वर्षवार निधि आबंटन को आपस में परिवर्तित करने में लचीलापन होगा। पीआईएससी विभिन्न श्रेणियों और विभिन्न प्रकार के वाहनों के बीच निधि के आबंटनों को संशोधित करने हेतु सक्षम प्राधिकारी होगी। योजना के विभिन्न घटकों के साथ-साथ विभिन्न उप-घटकों में कुल खरीद पर निर्भर करते हुए बजट में यह लचीलापन होगा।
11. ई-मोबिलिटी को बढ़ावा देने के केन्द्र सरकार के प्रयासों को राज्य सरकारों से पूरक सहायता की आवश्यकता है। राज्यों को अनेक राजकोषीय और गैर-राजकोषीय प्रोत्साहनों की पेशकश की आवश्यकता है जिन्हें इस योजना के अंतर्गत केन्द्रीय सहायता हेतु पात्र राज्य सहायता पर निर्भर उद्यमों हेतु आदेश में अलग से अधिसूचित किया जाएगा। ऐसे कुछ गैर-राजकोषीय प्रोत्साहनों में सड़क कर में छूट/रियायत, परमिट से छूट, टोल कर से छूट/रियायत, पार्किंग शुल्क में छूट/रियायत, रियायती पंजीकरण शुल्क आदि शामिल हैं। राज्यों को इन प्रोत्साहनों को बढ़ाने हेतु प्रोत्साहित किया जाएगा।
12. भारी उद्योग विभाग भारत सरकार में नोडल विभाग होगा और योजना की आयोजना, कार्यान्वयन और समीक्षा हेतु उत्तरदायी होगा। भारी उद्योग विभाग दिशानिर्देशों से संबंधित मुद्दों का समाधान करने और योजना के कार्यान्वयन में कठिनाइयों को दूर करने हेतु नोडल एजेंसी होगा। भारी उद्योग विभाग योजना के ऐसे उद्देश्यों को पूरा करने के लिए आवश्यकतानुसार दिशानिर्देश जारी करेगा।

योजना पैरामीटर: मांग प्रोत्साहन:

13. मांग प्रोत्साहन योजना का एक महत्वपूर्ण घटक है जो ऐसे वाहनों की खरीद की लागत को कम करके इलेक्ट्रिक वाहनों के मांग सृजन में प्रत्यक्ष रूप से मदद करता है।

14. इसके व्यापक अंगीकरण को समर्थ बनाने के लिए खरीद मूल्य में निश्चित छूट के रूप में उपभोक्ताओं (क्रेताओं/अंतिम प्रयोक्ता) के लिए मांग प्रोत्साहन उपलब्ध होगा जिसकी प्रतिपूर्ति भारत सरकार द्वारा ओईएम को की जाएगी।
15. निम्नलिखित श्रेणी के वाहन मांग प्रोत्साहनों के लिए पात्र होंगे:
 - (क) बसें (केवल इलेक्ट्रिक वाहन प्रौद्योगिकी)
 - (ख) चौपहिया [इलेक्ट्रिक (ईवी), प्लग इन हाइब्रिड (पीएचईवी) और स्ट्रॉंग हाइब्रिड (एसएचईवी)]
 - (ग) पंजीकृत ई-रिक्शा सहित तिपहिया (इलेक्ट्रिक)
 - (घ) दुपहिया (इलेक्ट्रिक)

प्रत्येक श्रेणी की प्रौद्योगिकी परिभाषा को अलग से अधिसूचित किया जाएगा।

16. इस तथ्य को ध्यान में रखते हुए कि बैटरियों की लागत एक्सईवी और आईसीई वाहनों के खरीद मूल्य में अंतर का एक मुख्य कारक है, मांग प्रोत्साहन ऐसे वाहनों में उपयोग होने वाली बैटरी की क्षमता पर निर्भर होगा (अर्थात् किलोवाट घंटा में मापी गई ऊर्जा क्षमता)। बैटरियों में बाजार प्रौद्योगिकी प्रवृत्ति को ध्यान में रखते हुए पीआईएससी समय-समय पर वाहनों की लक्षित संख्या और मांग प्रोत्साहन को संशोधित कर सकती है।
17. लोगों के लिए किफायती और पर्यावरण अनुकूल सार्वजनिक परिवहन विकल्प उपलब्ध कराने पर अधिक बल देकर, यह योजना मुख्यतः तिपहिया, चौपहिया और बसों की श्रेणी में सार्वजनिक परिवहन हेतु उपयोग होने वाले वाहनों अथवा वाणिज्यिक उद्देश्य हेतु पंजीकृत वाहनों के लिए लागू होगी। तथापि, व्यापक सेगमेंट के रूप में निजी स्वामित्व वाले पंजीकृत दुपहियों को भी इस स्कीम के तहत शामिल किया जाएगा।
18. केन्द्रीय मोटर वाहन नियमावली (सीएमवीआर) के अनुसार "मोटर वाहन" के रूप में पंजीकृत वाहन ही प्रोत्साहनों के लिए पात्र होंगे।
19. कार्यनिष्पादन मानदंडों को पूरा करने वाले उन्नत बैटरी लगे वाहन ही इस योजना के तहत मांग प्रोत्साहन के पात्र होंगे और इस उद्देश्य के लिए इस योजना के तहत उन्नत बैटरियों को अलग से परिभाषित किया जाएगा।

मांग प्रोत्साहनों की मात्रा:

20. सभी श्रेणियों और सभी वाहन प्रौद्योगिकियों के लिए प्रोत्साहनों को तर्कसंगत बनाने के लिए आरंभ में बसों के अलावा सभी वाहनों (पीएचईवी और स्ट्रॉंग हाइब्रिड सहित) के लिए ₹10,000/किलोवाट घंटा की दर से एकसमान मांग प्रोत्साहन देने का प्रस्ताव है। यह पीआईएससी द्वारा समीक्षा और संशोधन के अधीन होगा।
21. सार्वजनिक परिवहन को बढ़ावा देने हेतु बसों के लिए ₹20,000 प्रति किलोवाट-घंटा की दर से एकसमान मांग प्रोत्साहन का प्रस्ताव है जो पुनः पीआईएससी द्वारा समीक्षा और संशोधन के अधीन है। बसों के लिए योजना में मांग प्रोत्साहन की राशि मूल उपकरण विनिर्माता (ओईएम) के बीच प्रतिस्पर्धी बोली के अधीन होगी जिसे ओपेक्स मॉडल के आधार पर इन्टरसिटी, इन्टरसिटी अथवा अंतरराज्यीय बसों के लिए सार्वजनिक क्षेत्र के परिवहन उद्यमों द्वारा आयोजित किया जाएगा।
22. ऊपर बताए गए प्रस्तावित प्रोत्साहनों की समीक्षा विभिन्न घटकों और एसेम्बलियों तथा वाहन की कुल खरीद जैसे बाजार पैरामीटरों के लिए मूल्य प्रवृत्ति के आधार पर पीआईएससी द्वारा वार्षिक रूप से अथवा इससे पहले जाएगी। इससे यह योजना समग्र परिव्यय के अंदर अधिकांश वाहनों के लिए सीमित बजटीय निधियों का लाभ ले सकेगी ताकि सतत विनिर्माण के लिए उद्योग को बड़े पैमाने पर किफायत उपलब्ध हो सके।
23. इलेक्ट्रिक बसों के लिए मांग प्रोत्साहन केवल इलेक्ट्रिक वाहनों को बढ़ावा देने के लिए परिवहन क्षेत्र में कार्य करने वाले अन्य सार्वजनिक उद्यमों और राज्य/नगर परिवहन निगम (एसटीयू) द्वारा अपनाए गए ऑपरेशनल व्यय मॉडल पर ही उपलब्ध होंगे।
24. अनुमानित प्रोत्साहनों की वाहन श्रेणीवार राशि, वाहनों का आरंभिक लक्ष्य और अन्य ब्यौरे अनुबंध-2 पर दिए गए हैं।

मांग प्रोत्साहन प्राप्त करने हेतु शर्तें:

25. महंगे वाहनों को सरकारी प्रोत्साहन से प्रतिबंधित करने के लिए एक विशेष सीमा मूल्य से कम एक्स-फैक्ट्री मूल्य वाले वाहनों के लिए प्रोत्साहन को प्रतिबंधित करने का प्रस्ताव है जैसा कि अनुबंध-2 में बताया गया है।
26. योजना के तहत वाहनों की कुल खरीद के आधार पर, प्रति वाहन अधिकतम प्रोत्साहन वाहन की लागत के कुछ प्रतिशत तक सीमित होगा जिसकी पीआईएससी द्वारा वार्षिक रूप से या जब कभी अपेक्षित हो, समीक्षा की जाएगी।

- आरंभ में, बसों के लिए प्रोत्साहनों की सीमा वाहन की लागत का 40% और अन्य श्रेणी के सभी वाहनों के लिए 20% होगी।
27. ओईएम द्वारा विनिर्मित किसी भी मॉडल के लिए योजना का प्रोत्साहन प्राप्त करने के लिए ऐसे प्रत्येक ओईएम को भारी उद्योग विभाग/एनएवी में पंजीकरण कराना होगा।
28. प्रत्येक वाहन मॉडल को वाहनों के कार्यनिष्पादन और दक्षता के संबंध में न्यूनतम तकनीकी पात्रता मानदंड पूरे करने होंगे जिन्हें अलग से अधिसूचित किया जाएगा और सड़क परिवहन एवं राजमार्ग मंत्रालय द्वारा केन्द्रीय मोटर वाहन नियमावली के नियम 126 के तहत अधिसूचित मान्यता प्राप्त परीक्षण एजेन्सियों में निर्धारित/मानक परीक्षण प्रक्रिया के अनुसार टाइप अनुमोदन लेना होगा। ऐसी परीक्षण एजेन्सियों में इलेक्ट्रिक और हाइब्रिड वाहनों के परीक्षण हेतु अपेक्षित परीक्षण सुविधाएं होनी चाहिए।
29. मांग प्रोत्साहन के लिए अर्हता मानदंड को पूरा करने के लिए, इनके प्रकार और रूपों सहित हाइब्रिड/इलेक्ट्रिक वाहन (एक्सईवी)
- क. देश में बनाए जाएंगे और उनके स्थानीकरण की ऐसी प्रतिशतता होगी, जैसा कि समय-समय पर अधिसूचित किया जाएगा;
- ख. सीएमवीआर में शामिल उपबंधों के अनुसार इसके वर्गीकरण, श्रेणीकरण, परिभाषा, सड़क के लिए उपयुक्त, पंजीकरण आदि के संबंध में केन्द्रीय मोटर वाहन नियमावली (सीएमवीआर) में शामिल उपबंधों को पूरा किया जाएगा;
- ग. मान्यता प्राप्त परीक्षण एजेन्सियों से फेम इंडिया चरण-II पूर्णता का प्रमाण पत्र लेना होगा;
- घ. विनिर्माता से बैटरी सहित कम से कम तीन वर्ष की विस्तृत वारंटी होनी चाहिए और वाहन की अवधि के लिए बिक्री बाद सेवा हेतु पर्याप्त सुविधाएं होनी चाहिए;
- ङ. वास्तविक समय के आधार पर कुल ईंधन बचत निर्धारित करने के लिए वाहनों की माइलेज का पता लगाने हेतु उपयुक्त मॉनिटरिंग डिवाइस लगी होनी चाहिए; और
- च. वाहन पर उपयुक्त रूप से एक स्टिकर लगा होना चाहिए जो यह दर्शाता हो कि इसे योजना के तहत खरीदा गया है। स्टिकर का प्रकार भारी उद्योग विभाग द्वारा उपलब्ध कराया जाएगा।

मांग प्रोत्साहनों का संवितरण:

30. बसों के अलावा सभी श्रेणी के लिए मांग प्रोत्साहन का संवितरण भारी उद्योग विभाग के तहत स्थापित एक ई-समर्थित ढांचे और तंत्र के माध्यम से किया जाएगा। वाहनों के विनिर्माता (ओईएम अथवा मूल उपकरण विनिर्माता) निपटान हेतु भारी उद्योग विभाग को मासिक आधार पर मांग प्रोत्साहन की प्रतिपूर्ति हेतु अपने दावे प्रस्तुत करेंगे। मांग प्रोत्साहन वितरण तंत्र (डीआईडीएम) के माध्यम से दावे की प्रतिपूर्ति हेतु विस्तृत दिशानिर्देश अलग से जारी किए जाएंगे।
31. इलेक्ट्रिक बसों के परिनियोजन और राज्य परिवहन उपक्रमों के माध्यम से मांग प्रोत्साहनों के संवितरण हेतु विस्तृत दिशानिर्देश/तंत्र अलग से अधिसूचित किए जाएंगे।
32. इस योजना में सरकारी एजेन्सियों, उद्योगों और सार्वजनिक क्षेत्र के उद्यमों (पीएसई) सहित विभिन्न स्टेकहोल्डरों की सक्रिय भागीदारी और सहभागिता के माध्यम से ईवी प्रयोगकर्ताओं के बीच भरोसा पैदा करने के लिए पर्याप्त चार्जिंग अवसंरचना की स्थापना करने हेतु सहायता की परिकल्पना है।
33. समय-समय पर यथासंशोधित "इलेक्ट्रिक वाहनों के लिए चार्जिंग अवसंरचना-दशानिर्देश एवं मानक" विषय पर विद्युत मंत्रालय की दिनांक 14 दिसम्बर, 2018 की अधिसूचना सं. 12/2/2018-ईवी के अनुसार इन सभी चार्जिंग स्टेशनों की स्थापना की जाएगी।
34. इसके अतिरिक्त, इलेक्ट्रिक बसों की चार्जिंग के लिए, प्रति ई-बस एक धीमा चार्जर और प्रति 10 इलेक्ट्रिक बस एक तीव्र चार्जर खरीददार को उपलब्ध कराने का प्रस्ताव है जिसका निधियन इस स्कीम के तहत किया जाएगा।
35. इलेक्ट्रिक मोबिलिटी को बढ़ावा देने के लिए, परियोजना प्रस्तावों पर निर्भर करते हुए लागत पर 100% तक चार्जिंग अवसंरचना की स्थापना हेतु निधियन में लचीलापन उपलब्ध होगा।

36. चार्जिंग अवसंरचना हेतु परियोजनाओं में पेन्टाग्राफ चार्जिंग, फ्लैश चार्जिंग जैसे वाहनों को बिजली से चलाने के लिए अपेक्षित अवसंरचना परियोजनाएं भी शामिल होंगी।
37. चार्जिंग अवसंरचना, स्मार्ट ग्रिड, आईसीटी के उपयोग के साथ नवीकरणीय ऊर्जा स्रोतों को आपस में जोड़ने को प्रोत्साहित किया जाएगा।

योजना संचालन

38. योजना को सुचारु रूप से चलाने और इसके कार्यान्वयन के लिए विषय के जानकारों/तकनीकी विशेषज्ञों एवं अन्य लॉजिस्टिक सहायता सुनिश्चित की जाएगी।
39. भारी उद्योग विभाग, उद्योग संघों, स्वैच्छिक संस्थाओं आदि द्वारा शिक्षा एवं प्रशिक्षण, प्रचार, व्यवसायिक बैठकों/सेमीनार/सम्मेलनों/संगोष्ठियों आदि के आयोजन के माध्यम से आवश्यकतानुसार स्कीम को बढ़ावा देने और उपभोक्ताओं में जागरूकता पैदा करने के लिए एक उपयुक्त आईईसी कार्यक्रम की शुरुआत की जाएगी।
40. फेम इंडिया स्कीम चरण-I के तहत अनुमोदित परियोजनाएं अनुमोदन के समय जारी किए गए नियमों और शर्तों के अनुसार प्रचालन में रहेंगी। इसी प्रकार, फेम इंडिया स्कीम चरण-II के तहत विभिन्न राज्य/नगर परिवहन निगम को स्वीकृत इलेक्ट्रिक बसें अनुमोदन के समय जारी किए गए नियमों और शर्तों के अनुसार प्रचालन में रहेंगी।
41. भारी उद्योग विभाग इस योजना के संपूर्ण कार्यान्वयन और योजना के कार्यान्वयन के दौरान आने वाली बाधाओं को दूर करने के लिए उत्तरदायी होगा।

[फा. सं. 1(1)/2019-ईआई]

प्रवीण एल. अग्रवाल, संयुक्त सचिव

अनुबंध-I

परियोजना कार्यान्वयन एवं स्वीकृति समिति (पीआईएससी) का गठन

i.	सचिव, भारी उद्योग	अध्यक्ष
ii.	सीईओ, नीति आयोग	सदस्य
iii.	वित्तीय सलाहकार, भारी उद्योग	सदस्य
iv.	सचिव, उद्योग संवर्धन और आंतरिक व्यापार विभाग	सदस्य
v.	सचिव, सड़क परिवहन एवं राजमार्ग मंत्रालय	सदस्य
vi.	सचिव, आर्थिक कार्य विभाग	सदस्य
vii.	सचिव, विद्युत मंत्रालय	सदस्य
viii.	सचिव, नवीन और नवीकरणीय ऊर्जा मंत्रालय	सदस्य
ix.	निदेशक, एआरएआई	सदस्य
x.	संयुक्त सचिव, भारी उद्योग	सदस्य सचिव

समिति आवश्यकतानुसार किसी अन्य सदस्य का चयन कर सकती है।

अनुबंध-2

वाहन सेगमेंट-वार ब्यौरा, सहायता दिए जाने वाले वाहनों की अधिकतम संख्या और अन्य ब्यौरे

क्र.सं.	वाहन सेगमेंट	## सहायता दिए जाने वाले वाहनों की अधिकतम संख्या	किलोवाट घंटा में बैटरी की अनुमानित क्षमता	## सभी वाहनों के लिए 10000/किलोवाट घंटा की दर से और बसों एवं ट्रकों के लिए 20000/किलोवाट घंटा की दर से कुल अनुमानित प्रोत्साहन	प्रोत्साहन प्राप्त करने के लिए अधिकतम एक्स-फैक्ट्री मूल्य	भारी उद्योग विभाग से कुल निधि सहायता
1	पंजीकृत दुपहा	1000000	2 किलोवाट घंटा	` 20000/-	` 1.5 लाख	` 2000 करोड़
2	पंजीकृत तिपहिया (ई-रिक्शा सहित)	500000	5 किलोवाट घंटा	` 50000/-	` 5 लाख	` 2500 करोड़

3	ई-चौपहिया	35000	15किलोवाट घंटा	` 150000/-	` 15 लाख	` 525 करोड़
4	चौपहिया स्ट्रांग हाइब्रिड कार	20000	1.3किलोवाट घंटा	` 13000	` 15 लाख	` 26 करोड़
5	ई-बस	7090	250किलोवाट घंटा	` 50 लाख	` 2 करोड़	` 3545 करोड़
कुल मांग प्रोत्साहन						` 8596 करोड़

तथापि, प्रति किलोवाट घंटा प्रोत्साहनों की प्रस्तावित राशि बैटरी लागत में कमी के अनुसार समीक्षा के अध्यक्षीन है और इस प्रकार वाहन की लागत में कमी आएगी तथा तदनुसार समय-समय पर अधिसूचित की जाएगी। उल्लेखनीय है कि उपर्युक्त के अनुसार उप-घटकों के बीच वाहनों की संख्या और निधि सहायता पीआईएससी के अनुमोदन के प्रतिमोच्य है।

MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES

(Department of Heavy Industry)

NOTIFICATION

New Delhi, the 8th March 2019

S.O. 1300(E).—Scheme for Faster Adoption and Manufacturing of Electric Vehicles in India Phase II (FAME India Phase II).

Background:

1. Department of Heavy Industry had launched a scheme, namely Faster Adoption and Manufacturing of (Hybrid &) Electric Vehicles in India (FAME India), for promotion of electric and hybrid vehicles with an outlay of Rs.795 Crore vide S.O. 830 (E) dated 13th March 2015.
2. Phase I of the FAME India Scheme was initially approved for a period of 2 years, commencing from 1st April 2015. The scheme has been extended from time to time, with the present extension being up to 31st March 2019 and with an enhancement in outlay from Rs. 795 Crore to Rs. 895 Crore.
3. Para 11 of the Notification of Phase-I of FAME Scheme provides for review of Phase-I based on outcome and experience gained during this phase as well as with inputs from stakeholders for implementation with appropriate allocation of funds in the future.
4. Accordingly, after review of the phase I, Department of Heavy Industry formulated the Scheme for Faster Adoption and Manufacturing of Electric Vehicles in India Phase II (FAME India Phase II) with the approval of Union Cabinet as per the scheme parameters given in subsequent paragraphs.

Scheme Parameters: General:

5. The scheme is proposed to be implemented over a period of 3 years, w.e.f 1st April 2019, for faster adoption of electric mobility and development of its manufacturing eco-system in the country.
6. An Inter-Ministerial Empowered Committee “Project Implementation and Sanctioning Committee (PISC)” headed by Secretary (Heavy Industry) shall be constituted for overall monitoring, sanctioning and implementation of the scheme as per the composition given in Annexure 1.
7. This committee will have the power to sanction assistance for projects under the scheme and modify parameters for various components and sub components of the scheme including their outlay depending on emerging requirements with the overall objective of enhancing the coverage of e-mobility. This committee will also be the competent authority to decide other scheme parameters for smooth implementation of the scheme as well as to resolve issues as may come during implementation.

8. The scheme is proposed to be implemented through the following verticals:
- Demand Incentives
 - Establishment of network of Charging Stations
 - Administration of Scheme including Publicity, IEC (Information, Education & Communication) activities.
9. The breakup of fund allocation year wise, component-wise, for the scheme's duration is given below –

(All amounts are in Rs. Crore)

Sr. No.	Component	2019-20	2020-21	2021-22	Total Fund requirement in crores
1	Demand Incentives	822	4587	3187	8596
2	Charging Infrastructure	300	400	300	1000
3	Administrative Expenditure including Publicity, ICE activities	12	13	13	38
Total for FAME-II		1134	5000	3500	9634
4	Committed expenditure of Phase –I	366	0	0	366
Total		1500	5000	3500	10000

10. To retain flexibility in the implementation of the scheme there shall be flexibility in changing inter se allocation among various components and sub-components and year wise fund allocation. PISC shall be the competent authority to modify fund allocations among different segments and different types of vehicles. This flexibility in the budget will be exercised depending upon the offtake in the different components as well as within different sub components of the scheme.
11. The efforts of the central government to promote e-mobility need supplemental support from State Governments. States need to offer bouquet of fiscal and non-fiscal incentives to be notified separately in order for entities dependent on State support to be eligible for central assistance under this scheme. Some such non fiscal incentives include waiver / concessional road tax, exemption from permit, waiver / concessional toll tax, waiver / concessional parking fees, concessional registration charges etc. States would be encouraged to expand these incentives.
12. Department of Heavy Industry (DHI) shall be the nodal Department in Government of India and shall be responsible for planning, implementation and review of the scheme. DHI shall be the nodal agency for addressing issues related to the guidelines and for removal of difficulties in the implementation of the scheme. DHI shall issue guidelines as and when necessary in order to meet such objectives of the scheme.

Scheme Parameters: Demand Incentives:

13. Demand incentives are an important component of the scheme which directly help in demand generation of electric vehicles by way of reducing the cost of acquisition of such vehicles.
14. Demand incentive shall be available for consumers (buyers/end users) in the form of an upfront reduced purchase price of hybrid and electric vehicles to enable wider adoption, which will be reimbursed to the OEM by Government of India.
15. Following categories of vehicles shall be eligible for demand incentives.
- Buses (only Electric Vehicle technology)
 - Four Wheelers {Electric (EV), Plug in Hybrid (PHEV) and Strong Hybrid (SHEV)}
 - Three-wheeler (Electric) including Registered E-Rickshaws
 - Two Wheelers (Electric)

Technology Definition of each of these categories to be notified separately.

16. Keeping in view the fact that cost of batteries is one of the main factors of difference in acquisition price of xEVs and ICE vehicles, the demand incentive would be based on battery capacity (i.e. energy content measured in Kw-Hr) used in the such vehicles. Keeping in view market and technology trends in batteries, PISC may revise the Demand Incentive and target number of vehicles from time to time.
17. With greater emphasis on providing affordable and environmentally friendly public transportation options for the masses, scheme will be applicable mainly to vehicles used for public transport or those registered for commercial purposes in 3W, 4W and Bus segments. However, privately owned registered 2Ws will also be covered under the scheme as a mass segment.
18. Vehicles, which are registered as “Motor Vehicle” as per the Central Motor Vehicle Rules (CMVR) shall only be eligible for the incentives.
19. Vehicles fitted with only advanced batteries satisfying certain performance criteria will only be eligible for the demand incentives under this scheme, and for this purpose ‘Advanced Batteries’ will be defined separately under the scheme.

Quantum of Demand Incentives:

20. In order to rationalize the incentives across segments and across vehicle technologies, it is initially proposed to extend uniform demand incentive @ Rs. 10000/- per KWh for all vehicles (including PHEV and Strong Hybrid) except Buses. This will be subject to review and revision by PISC.
21. To encourage public transport, for buses, initial uniform maximum demand incentives @ 20000/- per KWh is proposed subject again to review and revision by PISC. The amount of incentives for buses may further be subject to competitive bidding among the Original Equipment Manufacturers (OEMs) conducted by public sector transport undertakings for intra-city, inter-city or inter-State buses based on OPEX model.
22. The proposed incentives as stated above would be reviewed annually or earlier by the PISC based on price trends for various components and assemblies and market parameters such as offtake of vehicles. It shall allow the scheme to leverage limited budgetary funds for larger number of vehicles, within the overall outlay so as to provide economies of scale to the industry for sustainable manufacturing.
23. Demand Incentives for electric buses will be provided only on operational expenditure model adopted by State/city transport corporation (STUs) and other public entities working in the transport sector to augment the fleet of electric vehicles.
24. Vehicle segment wise approximate amount of incentives, initial target number of vehicles and other details are given in Annexure 2.

Conditions to avail Demand Incentives:

25. In order to restrict high-end vehicles from availing Government funded demand incentives, it is proposed to restrict incentives to vehicles with ex-factory price less than a particular threshold value as stated in Annexure 2.
26. Depending upon the offtake of vehicles under the scheme, maximum incentive per vehicle is proposed to be capped at certain percentage of cost of vehicle to be reviewed by PISC annually and as often as required. To begin with, the cap on incentives for buses will be 40% of the cost of vehicles and for all other categories it will be 20%.
27. In order to avail scheme incentive for any of the model manufactured by OEM, each such OEM, needs to be registered with DHI/NAB.
28. Each vehicle model needs to satisfy minimum technical eligibility criteria with regard to performance and efficiency of vehicles to be notified separately and get it type approved as per prescribed / standard test procedure at the recognised testing agencies as notified under the Rule 126 of Central Motor Vehicle Rules by the Ministry of Road Transport and Highways. These testing agencies are expected to have required testing facilities as required for testing of Electric and Hybrid Vehicles.
29. To meet the qualifying criteria for the demand incentives, the hybrid/electric vehicle (xEVs) including its variants and versions, should
 - (a) be manufactured in the country and have such percentage of localisation as may be notified from time to time;

- (b) meet provisions contained in Central Motor Vehicle Rules (CMVR) in terms of type approval, classification, categorization, definition, road worthiness, registration etc. as per the provisions contained in CMVR;
- (c) obtain certificate of FAME India Phase II eligibility fulfilment from recognised testing agencies;
- (d) be accompanied by at least three-year comprehensive warranty including that of battery from the manufacturer and to have adequate facilities for after sales service for the life of vehicle;
- (e) be fitted with suitable monitoring devices to know the mileage of vehicles to determine the total fuel savings on a real time basis; and
- (f) should appropriately display a sticker indicating that it has been purchased under the scheme. Format of the sticker will be provided by the Department of Heavy Industry.

Disbursement of Demand Incentives:

30. The demand incentive for all segments, except buses shall be disbursed through an e-enabled framework and mechanism set-up under DHI. The manufacturers of vehicles (OEMs or Original Equipment Manufacturers) will submit their claims for reimbursement of demand incentive on monthly basis to the Department of Heavy Industry for settlement. Detailed guidelines for reimbursement of claim through Demand Incentive Delivery Mechanism (DIDM) will be issued separately.
31. Detailed guidelines/ mechanism for deployment of electric buses and disbursement of demand incentives through State Transport Undertakings shall be notified separately.

Scheme Parameters: Charging Infrastructure:

32. The Scheme envisages support for setting up of adequate public charging infrastructure to instill confidence amongst EV users, through active participation and involvement of various stakeholders including Government agencies, industries, and Public Sector Enterprises (PSEs).
33. All these charging infrastructures will be established as per Ministry of Power Notification vide No. 12/2/2018-EV dated 14th Dec 2018 on the subject "Charging Infrastructure for Electrical Vehicles - Guidelines and Standards" and as amended from time to time.
34. In addition, for charging of electric buses, it is proposed to provide to the buyer one slow charger per e-bus and one fast charger for every 10 electric buses to be funded under the scheme.
35. Flexibility of funding for establishment of charging infrastructure to the extent of 100% of cost depending upon the project proposal shall be available for promoting electric mobility.
36. Projects for charging infrastructure will also include infrastructure projects required for extending electrification for running of vehicles like pantograph charging, flash charging etc.
37. Inter-linking of renewable energy sources with charging infrastructure, smart grid, use of ICT etc. shall be encouraged.

Scheme operationalization

38. For smooth operation and implementation of the scheme, knowledge partners / technical expertise and other logistic support shall be put in place.
39. A suitable IEC program shall be undertaken for creating consumer awareness and promotion of the scheme, on a need basis, through education and training, publicity, organization of business meets/seminars/conferences/symposia etc. by Department of Heavy Industry, Industry Association, Voluntary Organizations, etc.
40. Projects sanctioned under FAME India Scheme Phase I shall continue to be in operation as per terms and conditions issued at the time of sanction. Similarly, Electric Buses sanctioned to different state/city transport corporation under FAME India Phase I shall continue to be in operation as per terms and conditions at the time of sanction.

41. Department of Heavy Industry will be responsible for overall implementation of scheme and removing any obstacle if arises during the implementation of scheme.

[F. No. 1(1)/2019-AEI]

PRAVIN L. AGRAWAL, Jt. Secy.

Annexure 1

Composition of Project Implementation and Sanctioning Committee (PISC)

(a) Secretary, Heavy Industry	Chairman
(b) CEO, NITI Aayog	Member
(c) Financial Advisor, Heavy Industry	Member
(d) Secretary, D/o DPIIT	Member
(e) Secretary, M/o RTH	Member
(f) Secretary, D/o EA	Member
(g) Secretary, M/o Power	Member
(h) Secretary, M/o NRE	Member
(i) Director ARAI	Member
(j) Joint Secretary, Heavy Industry	Member Secretary

Committee may co-opt any other member as and when required.

Annexure 2

Vehicle segment-wise Incentives, Maximum Number of vehicles to be supported and other details.

Sr. No.	Vehicle Segment	##Maximum Number of vehicles to be supported	Approximate Size of battery in KWH	##Total Approximate Incentive @ 10000/KWh for all vehicles and 20000/KWh for Buses and Trucks	Maximum Ex-factory price to avail incentive.	Total Fund support from DHI.
1	Registered e-2 Wheelers	1000000	2 KWH	Rs. 20000/-	Rs. 1.5 Lakhs	Rs. 2000 Cr
2	Registered e-3 Wheelers (including eRikshaws)	500000	5 KWH	Rs. 50000/-	Rs. 5 Lakhs	Rs.2500 Cr
3	e- 4 Wheelers	35000	15 KWH	Rs. 150000/-	Rs. 15 Lakhs	Rs. 525 Cr
4	4W Strong Hybrid Vehicle	20000	1.3 KWH	Rs. 13000	Rs. 15 Lakhs	Rs. 26 Cr
5	e-Bus	7090	250 KWH	Rs. 50 Lakhs/-	Rs. 2 Crores	Rs. 3545 Cr
Total Demand Incentive						Rs. 8596 Crores

The proposed amount of incentives per KWH are, however, subject to review as per the reduction in battery costs & thereby reduction in vehicle cost and would be notified accordingly from time to time. It is to be noted that the number of vehicles and fund support among the sub components as above is fungible with the approval of PISC.



भारत का राजपत्र The Gazette of India

असाधारण

EXTRAORDINARY

भाग II—खण्ड 3—उप-खण्ड (ii)

PART II—Section 3—Sub-section (ii)

प्राधिकार से प्रकाशित

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(भारी उद्योग विभाग)

अधिसूचना

नई दिल्ली, 28 मार्च, 2019

का.आ. 1472(अ).— भारत में विद्युत वाहनों के तीव्र अंगीकरण और विनिर्माण योजना फेज-II (फेम इंडिया फेज-II) को दिनांक 8 मार्च, 2019 के का.आ. सं. 1300 (ई) के माध्यम से भारत के राजपत्र में अधिसूचित किया गया है।

2. जबकि उक्त अधिसूचना की धारा 15 में योजना के तहत मांग प्रोत्साहन का लाभ उठाने हेतु वाहनों की पात्रता श्रेणी की प्रौद्योगिकी परिभाषाओं के लिए पृथक अधिसूचना के बारे में वर्णन किया गया है।

3. जबकि उक्त अधिसूचना की धारा 19 में इस योजना के अन्तर्गत मांग प्रोत्साहन का लाभ उठाने हेतु पात्र वाहनों में प्रयोग होने वाली उन्नत बैटरियों को परिभाषित करने के लिए पृथक अधिसूचना के बारे में वर्णन किया गया है।

4. जबकि उक्त अधिसूचना की धारा 28 में भी इस योजना के अन्तर्गत पात्र होने के लिए वाहनों के कार्य-निष्पादन और दक्षता को परिभाषित करने हेतु पृथक अधिसूचना के लिए एक संदर्भ किया गया है।

5. अब, इसलिए, योजना के अन्तर्गत (i) उन्नत बैटरियों वाले वाहनों सहित पात्र श्रेणी के वाहनों हेतु प्रौद्योगिकी परिभाषाओं और (ii) मांग प्रोत्साहनों हेतु पात्र वाहनों के कार्य-निष्पादन और दक्षता को क्रमशः अनुबंध-I और अनुबंध-II के अनुसार एतद्वारा अधिसूचित किया गया है।

6. इसके अतिरिक्त, उक्त अधिसूचना की धारा 26 में संदर्भित, वाहन की लागत से तात्पर्य वाहन के "एक्स-शोरूम मूल्य" से होगा और उक्त अधिसूचना की धारा 25 में संदर्भित "एक्स-फैक्ट्री मूल्य" से तात्पर्य "लागू करों से पूर्व फैक्ट्री के भीतर वाहन का मूल्य" से होगा।

[फा.सं.1(1)/2019-एईआई]

प्रवीण एल. अग्रवाल, संयुक्त सचिव

अनुबंध-I

एक्सईवी प्रौद्योगिकी परिभाषाएँ (उन्नत बैटरियों सहित) (दिनांक 8 मार्च, 2019 के का. आ. 1300(ई) की धारा 19 के अनुसार)	
एक्सईवी प्रौद्योगिकी	प्रौद्योगिकी परिभाषा
उन्नत बैटरी	'एडवांस्ड बैटरी' नई पीढ़ी की बैटरियों जैसे कि लिथियम पॉलीमर, लिथियम आयरन फास्फेट, लिथियम कोबाल्ट ऑक्साइड, लिथियम टाइटेनेट, लिथियम निकिल मैगनीज कोबाल्ट, लिथियम मैगनीज ऑक्साइड, मेटल हाइड्राइड, जिंक एयर, सोडियम एयर, निकल जिंक, लिथियम एयर और इसी प्रकार के अन्य रसायन जिनका विकास हो रहा है या जो प्रयोग में हैं। इसके अलावा इस बैटरी में कम से कम 70 वाट-घंटा/किग्रा का विशिष्ट घनत्व और कम से कम 1000 चक्र का जीवन चक्र होना चाहिए।
इलेक्ट्रिक रीजेनेरेटिव ब्रेकिंग सिस्टम	एक एकीकृत वाहन ब्रेकिंग सिस्टम जो ब्रेकिंग के दौरान वाहन की गतिज ऊर्जा को विद्युत ऊर्जा में परिवर्तित करता है।
इंजन 'स्टॉप-स्टार्ट' व्यवस्था	एक सिस्टम जिसके द्वारा वाहन के संचालन हेतु आवश्यक ट्रैक्शन पावर पर निर्भर करते हुए प्रचालन परिस्थितियों में एक हाइब्रिड इलेक्ट्रिक वाहन में वाहन नियंत्रण यूनिट के माध्यम से इंजन को चलाया और बंद किया जाता है।
ऑफ व्हीकल चार्जिंग (ओवीसी)	वाहन में रीचार्जबल एनर्जी स्टोरेज सिस्टम (आरईईएसएस) बाहरी चार्जिंग हेतु एक प्रावधान है।
हाइब्रिड इलेक्ट्रिक व्हीकल (एचईवी) ¹	यांत्रिकी संचालन के लिए वाहन, जो ऊर्जा/विद्युत के निम्नलिखित दोनों ऑन व्हीकल स्रोतों से ऊर्जा प्राप्त करता है: • उपभोगीय ईंधन • रीचार्जबल एनर्जी स्टोरेज सिस्टम (आरईईएसएस)
स्ट्रांग हाइब्रिड इलेक्ट्रिक व्हीकल (एसएचईवी)	एक 'हाइब्रिड इलेक्ट्रिक वाहन (एचईवी)' जिसके इंजन में 'स्टॉप-स्टार्ट' व्यवस्था, 'इलेक्ट्रिक रीजेनेरेटिव ब्रेकिंग सिस्टम' और एक 'मोटर ड्राइव' है। (मोटर अकेले ही वाहन को स्थिर अवस्था से संचालित करने/चलाने में सक्षम है)
प्लग-इन एचईवी (पीएचईवी)/रेंज एक्सटेंडेड इलेक्ट्रिक व्हीकल (आरईईवी)	एक 'स्ट्रांग हाइब्रिड इलेक्ट्रिक वाहन (एसएचईवी)' जिसमें रीचार्जबल एनर्जी स्टोरेज सिस्टम (आरईईएसएस) की 'ऑफ व्हीकल चार्जिंग' (ओवीसी) हेतु प्रावधान है।
बैटरी इलेक्ट्रिक व्हीकल (बीईवी)	एक वाहन जो पूरी तरह से इलेक्ट्रिक मोटर से चलता है; जिसकी ट्रैक्शन ऊर्जा की आपूर्ति पूरी तरह से वाहन में स्थापित ट्रैक्शन बैटरी से होती है; और इसका एक 'इलेक्ट्रिक रीजेनेरेटिव ब्रेकिंग सिस्टम' है।

¹ ऑटोमोटिव इंडस्ट्री स्टैंडर्ड एआईएस 102 का संदर्भ

अनुबंध-II

फेम इंडिया चरण-II के तहत इलेक्ट्रिक दुपहिया, तिपहिया और चौपहिया इलेक्ट्रिक वाहनों की श्रेणी के व्हीकल मॉडल के लिए कार्य-निष्पादन एवं दक्षता पात्रता मानदंड *

(दिनांक 8 मार्च, 2019 के का.आ. 1300(ई) की धारा 28 के अनुसार)

क्र. स.	वाहन का प्रकार	वाहन की श्रेणी ¹	व्हीकल मॉडल पात्रता मानदंड (अनुबंध में विनिर्दिष्ट मानदंड/ प्रक्रियाओं के अनुसार मापे जाने के लिए)			
			न्यूनतम रेंज* ² (किमी)	अधिकतम इलेक्ट्रिक ऊर्जा (किलोवाटघंटा/100 किमी)	न्यूनतम अधिकतम गति* ³ (किमी/घंटा)	न्यूनतम त्वरण* ³ (मी./से ²)
1.	ई-दुपहिया	एल1 एवं एल2	80	7 से अधिक नहीं	40	0.65
2.	ई-तिपहिया	ई-रिक्शा ^{4,5} एवं ई-कार्ट ^{4,5}	80	8 से अधिक नहीं	लागू नहीं	लागू नहीं
3.	ई-तिपहिया	एल5	80	10 से अधिक नहीं	40	0.65
4(क)	ई-चौपहिया (यात्री वाहक)	एम1 (लंबाई 4 मीटर से कम)	140	15 से अधिक नहीं	70	1.04

4(ख)		एम1 (लंबाई 4 मीटर और अधिक)	140	20 से अधिक नहीं	70	1.04
5.	ई-चौपहिया (हल्के वाणिज्यिक वाहन/स्टेट कैरिज/मैक्सी कैब्स आदि)	एन1	100	30 से अधिक नहीं	50	1.04

नोटः

- * ई-बसों के लिए पात्रता मानदंड अलग से अधिसूचित किए जाएंगे।
- *1 केन्द्रीय मोटर वाहन नियमावली (सीएमवीआर) 1989 में यथा परिभाषित।
- *2 केन्द्रीय मोटर वाहन (सीएमवीआर), 1989 में उल्लिखित लागू परीक्षण मानदंड/प्रक्रिया के अनुसार।
- *3 सकल वाहन भार (जीवीडब्ल्यू) पर मापन किया जाएगा।
- *4 केन्द्रीय मोटर वाहन नियम, 1989 के तहत एल5 श्रेणी के अनुसार टाइप अनुमोदन आवश्यकताओं के अनुसार अनुपालन करने की आवश्यकता होगी।
- *5 ई-रिक्शा/ई-कार्ट के अलावा, सभी इलेक्ट्रिक वाहनों में आवश्यक रूप से 'इलेक्ट्रिक रीजेनेरेटिव ब्रेकिंग सिस्टम' लगवाया जाएगा।

MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES**(Department of Heavy Industry)****NOTIFICATION**

New Delhi, the 28th March, 2019

S.O. 1472(E).—Scheme for Faster Adoption and Manufacturing of Electric Vehicles in India Phase II (FAME India Phase II) has been notified in the Gazette of India vide S.O. No. 1300 (E) dated 8th March 2019.

2. Whereas clause 15 of the said notification mentions about separate notification for technology definitions of the eligible category of vehicles for availing demand incentives under the scheme.
3. Whereas clause 19 of the said notification further mentions about separate notification defining Advanced Batteries to be used in the vehicles to be eligible for availing demand incentives under this scheme.
4. Whereas clause 28 of the said notification also makes a reference for separate notification for defining performance & efficiency parameters for vehicles to be eligible under this scheme.
5. Now, therefore, (i) Technology Definitions for the eligible category of vehicles including that of Advanced Batteries and (ii) Performance & Efficiency of vehicles to be eligible for demand incentive under the scheme are hereby notified as per ANNEXURE-I and ANNEXURE-II respectively.
6. Further, the cost of vehicle, referred to in clause 26 of the said notification shall mean “Ex-Showroom Price” of vehicle and “Ex-Factory Price”, referred in clause 25 of the said notification, shall mean “Price of vehicle at factory gate before applicable taxes”

[F. No. 1(1)/2019-AEI]

PRAVIN L. AGRAWAL, Jt. Secy.

ANNEXURE-I

XEV Technology Definitions (including Advanced Batteries) (AS PER CLAUSE 19 of S.O. 1300(E) dated 8 th March 2019)	
XEV Technology	Technology Definition
Advanced Batteries	<p>‘Advance Battery’ represents the new generation batteries such as Lithium polymer, Lithium Iron phosphate, Lithium Cobalt Oxide, Lithium Titanate, Lithium Nickel Manganese Cobalt, Lithium Manganese Oxide, Metal Hydride, Zinc Air, Sodium Air, Nickel Zinc, Lithium Air and other similar chemistry under development or under use.</p> <p>In addition this battery should have specific density of at least 70 Wh/kg and cycle life of at least 1000 cycle.</p>
Electric Regenerative Braking System	An integrated vehicle braking system which provides for the conversion of vehicle kinetic energy into electrical energy during braking.
Engine ‘Stop-Start’ arrangement	A system by which the engine is started or stopped in a hybrid electric vehicle by vehicle control unit at operating conditions depending upon traction power required for the propulsion of the vehicle.
Off Vehicle Charging (OVC)	Rechargeable Energy Storage System (ReESS) in the vehicle has a provision for external charging.
Hybrid Electric Vehicle (HEV) ¹	<p>A vehicle that for the purpose of mechanical propulsion draws energy from both of the following on-vehicle sources of energy/power:</p> <ul style="list-style-type: none"> • A consumable fuel • Rechargeable Energy Storage System (ReESS)
Strong Hybrid Electric Vehicle (SHEV)	A ‘Hybrid Electric Vehicle (HEV)’ which has an engine ‘Stop-Start’ arrangement, ‘Electric Regenerative Braking System’ and a ‘Motor Drive’ (motor alone is capable to propel/drive the vehicle from a stationary condition).
Plug-in HEV (PHEV)/ Range Extended Electric Vehicle (REEV)	A ‘Strong Hybrid Electric Vehicle (SHEV)’ which has a provision for ‘Off Vehicle Charging’ (OVC) of ‘Rechargeable Energy Storage System (ReESS)’.
Battery Electric Vehicle (BEV)	A vehicle which is powered exclusively by an electric motor; whose traction energy is supplied exclusively by traction battery installed in the vehicle; and has an ‘Electric Regenerative Braking System’.

¹ Refer Automotive Industry Standard AIS 102.

ANNEXURE-II

Performance & Efficiency Eligibility Criteria for Electric 2W, 3W and 4W categories Vehicle Models under FAME India Phase II*

(AS PER CLAUSE 28 of S.O. 1300(E) dated 8th March 2019)

Sr. No.	Vehicle Segment	Vehicle Category* ¹	Vehicle Model Eligibility Criteria (to be measured as per the standards/procedures specified in Annexure)			
			Minimum Range * ² (km)	Maximum Electric Energy Consumption * ² (kWh/100 km)	Minimum Max Speed* ³ (km / hr)	Minimum Acceleration* ³ (m/s ²)
1	e-2W	L1 & L2	80	Not Exceeding 7	40	0.65
2	e-3W	E-Rickshaw * ^{4,5} & E-Cart * ^{4,5}	80	Not Exceeding 8	NA	NA
3	e-3W	L5	80	Not Exceeding 10	40	0.65
4 (a)	e-4W (Passenger Carrier)	M1 (Length less than 4 m)	140	Not Exceeding 15	70	1.04
4 (b)		M1 (Length ≥ 4 m)	140	Not Exceeding 20	70	1.04
5	e-4W (LCV/ State Carriage / Maxi Cabs etc)	N1	100	Not Exceeding 30	50	1.04

Note:

* Eligibility criteria for e-Buses will be notified separately.

*¹ As defined in the Central Motor Vehicles Rules (CMVR), 1989.

*² As per applicable test standard / Procedure mentioned in CMVR, 1989.

*³ Measurement shall be carried out at Gross Vehicle weight (GVW)

*⁴ Shall need to comply with the type approval requirements as per L5 category under CMVR, 1989.

*⁵ Except for E-Rickshaw/E-Cart, all electric vehicles shall necessarily be equipped with 'Electric Regenerative Braking System'.

Guidelines & Procedures

F.No. 12 (31)/2017-AEI
Government of India
Ministry of Heavy Industries & Public Enterprises
Department of Heavy Industry

Dated the 6th March 2019

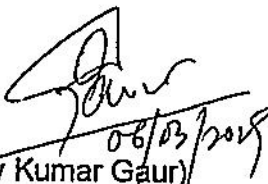
OFFICE MEMORANDUM

Subject : Phased Manufacturing Programme (PMP) to promote indigenous manufacturing of Electric Vehicle, its assemblies/sub-assemblies and part/sub-parts/inputs of the sub-assemblies thereon.

The undersigned is directed to forward a copy of this Department's Notifications of even number dated 6th March 2019 detailing about the phased manufacturing programme to promote domestic manufacturing of electric vehicles, its assemblies / sub-assemblies and parts / subparts, for information.

2. This issues with approval of the competent authority.

Encl : As Above.


(Ajay Kumar Gaur)
Under Secretary to Govt. of India
Tel.No. 23061340

To

1. Prime Minister's Office, South Block, New Delhi.
2. CEO, NITI Aayog, Parliament Street, New Delhi.
3. Secretary, Department of Revenue, Ministry of Finance, North Block, New Delhi.
4. Secretary, Ministry of Road Transport & Highways, Transport Bhawan, New Delhi.
5. Secretary, Ministry of Law & Justice, Shastri Bhawan, New Delhi.
6. Secretary, Ministry of Electronics & Information Technology, New Delhi.
7. Secretary, Department for Promotion of Industry & Internal Trade, Udyog Bhawan, New Delhi.
8. Secretary, Department of Commerce, Udyog Bhawan, New Delhi.
9. Secretary, Department of Science & Technology, New Delhi.
10. Secretary, Ministry of New & Renewable Energy, New Delhi.

Copy to :-

1. Society of Indian Automobile Manufacturers (SIAM), New Delhi.
2. Society for Manufacturing of Electric Vehicles, New Delhi.
3. Automotive Component Manufacturers Association of India (ACMA), New Delhi

**F.No 12 (31)/2017-AEI
GOVERNMENT OF INDIA
MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES
DEPARTMENT OF HEAVY INDUSTRY**

New Delhi, Dated 6th March 2019

NOTIFICATION

SUBJECT: Phased Manufacturing Programme (PMP) to promote indigenous manufacturing of Electric Vehicle, its assemblies/sub-assemblies and parts/sub-parts / inputs of the sub-assemblies thereof.

Government of India approved the National Mission on Electric Mobility in 2011 and subsequently National Electric Mobility Mission Plan 2020 was unveiled in 2013 by the then Prime Minister. As part of the mission, Department of Heavy Industry notified a scheme namely FAME-India in April 2015 with the aim to incentivise electric vehicle. To promote electric mobility, basic custom duty and GST were reduced and rationalized on electric vehicles, its assemblies/sub-assemblies, and parts/sub-parts / inputs of the sub-assemblies thereof, vide Notification No. 30/2017 –customs, dated 30th June 2017. This gave an impetus to the launch of electric vehicles in India.

2. To provide further impetus to electric mobility and promote indigenous development of electric vehicles, the Government has vide its recent Notification No. 03/2019 –customs, dated 29th January, 2019 further reduced and rationalized basic custom duty on electric vehicles, its assemblies/sub-assemblies, and parts/sub-parts / inputs of the sub-assemblies.

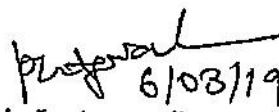
3. To promote domestic manufacturing of electric vehicles, a phased manufacturing roadmap has been prepared keeping in view the present status of manufacturing ecosystem in the country, wherein through graded duty structure indigenous manufacturing of electric vehicles, its assemblies/sub-assemblies, and parts/sub-parts / inputs of the sub-assemblies shall be promoted over a period of time. The intention is to substantially increase value addition and capacity building within the country.

3. The following Phased Manufacturing Programme (PMP) is notified with the objective of development of domestic manufacturing of electric vehicles, its assemblies/sub-assemblies, and parts/sub-parts, thereby increasing the domestic value addition and creating employment opportunities. The PMP shall enable the manufacturers in the sector to plan their investments

for establishment of a robust indigenous electric vehicles and related sub-assembly / components manufacturing base in India.

S.No.	Item Description		Current BCD w.e.f. 30/01/2019	Phased Manufacturing proposal	
				Proposed BCD	Proposed Date of PMP
1	CBU	Bus (HS 8702) & Trucks (HS 8704)	25%	50%	April 2020 onwards
2.	SKD	PV(HS 8703) & 3W (HS 8703/8704)	15%	30%	
		2W (HS 8711)		25%	
		Bus (HS 8702)		25%	
		Truck (HS 8704)		25%	
3.	CKD	Bus (HS 8702)	10%	15%	
		PV (HS 8703) 2W (HS 8711) 3W (HS 8703/8704) & Truck (HS 8704)		15%	
4.	Lithium Ion cells (HS 85076000) for use in the manufacture of Lithium Ion accumulator for EVs ()		5%	10%	April 2021 onwards
5.	Battery packs (HS 8507) for use in the manufacture of EVs		5%	15%	
6.	Parts for use in the manufacture of EVs like <ul style="list-style-type: none"> • AC or DC Charger • AC or DC Motor • AC or DC Motor Controller • Power Control Unit (Inverter, AC/DC Converter, Condenser) • Energy Monitor • Contactor • Brake System for recovering • Electric Compressor 		0%	15%	April 2021 onwards

This issues in consultation with of Department of Revenue; Ministry of Finance vide its letter No. 354/47/2018-TRU dated 13th Feb 2019 and with the approval Minister (HI&PE)


 (Pravin L. Agrawal)
 Joint Secretary



भारत सरकार
GOVERNMENT OF INDIA
भारी उद्योग एवं लोक उद्यम मंत्रालय
MINISTRY OF HEAVY INDUSTRIES & PUBLIC
ENTERPRISES
भारी उद्योग विभाग
DEPARTMENT OF HEAVY INDUSTRY

MOST IMMEDIATE

उद्योग भवन
Udyog Bhawan
नई दिल्ली -110011
New Delhi-110011

No. 21(48)/NAB/DIDM/FAME/PHASE-II/2019

Dated the 22nd March, 2019

To,


1. Shri Vishnu Mathur, DG,
SIAM, Core 4B
5th Floor, Habitat Centre, Lodhi Road,
New Delhi-110003
2. Shri Sohinder Gill, Director,
SMEV,
50, Okhla Industrial Estate-III
New Delhi-110020

Subject: Operational Guidelines for Delivery of Demand Incentive under FAME India Scheme: Phase – II – regarding

Dear Sir,

I am directed to forward herewith Operational Guidelines for Delivery of Demand Incentive under FAME India Scheme: Phase – II which has recently been notified by the Govt. of India, Department of Heavy Industry vide Notification No. S.O. 1300 (E) dated 8th March, 2019. These may please be given wide publicity and may be circulated to all concerned/stakeholders.

2. This issue with the approval of competent authority.


22/03/2019
(Ajay Kumar Gaur)
Under Secretary to the Govt. of India
Tel: 011-23061340

Copy to:

1. NIC(DHI) for uploading the same on the website of DHI; and
2. M/s. NetCreativeMind Solutions Pvt. Ltd., New Delhi. for uploading on the website of FAME-India Scheme (Phase-II).

OPERATIONAL GUIDELINES FOR DELIVERY OF DEMAND INCENTIVES UNDER FAME

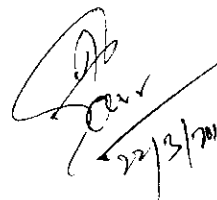
INDIA SCHEME PHASE - II

1.0 INTRODUCTION:

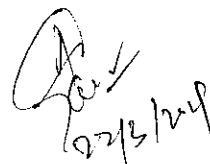
- 1.1 The Government of India has notified the 'Faster Adoption and Manufacturing of Electric Vehicles in India Phase-II (FAME India Scheme Phase-II) for promotion of electric mobility in the country.
- 1.2 The Phase-II of FAME-India Scheme will be implemented during the next three (3) years i.e. from the FY 2019-20 to FY 2021-22.
- 1.3 The Phase-II of the FAME-India Scheme is proposed to be implemented through the following verticals:
 - i. Demand Incentives.
 - ii. Establishment of network of charging stations; and
 - iii. Administration of the Scheme including Publicity, IEC (Information, Education & Communication) activities.

2.0 DEMAND INCENTIVE: General Information

- 2.1 The Demand Incentives are important components of the Scheme which directly help in demand generation of electric vehicles (e-vehicles).
- 2.2 The following categories of Vehicles will be eligible for Demand Incentives-
 - a. Buses (Only Electric Buses)(e-Bus);
 - b. Four Wheelers (Electric, Plug in Hybrid and Strong Hybrid)(e-4W);
 - c. Three Wheelers (Electric)- e-3 including Registered E-Rickshaws / e-Carts;
 - d. Two wheelers (Electric) – e-2W
- 2.3 In the e-3W, e-4W and e-Bus segments, incentives will be applicable mainly to vehicles used for PUBLIC transport or those registered for COMMERCIAL purposes. However for e-2W segment, incentives are also applicable for privately owned vehicles in addition to those used for public transport or for commercial purposes.


22/3/20

- 2.4 All the vehicles need to be registered under CMVR, 1989 for becoming eligible for reimbursement of demand incentives.
- 2.5 Vehicles which comply with the FAME India Phase-II eligibility criteria, will be considered under this scheme.
- 2.6 It is proposed to extend uniform demand incentive @ INR 10,000/- per KWh for all e-vehicles (including PHEV and Strong Hybrid) except e-Buses.
- 2.7 For buses, uniform maximum demand incentive @ INR 20,000/- per KWh is proposed, which is further subject to competitive bidding amongst the OEMs.
- 2.8 Demand incentives for e-buses will be provided only on operational model (OPEX) and will be delivered through State/City Transport Corporations (STUs).
- 2.9 The proposed Demand incentives would be reviewed annually or earlier by the Project Implementation & Sanctioning Committee (PISC).
- 2.10 It is proposed to restrict Demand incentives to vehicles with ex-factory price less than a particular threshold value as defined in the Annexure 2 of scheme notification.
- 2.11 The Demand Incentive shall be available for buyers (end users/consumers) in the form of an upfront-reduced purchase price to enable wider adoption, which will be reimbursed to OEM by Govt. of India.
- 2.12 For individual beneficiaries, not more than one vehicle of particular categories will be incentivized.
- 2.13 All models eligible for demand incentives will be eligible for three year comprehensive warranty including Battery.
- 2.14 All vehicle models approved under FAME India scheme Phase II, will have to undergo Conformity of Production COP test for all the eligibility parameters by recognized testing agencies at least once a year.
- 2.15 FAME-II certificate will be valid for one year (April to March).
- 2.16 All vehicle models approved under this Scheme, will have to submit re-validation certification to DHI/NAB at the frequency of one year as per clause 2.14 & 2.15 above, complying to the FAME India Phase II eligibility parameters. Such OEM will proceed for re-validation after ensuring the compliance to the latest notifications as per CMVR, 1989, by testing agencies recognized under rule 126 of CMV, 1989 and Administrative procedure as per FAME India Scheme Phase-II document.

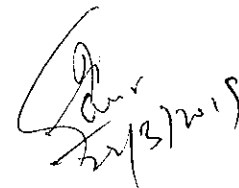


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3.0 **REGISTRATION OF OEMs**

- 3.1 For the purpose of this Scheme, an OEM (Original Equipment Manufacturer) may be defined as Proprietor, Private/Public Company or Partnership Firm who are manufacturing any of the Vehicle(s) covered under FAME-India Scheme (Phase-II) and have achieved certain percentage of localization, declared / informed separately.
- 3.2 For availing benefit under this Scheme, each OEM (Original Equipment Manufacturer), shall apply for Registration to Department of Heavy Industry (National Automotive Board) in the prescribed proforma as per ANNEXURE-A.
- 3.3 At the time of submission of Application, each OEM is required to submit the following documents:
- i. Application for manufacturer registration in ANNEXURE-A
 - ii. Company Registration Certificate
 - iii. Trade License
 - iv. GST Registration Certificate
 - v. PAN Card
 - vi. Testing/Homologation Certificate complying with FAME-II eligibility criteria issued by designated testing agency under rule 126 of CMVR, 1989, including quality certificate, technical parameters or any other parameter issued under FAME-India Guidelines
 - vii. Pre-registration of xEV model as per ANNEXURE-B
 - viii. Complete set of MOA & Rules of OEM
 - ix. List of at least 25 vehicle dealers and service centers along with their searchable addresses / locations and contact number to be situated at least in two states
 - x. Photographs of the type approved Vehicle
- 3.4 OEM is required to submit Hard Copy of the Application (with complete documents, as per clause 3.3. above) at the following Address:

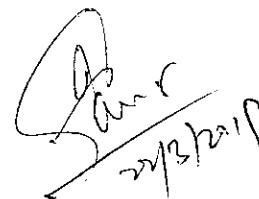
Shri Anand Kumar Singh,
Director (Auto)
Room No. 275-E, Udyog Bhavan,
New Delhi-110011.


22/3/2019

- 3.5 After receipt of the complete Application (with complete documents, as per clause 3.3. above), DHI/NAB will process the same as per Scheme Guidelines and if found in order, confirmation of registration of OEM under FAME-India Scheme (Phase-II) will be conveyed to the respective OEM.
- 3.6 Demand incentive under the scheme shall be admissible only from the date of registration of OEM and date of approval of Model(s) by DHI/NAB under FAME-India Scheme (Phase-II), whichever is later.
- 3.7 Those OEMs who are already registered under Phase-I of FAME-India Scheme are also required to submit fresh applications (with complete documents, as per clause 3.3. above) for registration of OEM and also for Vehicle Model(s) for claim of incentive under FAME-India Scheme (Phase-II);

4.0 Guidelines for OEMs to be followed at the time of sale of vehicle:

- 4.1 Each OEM is required to get its model certified from recognized testing agencies under rule 126 of CMVR, 1989, for its eligibility under FAME India Scheme Phase-II.
- 4.2 Once model is certified, it will be approved by DHI/NAB on online platform, with which, incentive amount entitled for particular model will be decided.
- 4.3 Once model is approved by DHI NAB, OEM is required to upload production data of all vehicles for which they intend to take benefit of demand incentives under the scheme.
- 4.4 After uploading of production data which will necessarily contain details like chassis number, Unique battery number, color etc.; OEM may dispatched the vehicles to their distributors after proper billing / invoice.
- 4.5 Each OEM has to ensure that eligible demand incentive should be deducted at last after all taxes and resulting invoice amount should only be charged from dealer. It is expected that financial cost of amount of demand incentive to be borne by OEM and not by dealer or consumer.
- 4.6 OEM to submit the reimbursement claim of demand incentives once in a month but not later from 120 days of the sale of vehicle at dealer end.
- 4.7 After submitting the claim for reimbursement, each OEM to submit an undertaking in the prescribed proforma as annexed at **Annexure C**, on the letterhead of the OEM and duly signed by the authorized signatory and should be furnished to the DHI/ NAB by email.



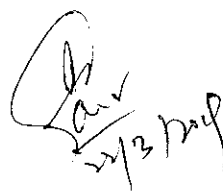
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5.0 Guidelines for Testing Agencies:

- 5.1 All testing agencies as notified under rule 126 of CMVR, 1989 are entitled to test and certify the e-vehicles for FAME India Phase II eligibility parameters provided they have requisite testing infrastructure required for testing of and Hybrid Vehicles.
- 5.2 Each OEM, which want to test its vehicle for FAME II eligibility, will send vehicle to testing agencies along with required details as required by testing agencies for satisfactory testing of vehicles.
- 5.3 After receipt of vehicle from OEM, each testing agency is expected to first type approve the vehicle as per AIS standards notified from time to time.
- 5.4 After vehicle is type approved under CMVR, same vehicle may be tested as per eligibility criteria for FAME India Phase-II.
- 5.5 Since under FAME India Phase-II, incentive is based on Battery energy capacity, all testing agencies are expected to take precaution in measurement of battery energy capacity.
- 5.6 After completion of testing, testing agency is expected to issue necessary certificates of eligibility under FAME India Scheme Phase II , which will be uploaded by the OEM and thereafter verified by the respective testing agency.

6.0 Guidelines for Dealers to be followed at the time of sale of vehicle:

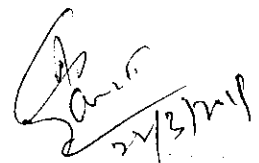
- 6.1 Each dealer at the time of sale of vehicle to the end user will collect the following information from the purchaser and keep all concerned documents safely for atleast 5 years from the date of sale:
 1. Personal Identification proof like :
 - a. For all individual case, Aadhaar Card failing which other methods of personal identification may be used like PAN card, Driving License etc.
 - b. PAN Card in respect of Proprietary firms/agencies
 - c. PAN Card in respect of Corporate and partnership firms/agencies
 - d. In respect of Central/State Govt. Departments/Defence supply, the purchase order from the respective Departments/Organizations etc.


22/3/2019

2. Mobile Number and Email ID of individual purchaser or representative of purchaser in case of non-Individual cases.
 3. The Registration number of all vehicles.
 4. For e-3W and e-4W, valid permit from respective Govt agency stating that vehicle will be used for public transport or for commercial transport only.
- 6.2 Dealers will ensure to prepare invoice of the sale on same date and also upload the data on online platform on same date.
 - 6.3 Dealer will have to ensure correctness of mobile number of purchaser and email id before effecting the sale.
 - 6.4 Dealer to ensure that demand incentive should not be passed to private individuals using vehicle for private use in case of e3W and e4W. However dealer can claim incentives for sale of e2W to private individuals.
 - 6.5 Dealer should ensure that only one vehicle per category per person are allowed to claim demand incentives. i.e. No individual person can purchase more than one vehicle of same category and claim incentives under the scheme. However, there will be no restrictions for number of vehicles to be purchased by other than individual categories of buyer.
 - 6.6 Dealer should upload the data on daily basis and submit reimbursement claim to OEM only once in a month.
 - 6.7 Dealer should submit the reimbursement claim within a period of 90 days from the date of sale of vehicle to their OEMs.
 - 6.8 Dealer should obtained a declaration from the customer stating that they have purchased the vehicle and entitled incentives have been received by the customer. Prescribed format for such customer acknowledgement is attached at **Annexure D**. This customer acknowledgement form should be uploaded by the dealer while uploading the data of customer on the online platform.

7.0 Billing Mechanism for Sale of Vehicle to be followed by each OEM and its dealer(s)

- 7.1 All OEMs and its dealers will ensure that demand incentive under the Scheme should not adversely affect taxes at any stage.
- 7.2 Each OEM at the time of billing to their dealers will deduct corresponding incentive at the end from the total price of vehicle, which will be arrived after including all GST/taxes etc. at prescribed rate on total cost of the vehicle.


24/3/2019

7.3 Similarly, each dealer will consider cost to the dealer as total cost arrived just before deducting the incentive by the OEM and use this cost for arriving total cost to the customer. After that dealer will pass on corresponding incentive, he received from OEM to customer/end user at the time of sale of vehicle.

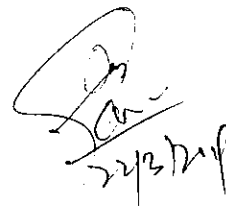
8.0 Powers of DHI To Frame Guidelines/Procedure:

- 8.1 DHI/NAB shall have full powers to frame/lay-down the Guidelines/ Procedure or alter/amend/add/delete any terms & conditions etc. under this Scheme/guidelines;
- 8.2 DHI/NAB shall have the powers to call for any information/data/records etc., in connection with this Scheme or inspect such records/documents [manual or electronic] as it may deem necessary;
- 8.3 DHI/NAB shall have the powers to depute its representative(s) to visit the premises/office/centre/work place etc. for purpose of inspection and verification purposes and may pass such order or issue directions in relation thereto as it may deem fit;
- 8.4 All operational issues in the implementation of the Scheme and guidelines shall be resolved by DHI/NAB appropriately;

9.0 Resolutions of Disputes:

Any dispute shall be resolved by mutual discussion and reconciliation. In case of difference of opinion, decision of Joint Secretary (Auto), Department of Heavy Industry shall be final.

Concluded.

Handwritten signature and date. The signature is written in black ink and appears to be 'S. K. Singh'. Below the signature, the date '22/3/2019' is written.

Manufacturer Registration Form

To,

The Director
 Department of Heavy Industry
 Ministry of Heavy Industry & Public Enterprises
 Udyog Bhawan
 New Delhi -110011.

Subject :Application for Manufacturer registration under the FAME-India Scheme.

Dear Sir,

We,------(Name of Manufacturer) are Original Equipment Manufacturer(OEM) intend to manufacturer xEV and wish to avail the benefits offered under FAME India Scheme Phase-II, as notified vide Gazette Notification S.O. No 1300 (E) dated 8th March 2019 and are willing to avail incentives under this scheme.

We, therefore, apply for formal registration with DHI for the scheme namely FAME-India scheme Phase II.

We furnish requisite information/documents.

A. Manufacturer information:

Sl. No.	Particulars	Provide Details	Self-attested copy of relevant documents attached (Y/N/NA)
1.	Name of OEM		
2.	Type of OEM a. Proprietorship or b. Partnership or c. Company		
3.	Company Registration Certificate No. (if applicable)		
4.	GST Registration applicable (Yes/No)		
5.	GST Registration Number		

[Handwritten Signature]
 24/3/2019

6.	PAN Card Number		
7.	Details of R&D Facilities like total annual expenditure on R&D, No of employees, total patent if any, whether R&D facility recognized by any Govt agency etc.	To be attached in a separate sheet.	
8.	Annual Turnover		
9.	MOA & Rules /Partnership Deed	Please attach/upload document along with application	
10.	Registered Office (i) Address, (ii) Phone number, (iii) Fax Number; and (iv) E-mail ID		
11.	Manufacturing Plant (s) (i) Address (s), (ii) Phone numbers (Please specify addresses of all plants manufacturing xEVs)	1. 2. 3.	
12.	i. Name of the Authorized Person ii. Postal Address iii. Telephone/Mobile No; and iv. Email ID		
13.	Bank Details	Account Holder Name: Name of Bank: Name of Branch: Account No: Account Type (SAVING or CURRENT): IFSE Code: MICR Code	
14.	No of Service Stations*	Minimum 25 List and addresses of each service station to be submitted in separate sheet.	

[Handwritten signature]
15/3/20

15.	Manufacturer code (To be allocated by online mechanism under FAME Scheme Phase II)	
16.	Total annual capacity on the date of application for each category of vehicles.	

B. Declaration & Undertaking:

We declare that information provided here-in-above are correct and true to the best of our knowledge and also we undertake to abide by all terms and conditions of the scheme as well as the instructions/guidelines/decisions to be issued/taken by DHI from time to time with respect to the scheme.

Thanking you,

Yours sincerely,

(Signatures of Authorized Signatory)
 Name & Designation
 Manufacturer Name

(Affix the official SEAL)

Date:

Place:



Handwritten signature and date: 22/3/2019

Manufacturer Pre-Registration Form

xEV Model Information to be submitted by Manufacturer
for Pre-Registration with DHI/NAB and submission to Test Agency for Certification

Sl. No.	Particulars	OEM Inputs	Remarks
1.	Manufacturer Name		
2.	OEM Code (if already allocated by DHI/NAB)		
3.	xEV Model Name		
4.	Variant (s) Name	A.	
		B.	
		C.	
		D.	
5.	Vehicle Category (as per CMVR)		
6.	Technology Type		
7.	Fuel Type – Gasoline/Diesel/CNG/LPG (for hybrid vehicles)		
8.	Battery Type/Chemistry and other Battery Parameters		
9.	Battery Power in KWh		
10.	Number of batteries, such as one, two, three (If there are more than one battery then all batteries should compulsory be required to run the vehicle)		
11.	Ex-factory price of the vehicle		
12.	Meeting xEV Technology Functions (Yes/No)	Please attach/upload document along with application	Y
13.	Meeting Qualifying Targets (Yes/No)		
14.	Estimated Incentive Amount		

*Sub
New
27/5/2019*

15.	Name of test agency where vehicle type approval is planned		
16.	Date of vehicle submission to test agency for type approval		
17.	xEV Model Code (To be allocated by DH1/NAB System)		
<p>Note:</p> <p>a) In the Field 5: Specify vehicle category as per CMVR-L1/L2/M1 etc.</p> <p>b) In the Field 6: Specify the "xEV Technology Type": Strong Hybrid or BEV</p> <p>c) In the Field 7: Specify the Fuel Type: Gasoline/Diesel/CNG/LPG (for hybrid vehicles)</p> <p>d) In the Field 8: Specify the Battery Type: Advanced Type, chemistry etc.</p> <p>e) In the Field 12: Specify if the said xEV model meets the required Technology Functions (in yes or no).</p> <p>f) In the Field 13: Specify if the said xEV model qualifies the targets (in yes or no).</p>			

We declare that the above information relating to the xEV model is in accordance with the guidelines of scheme namely FAME-India Scheme Phase II of Government of India. The above information is as per our internal assessment and the same may be further validated by a test agency.

(Signatures of Authorized Signatory)
Name & Designation
Manufacturer Name

(Affix the official SEAL)

Date:
Place:



UNDERTAKING to be submitted by Manufacturers (OEMs) at the time of submitting claims for reimbursement of Demand Incentives from, Department of Heavy Industry

(Draft integrity certificate to be provided/ (uploaded along with claims)
(on the company letter head)

UNDERTAKING

I, -----(name of authorised person) authorized representative/signatory of M/s ----- (name of OEM), manufacturer of hybrid/electric vehicles certify that the Claim No ----- dated----- for total amount of Rs.----- submitted by me online on website www.FAMEINDIA-2.gov.in of Department of Heavy Industry, for the ----- numbers of vehicles of different models as mentioned in the said claim, is as per the provisions of Department of Heavy Industry Notification No. S.O. 1300(E) dated 8th March 2019.

2. It is further certified that -

- a. the incentive amount claimed for each vehicle has been duly passed on to the customer and the amount of said incentive is as per the approved guidelines.
- b. no double or multiple claim has been made for the same vehicle transaction.

3. I, ----- (name of authorised person) authorized representative/signatory of M/s ----- (name of OEM), am entitled to sign this undertaking on behalf of the company.

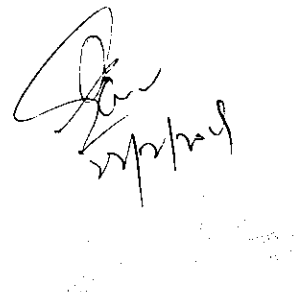
Signatures-----
(Name of authorized representative)
Phone/Mobile No:
E-mail id:

Seal

Date:
Place:

To

The Director
Department of Heavy Industry
Udyog Bhavan,
New Delhi-110011.

A handwritten signature in black ink is written over a circular official stamp. The signature is cursive and appears to be 'S. S. S. S. S.'. The stamp is partially obscured by the signature.

Customer Acknowledgement & Dealer Verification Form

(A)- CUSTOMER ACKNOWLEDGEMENT

I/We hereby undertake that I /my organization as given below have purchased _____ no of vehicle (only one for individual) details of which are given below under FAME India Phase-II Scheme of Government of India and the benefit of admissible incentive amount has/have been received, by way upfront reduction in the cost of vehicle as reflected in the dealer's Invoice.

Information about Vehicle:

S.No.	Particular	Provide Details
1	Name of the Manufacturer	
2	Dealer Name*	
3	Vehicle Model*	
4	Model Variant*	
5	Chassis No.*	
6	Dealer Invoice No.*	
7	Dealer Invoice Amount*	
8	Incentive Amount adjusted in purchase	
9	Total Number of Vehicles purchased	
10	Vehicle Unique Identification Number	1 2

Information about Customer

Customer Name*	
Customer Address*	
Customer ID Proof i.e. Aadhaar Card, PAN Card or Purchase Order	
Customer Address Proof	
Customer Email ID*	
Customer Mobile Number*	
Date of purchase of EV earlier by the Customer, if any	
Whether single purchase OR bulk purchase	
Indicate purpose, in case of bulk purchase	

I/We hereby certify that the Mobile Number given above is functional and is in my name/in name of my family member.

[Handwritten Signature]
22/3/2024

(B)- DEALER VERIFICATION:

We..... (dealer's name), the Authorized dealer of(Manufacturer name) do verify the sale of above said Vehicle to the above named purchaser.

We also confirm that the benefit of INR(Rupees.....only) on account of FAME-India Scheme phase-II for ____ number of vehicles has actually been given to the purchaser in the form of reduced purchase price.

We have also verified the ID, Address proof and Mobile Number of the purchaser and confirm to be correct.

(Signature of Authorized Signatory)
Name & Designation
Dealer Name & Mobile No.

Date:
Place:



Handwritten signature and date: 24/3/2018

F.No. 7(02)/2019-NAB-II(Auto)
Government of India
Ministry of Heavy Industries & Public Enterprises
Department of Heavy Industry

Dated the 29th March 2019

To

All Testing Agencies notified for Phase-II of FAME Scheme

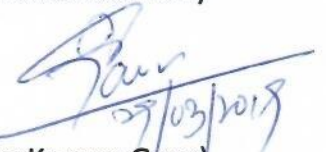
Subject : Phased Manufacturing Programme for xEV Parts for eligibility under FAME India Scheme Phase-II.

Sir/Madam,

In continuation of the operational guidelines for Delivery of Demand Incentive under FAME India Scheme Phase-II issued vide this Department's Letter No. 21(48)/NAB/DIDM/FAME/PHASE-II/2019 dated 22nd March 2019, the undersigned is directed to convey that **all testing agencies notified under this Scheme shall have to ensure strict compliance of Phased Manufacturing Programme (PMP), as pre ANNEXURE , before issue of Eligibility Certificate to OEMs for facilitating registration of their vehicles under Phase-II of FAME India Scheme.**

2. This has approval of the competent authority.

Yours faithfully



(Ajay Kumar Gaur)

Under Secretary to Govt. of India

Tel.No. 23061340

Email : ak.gaur@nic.in

Encl : As Above.

शुभत गौर/AJAY KUMAR GAUR
अध. सचिव/Under Secretary
शुभत उद्योग एवं लोक उद्यम मंत्रालय
Ministry of Heavy Industries & Public Enterprises
शुभत विभाग/Deptt. of Heavy Industry
शुभत भवन, नई दिल्ली-110011
Sh/sg Bhawan, New Delhi-110011

ANNEXURE

Phased Manufacturing Program for xEV Parts for eligibility under FAME Scheme Phase-II

Item Description	Category	e-2W	e-3W	e-3W	e-4W	e-4W	e-Buses
	L1 & L2	L1 & L2	E-Rickshaw & E-Cart	L5	M1	N1	M2/M3
HVAC	NA	NA	NA	NA	B	B	C
Electric compressor	NA	NA	NA	NA	D	D	D
Wheel rim	A	A	A	A	A	A	A
Power and control Wiring harness along with connectors	A	A	A	A	B	B	B
MCB / circuit breakers / electric safety device	A	A	A	A	C	C	C
AC Charging inlet Type 2	NA	NA	NA	NA	C	C	C
DC Charging inlet CCS2 / CHAdeMO	NA	NA	NA	NA	D	D	D
DC charging inlet BEVC DC 001	NA	NA	NA	NA	D	D	NA
Traction battery pack	A*	A*	A*	A*	A*	A*	A*
Wheel rim integrated with Hub motor	B	B	B	B	B	B	B
DC – DC converter	B	B	B	B	C	C	C
Electronic Throttle	C	C	C	C	C	C	C
Vehicle control unit	C	B	C	C	C	C	C
On Board Charger	C	B	C	C	C	C	C
Traction Motor	C	B	C	C	E	E	E
Traction Motor controller / inverter	C	B	C	C	E	E	E

Note: Traction battery pack to be assembled domestically, for which battery cells and associated thermal and battery management system may be imported.

All other Parts, Components, Assemblies or sub-assemblies should be domestically manufactured and assembled. CMVR notified safety components should be tested by the testing agencies notified under rule 126 of CMVR, 1989.

Definitions :

NA – Not Applicable

Code	Effective date of indigenization of parts
A	w.e.f 1 st April 2019
A*	w.e.f 1 st July 2019
B	w.e.f 1 st October 2019
C	w.e.f 1 st April 2020
D	w.e.f 1 st October 2020
E	w.e.f 1 st April 2021

Imported source includes direct as well as indirect import.

Indigenous source implies domestically manufactured / assembled and tested.

Concluded.


 Director, Ministry of Heavy Industries & Public Enterprises
 1st Floor, 1st Floor, Dept. of Heavy Industry
 Bhawan, New Delhi-110011

F.No. 7(02)/2019-NAB-II(Auto)
Government of India
Ministry of Heavy Industries & Public Enterprises
Department of Heavy Industry

Dated the 3rd April 2019

To

All Testing Agencies notified for Phase-II of FAME Scheme

Subject : Phased Manufacturing Programme for xEV Parts for eligibility under FAME India Scheme Phase-II.

Sir/Madam,

In continuation of this Department's communication dated 29th March 2019 on **Phased Manufacturing Programme for xEV Parts for eligibility under FAME India Scheme Phase-II** (copy enclosed), Testing Agencies are advised to follow the following process for issue of certificate of eligibility under FAME India Scheme Phase II :-

- a. To begin with, Testing Agency may ask for the Ex-Factory price of Electric Vehicle model for which OEM seek FAME II eligibility certificate. If this price is lower than threshold price, then testing agency may accept the model for testing.
 - b. Testing Agency then test the vehicle for eligibility criteria notified by D/o Heavy Industry (DHI) from time to time and if vehicle found satisfying all eligibility requirements, testing agency may mention this in Part 1 of eligibility certificate stating that vehicle satisfies required eligibility criteria and fit for inclusion in FAME India scheme Phase II. In this part 1 of certificate, testing agency will also require to specifically mention the amount of incentive particular model is entitled in addition to other technical parameters of the vehicle.
 - c. Subsequently testing agency to verify the phased manufacturing programme guidelines issued by DHI from time to time. Testing agency in part 2 of eligibility certificate clearly specify its observation about parts/components which are satisfying and which are not satisfying as per this guidelines.
 - d. Testing agency then send the Final Eligibility Certificate containing Part 1 and Part 2 to DHI for further necessary action from its end.
 - e. After receipt of the report from testing agency, DHI will place this report before Technical Advisory Committee constituted for the purpose of final approval/disapproval of model for inclusion in the FAME India Scheme Phase II.
2. It may further be informed that DHI is working for issue of notification about procedure for testing of vehicles. By that time, testing agency may follow procedure as mentioned in FAME I and for any other test they may follow internationally accepted procedure.
 3. This has approval of the competent authority.

Encl : As Above.

Yours faithfully

(Ajay Kumar Gaur)

Under Secretary to Govt. of India

Tel.No. 23061340

Email : ak.gaur@nic.in

F.No. 7(06)/2019-NAB-II(Auto)
Government of India
Ministry of Heavy Industries & Public Enterprises
Department of Heavy Industry

Dated the 29th April 2019

To

All Testing Agencies notified for Phase-II of FAME India Scheme

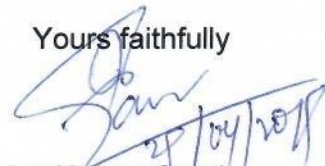
Subject : Phased Manufacturing Programme (PMP) for xEV Parts for eligibility under FAME India Scheme Phase-II – Revision of – Regarding.

Sir/Madam,

In supersession of this Department's earlier communication no. 7(02)/2019-NAB.II(Auto) dated 29th March 2019 on the subject cited above, the undersigned is directed to forward the **Revised Phased Manufacturing Programme (PMP) for xEV Parts for eligibility under FAME India Scheme Phase-II for information and necessary compliance by all Testing Agencies.**

2. This has approval of the competent authority.

Yours faithfully



(Ajay Kumar Gaur)

Under Secretary to the Govt. of India

Tel.No. 23061340

Email : ak.gaur@nic.in

Encl : As Above.

अजय कुमार गौर/AJAY KUMAR GAUR
अवर सचिव/Under Secretary
भारी उद्योग एवं लोक उद्योग मंत्रालय
Ministry of Heavy Industries & Public Enterprises
भारी उद्योग विभाग/Deptt. of Heavy Industry
उद्योग भवन, नई दिल्ली-110011
Udyog Bhawan, New Delhi-110011

Revised Phased manufacturing program for xEV parts for eligibility under FAME India Scheme (Phase-II)

Sr.No.	Category Item Description	e-2W	e-3W	e-3W	e-4W	e-4W	e-Buses
		L1 & L2	E-Rickshaw & E-Cart	L5	M1	N1	M2/M3
1	HVAC	NA	NA	NA	B	B	C
2	Electric compressor	NA	NA	NA	D	D	D
3	Wheel rim	A*	A*	A*	A*	A*	A
4	Power and control Wiring harness along with connectors	A	A	A	B	B	B
5	MCB / circuit breakers / electric safety device	A	A	A	C	C	C
6	AC Charging inlet Type 2	NA	NA	NA	C	C	C
7	DC Charging inlet CCS2 / CHAdeMO	NA	NA	NA	D	D	D
8	DC charging inlet BEVC DC 001	NA	NA	NA	D	D	NA
9	Traction battery pack	A*	A*	A*	A*	A*	A*
10	Wheel rim integrated with Hub motor	B	B	B	B	B	B
11	DC – DC converter	B	B	B	C	C	C
12	Electronic Throttle	C	C	C	C	C	C
13	Vehicle control unit	C	B	C	C	C	C
14	On Board Charger	C	B	C	C	C	C
15	Traction Motor	C	B	C	E	E	E
16	Integrated rear axle including, motor ,motor Controller, transmission system & rear braking system	NA	B	C	NA	NA	NA
17	Traction Motor controller / inverter	C	B	C	E	E	E
18	Instrument Panel	A*	A*	A*	A*	A*	A
19	Windscreen Wiping System	NA	A*	A*	A	A	A
20	Chassis (For e2W and e3W – allowable Imported Content @20%)	A*	A*	A*	A	A	A

Note: Traction battery pack to be assembled domestically, for which battery cells and associated thermal and battery management system may be imported.

- All other Parts, Components, Assemblies or sub-assemblies, other than mentioned above should be domestically manufactured / assembled. CMVR notified safety components should be tested by the testing agencies notified under rule 126 of CMVR, 1989.

Definitions :

NA – Not Applicable

Code	Effective date of indigenisation of parts
A	w.e.f 1 st April 2019
A*	w.e.f 1 st July 2019
B	w.e.f 1 st October 2019
C	w.e.f 1 st April 2020
D	w.e.f 1 st October 2020
E	w.e.f 1 st April 2021

Imported source includes direct as well as indirect import.

Indigenous source implies domestically manufactured / assembled and tested.

(Handwritten Signature)
25/04/2019
Secretary, Ministry of Heavy Industries & Public Enterprises
New Delhi-110011

Dated the 2nd May 2019

CLARIFICATION

Subject : Phased Manufacturing Programme (PMP) for xEV Parts for eligibility under FAME India Scheme Phase-II – Revision of – Regarding.

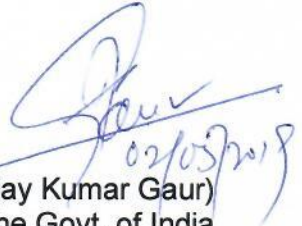
In this Department's communication of even number dated 29th April 2019 on the above subject, the following condition mentioned in the Para 2 of the NOTE (above Definition Clause) appearing in the Table in ANNEXURE thereto -

“ All other parts, components, assemblies or sub-assemblies, other than mentioned above should be domestically manufactured/assembled. CMVR notified safety components should be tested by the testing agencies notified under Rule 126 of CMVR, 1989.”

shall be read as

*“ All other parts, components, assemblies or sub-assemblies, other than mentioned above should be **domestically manufactured and assembled**. CMVR notified safety components should be tested by the testing agencies notified under Rule 126 of CMVR, 1989.”*

2. This has approval of the competent authority.



(Ajay Kumar Gaur)
Under Secretary to the Govt. of India
Tel.No. 23061340
Email : ak.gaur@nic.in

अजय कुमार गौर/AJAY KUMAR GAUR
अवर सचिव/Under Secretary
भारी उद्योग एवं लोक उद्योग मंत्रालय
Ministry of Heavy Industries & Public Enterprises
भारी उद्योग विभाग/Deptt. of Heavy Industry
उद्योग भवन, नई दिल्ली-110011
Udyog Bhawan, New Delhi-110011

To

All Testing Agencies notified for Phase-II of FAME India Scheme.

