

Participants - Group Photograph



Agenda 2.0 Standards and amendments for adoption (Report from AISC Secretariat)

AIS 083 (Rev.1) Headlamp Cleaners

Current status of AIS standard:

AIS 083 (Rev. 1) was approved in the 68th meeting of AISC.

Scope of the Standard:

Headlamp Cleaners of Power Driven Vehicles. Applicable for vehicles with headlamps with light source or light source module having rated luminous flux more than 2000 lm.

Reference Standard: UN R 45



Proposal: Committee may adopt the proposed standard.

Implementation Plan: The standard is notified indirectly through light and light signaling installation standard. Installation standard is under revision and will cross-refer to AIS 083 (Rev. 1).

AIS 100 (Rev.1) Pedestrian Safety

Current status of AIS standard:

AIS 100 (Rev. 1) was approved in the 69th meeting of AISC.

Scope of the Standard:

M1, M2 category vehicles up to 4500 kg and N1 derived vehicles from M1 and M2.

Reference Standard: UN R 127 and UN GTR 9 Amendment 2.

Highlights:

- Scope extended to
 - all M1 category vehicles (earlier it was limited to $M1 \leq 2500$ kg)
 - M2 category vehicles with GVW up to 4500 kg.
 - N1 derived from the said M1 and M2 vehicles. The front part of the vehicle which affects pedestrian safety remains same.
- Replaced TRL (Transport Research Laboratory) impactor with FlexPLI impactor. FlexPLI offers more realistic results.
- Existing models approved with TRL will be allowed to continue extensions with TRL impactor, and testing agencies will continue to maintain TRL test tool for another four years after implementation of revised standard.

Proposal: Committee may adopt the proposed standard.

Implementation Plan: Applicable only for new models after 24 months from the date of notification.



AIS 101 (Rev.1) Protection of Fuel Systems in Rear Impact

Current status of AIS standard:

AIS 101 (Rev. 1) was approved in the 68th meeting of AISC.

Scope of the Standard:

M1 category vehicles.

Reference Standard: UN R 34 and UN R 153.



Highlights:

- AIS-101 is revised incorporating electric vehicles requirements from UN R 153.
- In revised standard mandatory impact speed is retained in line with AIS-101 (i.e. 35-38 km/h) and optionally it is allowed to conduct testing in line with latest UN R 153 (i.e. Impact test speed 50.0 ± 2.0 km/h).

Proposal: Committee may adopt the proposed standard.

Implementation Plan: 1st April 2025 for all models.

AIS 162 Advanced Emergency Braking Systems (AEBS)

Current status of AIS standard:

AIS 162 was approved in the 69th meeting of AISC.

Scope of the Standard:

M2, M3, N2 and N3 category of vehicles

Reference:

UN R 131



Highlights:

- The system takes inputs from forward looking sensing devices such as Radar and/or Camera and sends response such as audio visual warning, haptic warning and autonomous braking in event of envisaged event of collision with preceding vehicle.
- System interacts with various systems like engine, brakes, HMI etc., for inputs.
- Driver can override the system at any point of time and take control over the vehicle.
- Considering speed limit requirements for transport vehicles in India, the test speeds have been modified accordingly as compared to UN Regulation

Proposal: Committee may adopt the proposed standard.

Implementation Plan: 30 months for new model; 36 months for existing model.

AIS 180 Dangerous and Hazardous Goods Vehicles

Current status of AIS standard:

Draft AIS 180 on Dangerous and Hazardous Goods, was approved in the 69th meeting of AISC.

Scope of the Standard:

N category and trailers T3 and T4

Reference Standard: UN R 105 & ADR 2021 (Part 9)



Highlights:

- Earlier the requirements for vehicle of categories N2 and N3 carrying Hazardous goods were covered in Truck Body Code (AIS 093 (Rev. 1)).
- The new standard covers the above requirements and also includes vehicle of category N1, T3 and T4. Standard also covers requirements of Mobile Explosives Manufacturing Unit (MEMU) vehicles. With the approval of this standard AIS 093 (Rev. 1) will be amended to exclude the relevant requirements.
- Additionally, requirement for automatic fire extinguisher system as per AIS-135 for the engine compartment shall be applicable to EX/III & MEMU vehicles.

Proposal: Committee may adopt the proposed standard.

Implementation Plan: 2 years from the date of final notification

AIS 181 Tank Rollover Stability

Current status of AIS standard:

Draft AIS 181 on Tank Rollover Stability, was approved in the 68th meeting of AISC.

Scope of the Standard:

N2, N3 category and trailers T3 and T4

Reference Standard: UN R 111 and AIS 093



Highlights:

- Three test procedures are prescribed in the standard. (OEM to choose any one)
 - Tilt Table test procedure (Option A)
 - Tilt Table procedures / CG based calculation (Option B)
 - Lateral stability calculation (Option C)

Proposal: Committee may adopt the proposed standard.

Implementation Plan: 2 years from the date of final notification along with AIS-180 (Dangerous and Hazardous Goods Vehicles).

AIS 182 ISOFIX Anchorage Systems

Current status of AIS standard:

AIS 182 was approved in the 68th meeting of AISC.

Scope of the Standard: M1 Category of Vehicles.

Reference Standard: UN R 145



Highlights:

- Tests for ISOFIX anchorages
 - Forward direction force test
 - Oblique direction force test
 - Test for i-Size seating position

Proposal: Committee may adopt the proposed standard.

Implementation Plan: Standard is proposed for implementation on "if fitted" basis.

Lead time proposed for implementation : New Models: 1 years from final notification; Existing Models: 2 years but not prior to 1st Oct. 2024.

AIS 184 Driver Drowsiness and Attention Systems

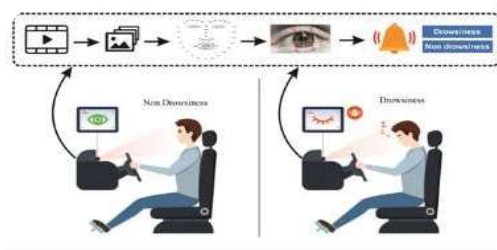
Current status of AIS standard:

Draft AIS 184 on Driver Drowsiness, was approved in the 69th meeting of AISC.

Scope of the Standard:

M, N2 and N3 category of vehicles

Reference Standard: EU 2021/1341



Highlights:

- Karolinska Sleepiness Scale (KSS) is used for assessment. AIS covers alternative methods of PERCLOSE (percentage of eye closure) and EEG (electroencephalogram).
- Upon sleepiness detection, system alerts driver by audio-visual or haptic alarm linked with KSS.
- Cabin Cameras, Lane detection, vehicle state monitoring are used for identifying drowsiness.
- The minimum sensitivity requirement is 40 %.
- N1 category is excluded considering their usage pattern in India and meagre long haul applications.

Proposal: Committee may adopt the proposed standard.

Implementation Plan: Standard is proposed for implementation on “if fitted” basis with a lead time of 12 months from the date of final notification.

AIS 186 Blind Spot Information Systems (BSIS)

Current status of AIS standard:

AIS 186 was approved in the 68th meeting of AISC.

Scope of the Standard:

M2, M3, N2 and N3 category of vehicles.

Reference Standard: UN R 151



Highlights:

- Upon cyclist detection in risk zone (proximity) while turning maneuvers, system alerts driver by audio-visual alarm.
- Tests for detection of blind spot; Optical failure warning signal; Blind spot information dynamic test
Blind spot information static test ; Failure of detection test; Automatic deactivation test

Proposal: Committee may adopt the proposed standard.

Implementation Plan: Standard is proposed for implementation on “if fitted” basis with a lead time of 12 months from the date of final notification.

AIS 187 Moving Off Information Systems (MOIS)

Current status of AIS standard:

AIS 187 was approved in the 68th meeting of AISC.

Scope of the Standard:

M2, M3, N2 and N3 category of vehicles.

Reference Standard: UN R 159



Highlights:

- Upon bicyclist and pedestrian detection in risk zone (proximity) in straight maneuvers from stand still position, system alerts driver by audio-visual alarm.
- Tests for detection of blind spot; Verification of signals; Longitudinal stopping for moving off cyclist test; Longitudinal moving off with cyclist test; Static crossing test; Failure detection test; Automatic deactivation test

Proposal: Committee may adopt the proposed standard.

Implementation Plan: Standard is proposed for implementation on “if fitted” basis with a lead time of 12 months from the date of final notification.

AIS-189 Cyber Security / AIS-190 Software Update

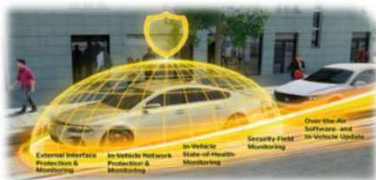
Current status of AIS standard:

AIS 189 (Cyber Security) was approved in the 69th meeting of AISC.

Scope of the Standard:

M, N and T category if fitted with at least one ECU. L7 if above level 3.

Reference Standard: UN R 155



Highlights:

- Addresses protection of automotive electronic systems, communication networks, control algorithms, software, users, and underlying data from malicious attacks, damage, unauthorized access, or manipulation.
- Audit based approval system. A list of threats and vulnerabilities along with categorized mitigations are listed for ensuring the safety of this system, that has to be verified.

Proposal: Committee may adopt the proposed standards.

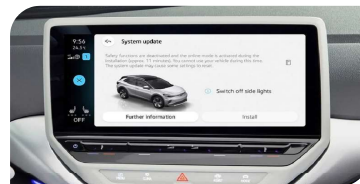
Current status of AIS standard:

Draft AIS 190 (Software update) was approved in the 69th meeting of AISC.

Scope of the Standard:

M, N, T A and C category vehicles.

Reference Standard: UN R 156



Highlights:

- Vehicle software update technology allows specific software updates for certain vehicle components to be downloaded and installed over a wireless connection.
- There is no testing done for software update as per the standard, however the patch that is updated is to be maintained in terms of Software Identification Number (RxSWIN/ AISxSWIM) as per the choice of the manufacturer.

AIS-189 (CSMS) & AIS 190 (SUMS)

Proposed Timeline for Implementation

Vehicle Type	CSMS (Cybersecurity Management Systems)	SUMS (Software Update Management Systems)	Implementation Date	
			New Model	Existing Model
Automation L3 and above	✓	✓	Oct, 24	Oct, 26
OTA enabled vehicles (OTA capable ECUs Other than Infotainment systems and Tracking Devices)	✓	✓	Oct, 27	Oct, 28
All OTA enabled Vehicles.	✓	✓	Oct, 29	
[With Software Update but No OTA]	✓	✓	Oct, 30	
[No Software update, No OTA]	✓	--		

AIS 193 Automotive Vehicles — Steering effort — Method of evaluation

Current status of AIS standard:

AIS 193 was approved in the 68th meeting of AISC.

Scope of the Standard:

M, N and T category of vehicles.

Reference Standard: UN R 79

Highlights:

- AIS 193 is the next level revision of IS 11948:2010. It includes requirements for Automatically Commanded Steering function (ACSF) features.
- ACSF actuates the steering system automatically by evaluating signals possibly in conjunction with passive infrastructure features, to generate continuous control action in order to assist the driver in maintaining a desired lane. ACSF can be categorized as follows:
 - A: operates at a speed ≤ 10 km/h for assistance in low speed or parking maneuvering.
 - B1: keeps the vehicle within the chosen lane, by influencing the lateral movement of the vehicle.
 - B2: keeps the vehicle within its lane by influencing the lateral movement of the vehicle for extended periods without further driver command/confirmation.
 - C: can perform a single lateral manoeuvre (e.g. lane change) when commanded by the driver.
 - D: can indicate the possibility of a single lateral manoeuvre (e.g. lane change) but performs that function only following a confirmation by the driver.
 - E: can continuously determine the possibility of a manoeuvre (e.g. lane change) and complete these manoeuvres for extended periods without further driver command/confirmation.



Proposal: Committee may adopt the proposed standard.

Implementation Plan: Proposed on if fitted basis. Time lines may be deliberated.

AIS 194 Specific Exemptions for Armoured Vehicles

Current status of AIS standard:

AIS 194 was approved in the 68th meeting of AISC.

Scope of the Standard:

M and N Category of vehicle as defined in IS: 14272:2011.

Reference Standard: India Specific Standard.

Highlights:

- Certain exemptions are specified in AIS-194 for armoured vehicles.
 - Requirement for the protection of occupants in the event of an offset frontal collision as per AIS-098, if GVW is greater than 2.5 T.
 - Windscreen wiper and washer systems as per IS 15802:2008 or IS 15804:2008 as applicable, compliance with BS III emission norms is allowed, only Constant Speed Fuel consumption test as per IS 11921:1993 is made applicable. Meeting limits of CSFC is not mandatory, etc.
- Detailed list of exemptions for armoured vehicles is given in Table 1 of AIS-194.

Proposal: Committee may adopt the proposed standard.

Implementation Plan: Standard is notified vide G.S.R. 863(E), dated 1st Dec 2022.



AIS 001 (Part 1) (Rev.2) and AIS 002 (Part 1) (Rev.2)

Current status of AIS standard:

AIS-001 (Part 1) (Rev.2) and AIS-002 (Part 1) (Rev.2) were approved in the 69th meeting of AISC.

Scope of the Standard:

AIS-001 (Part 1) (Rev.2) L, M, N and A with bodywork

AIS-002 (Part 1) (Rev.2) L, M and N with bodywork

Reference Standard: UN R 46

Highlights:

- Modification and addition of new definitions for clarity and inclusion of technological advancements.
- Elaborative requirements for Camera – Monitor System (CMS) as an option.
- Modification in condition / installation requirements for N1 and N3 categories of vehicles, with respect to Class IV to VI devices.
- References of Rear-view Mirrors in CMV Rules for vehicles with bodywork to be replaced by term “Indirect Vision Devices” to enable CMS as an option for Mirrors.

Proposal: Committee may adopt the proposed standard.

Implementation Plan: 18 months from the date of notification.



AIS 178 Adapted Vehicles

Current status of AIS standard:

AIS 178 was approved in the 69th meeting of AISC.

Scope of the Standard: L1, L2, L5M and Tri-cycles

References:

L1 and L2: MoSRTM resolution RT-11012/12/01-MVL

L5M: MoRTH Advisory RT-11036/06/2019-MVL, ISO 10542

Tri-cycles: IS 17154: 2019 and ISO 7176



Highlights:

- Approval of adapted vehicles and retro fitment / adaption kit
- Types of Physical disabilities that can be considered
- Provisions related to wheelchair accessibility
- Requirements for detachable tricycles including requirements for joining and separation arrangement
- REESS compliance as per AIS 156 / AIS 038 (Rev. 2).
- Tricycle manufacturer has requested to exempt detachable tricycle combination from registration and driving license.

Proposal: Committee may adopt the proposed standard.

Implementation Plan: 12 months from the date of final notification.

AIS 183 Three Wheeled Moped of L1-1 Category

Current status of AIS standard:

AIS 183 was approved in the 68th meeting of AISC.

Scope of the Standard: Three Wheeled Moped of L1-1 Category

Reference Standard: EU 168/2013



Highlights:

- Vehicle to be available in Gasoline, Diesel and Electric powertrains.
- Vehicles with additional pedal assistance are excluded.
- Safety requirements such as ABS, CBS, AHO / DRL are included.
- Due to three wheels and more stability, it will be helpful for elderly people and physically disabled.

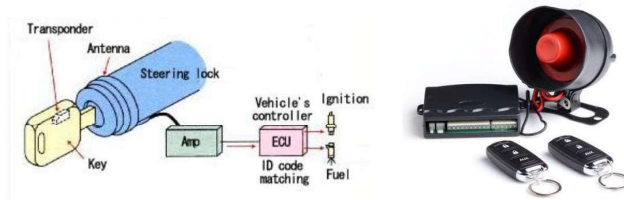
Proposal: Committee may adopt the proposed standard.

Implementation Plan: 12 months from the date of final notification.

Current status of AIS standard:

AIS 076 is published and notified on if fitted basis.

Scope of the Standard: M1 and N1




Highlights:


- Immobilizer" means a device which is intended to prevent normal driving away of a vehicle under its own power (prevention of unauthorized use).
- Vehicle Alarm System" (VAS) means a system designed to indicate intrusion into or interference with the vehicle; these systems may provide additional protection against unauthorized use of the vehicle.
- Addresses concern on vehicle theft.

Proposal:

- Mandate the requirement for M1 category vehicles. N1 category vehicles are excluded from mandatory fitment considering the nature of application.

Implementation Plan: 9 months from the date of final notification.

 Approved Amendments to AIS			
Sr. No.	Amd. Nos.	Title of AIS standard	Nature of amendment
1.	Amendment 11 to AIS-007 (Revision 5)	Technical Information to be submitted by vehicle manufacturer	An amendment is proposed to add parameters related to OBD-II specifications for two and three wheeled vehicles and parameters related to Phase-2 implementation of CEV safety norms.
2.	Amd 2 to AIS-004 (Part 3)	Automotive Vehicles Requirements for Electromagnetic Compatibility	Amendment is proposed to align vehicle narrowband reference limits in line with 06 series of amendment to UN R 10, when measurements are made using the method described in Annex 3 using a vehicle-to-antenna spacing of 10.0 ± 0.05 m and 3.0 ± 0.05 m.
3.	Amd 1 to AIS-004 (Part 3) (Rev.1)		
4.	Amendment 3 to AIS-009	Automotive Vehicles - Installation Requirements of Lighting and Light-Signalling Devices for 2 and 3 Wheelers, their Trailers and Semi-Trailers	Amendment is with respect to installation requirement of rear position lamps to for E-Rickshaw and E-Carts, wherein the separation distance requirements between two rear lamps is removed. The provision is in line with those given in AIS-008 and EU Regulation 03/2014.
5.	Amendment 4 to AIS-009 (Revision 1)	Automotive Vehicles - Installation Requirements of Lighting and Light-signalling Devices for L Category Vehicles, their Trailers and Semi-Trailers	Amendment is with respect to <ul style="list-style-type: none"> Installation requirement of rear position lamps to for E-Rickshaw and E-Carts, wherein the separation distance requirements between two rear lamps is removed. The provision is in line with those given in AIS-008 and EU Regulation 03/2014. Mandate fitment of direction indicators lamp on L1 category of vehicles with speed exceeding 25 km/h.

 Approved Amendments to AIS			
Sr. No.	Amd. Nos.	Title of AIS standard	Nature of amendment
6.	Amendment 2 to AIS-017 (Part 6)	Whole Vehicle Safety CoP (WVSCoP)	Amendment is carried out to streamline first CoP period and is defined to start from 7th December 2022 and end on 31st March 2025. This will link CoP period with financial year in line with other CoP in practice (component CoP and emission CoP).
7.	Amendment 2 to AIS-024 and AIS-028 (Rev. 1)	Safety and Procedural Requirements for Type Approval of Gaseous Fueled Vehicles	Amendment to AIS-024 (Rev.1) (Part A) is proposed to add information to be provided by retrofitter for BS VI CNG kit.
8.	Amendment 3 to AIS-024 and AIS-028 (Rev. 1)		Amendment is proposed <ul style="list-style-type: none"> To delete separate label of Bio-CNG since Bio CNG is notified as an alternate fuel to CNG and therefore CNG sticker is sufficient to recognize both CNG as well as Bio CNG vehicle. To add definitions of kit manufacturer, parent vehicle and gas kit in AIS-028 (Rev.1) (Part A).
9.	Amendment 8 to AIS-025 (Version 3)	Safety and Procedural requirements for Type Approval of LPG Operated Vehicles	Amendment to AIS-025 (Version 3) is proposed to add information to be provided by retrofitter for BS VI LPG kit.

Approved Amendments to AIS

Sr. No.	Amd. Nos.	Title of AIS standard	Nature of amendment
10.	Amendments 2 and 3 to AIS-038 (Revision 2)	Specific Requirements for Electric Power Train of Vehicles Part I: Requirements of a Vehicle with Regard to Specific Requirements for the Electric Power Train Part II: Requirements of a Rechargeable Electrical Energy Storage System (REESS) with Regard to its Safety	Amendment is proposed to add design and manufacturing guidelines for Traction Battery (REESS) of M, N Category Electric Power Train Vehicles.
11.	Amendment 13 to AIS-052 (Rev.1)	Code of Practice for Bus Body Design and Approval	Amendment is proposed to allow installation of emergency doors at the rear face of buses in case of electric power train.
12.	Amendment 1 to AIS-059	Automotive Vehicles – Recording Equipment in Road Vehicles (Tachograph)	Amendment is proposed will allow the option of use of digital tachographs.
13.	Amendment 6 to AIS-065	Statutory Plates and Inscription for Motor Vehicles, their location and Method of attachment – Vehicle Identification Numbering System	VIN number shall be present on vehicle till end of life of vehicle. In some case this VIN number may be placed near location where there will be wear or tear due to friction between moving parts like clutch, brake, accelerator. Amendment is proposed to avoid such placement of VIN.

Approved Amendments to AIS

Sr. No.	Amd. Nos.	Title of AIS standard	Nature of amendment
14.	Amendment 3 to AIS-084 (Parts 1)	Automotive Vehicles – Performance requirements of Demisting Systems of Glazed Surfaces (Windscreen) of Motor Vehicles	Amendment covers changes required in, provisions for clarity on electric vehicles test procedures and annexure on information to be submitted by applicant.
15.	Amendment 3 to AIS-084 (Parts 1)	Automotive Vehicles – Performance requirements of Defrosting Systems of Glazed Surfaces (Windscreen) of Motor Vehicles	
16.	Amendment 4 to AIS-099	Approval of Vehicles with regards to the Protection of the Occupants in the event of a Lateral Collision	Amendment covers clarity with respect to post crash door opening.

ARAI® Progress through Research		Approved Amendments to AIS	
Sr. No.	Amd. Nos.	Title of AIS standard	Nature of amendment
17.	Amendment 7 to AIS-113	Code of Practice for Type Approval of Trailers / Semi-trailers of categories T2, T3 and T4 being towed by Motor Vehicles of categories N2 and N3	<ul style="list-style-type: none"> In case of BS VI tractors and considering increase in maximum allowable axle loads, for load balancing, location of fifth wheel coupling is moved towards driver's cabin. This design of combination is such that for meeting requirement of 2.7 m specified in IS 14682, fouling of front edge of side guard and tractors takes place while turning maneuvers. This amendment is proposed to resolve such problem. This is also in line with approach as per latest amendment in UN R 73 which partially exempt the SUPD requirement in case of practical or operational difficulties.
18.	Amendment 1 to AIS-137 (Part 1)	Test Method, Testing Equipment and Related Procedures for Type Approval and Conformity of Production (COP)	Amendment is proposed to add provisions for Onboard Diagnostic (OBD) II.
19.	Amendment 2 to AIS-137 (Part 1)	Testing of L2 category Vehicles for Bharat Stage VI emission norms as per	Ethanol blend E12 and E15 are notified vide G.S.R 728 (E) dated 11th October 2020 and flex fuel E20 is notified vide G.S.R. 156 (E) dated 8th March 2021. Amendment is proposed to add these alternate fuel provisions.
20.	Amendment 3 to AIS-137 (Part 1)	CMV Rules 115, 116 and 126	Amendment is proposed to include clause 2.5 related to Butane Loading to Breakthrough in Appendix 2.1, Chapter 4 of AIS-137 (Part 1) which was inadvertently missed.


ARAI® Progress through Research		Approved Amendments to AIS	
Sr. No.	Amd. Nos.	Title of AIS standard	Nature of amendment
21.	Amendment 1 to AIS-137 (Part 2)	Test Method, Testing Equipment and Related Procedures for Type Approval and Conformity of Production (COP)	Amendment is proposed to add provisions for Onboard Diagnostic (OBD) II.
22.	Amendment 2 to AIS-137 (Part 2)	Testing of L5 Category Vehicles for Bharat Stage VI (BS VI) Emission Norms as per CMV Rules 115, 116 and 126	Ethanol blend E12 and E15 are notified vide G.S.R 728 (E) dated 11th October 2020 and flex fuel E20 is notified vide G.S.R. 156 (E) dated 8th March 2021. Amendment is proposed to add these alternate fuel provisions.
23.	Amendment 3 to AIS-137 (Part 2)		<p>Manufacturers are coming up with India specific technologies, especially for L5 category vehicles, to reduce emissions, for example injecting a fluid (water) during combustion which is stored in a separate tank.</p> <p>Currently there are no provisions in AIS standard to evaluate OBD performance of such systems.</p> <p>Amendment is proposed to include separate requirements for such technologies based on the existing DEF reagent evaluation requirements.</p>


ARAI® Progress through Research		Approved Amendments to AIS	
Sr. No.	Amd. Nos.	Title of AIS standard	Nature of amendment
24	Amendment 5 to AIS-137 (Part 3)	Test Method, Testing Equipment and Related Procedures for Type Approval and Conformity of Production (COP) Testing of M and N Category Vehicles having GVW not exceeding 3500 kg for Bharat Stage VI (BS VI) Emission Norms as per CMV Rules 115, 116 and 126	Amendment is proposed for following reasons: <ul style="list-style-type: none"> To delete reference of G.S.R. 954(E) dated the 4th October, 2016, and G.S.R 1461(E) dated 27th November, 2017 from clause 1.1 since all BS VI vehicles need to comply with the requirements as per 115(18(ii)) and 115(G). To add clarity for using Ethanol blended Gasoline in case of RDE testing. In such cases, Ethanol blending level shall be similar to reference fuel grade used for Type I test. (example: in case of E10 reference fuel, RDE test fuel shall be as per E10 grade specified in IS:2796).
25.	Amendment 6 to AIS-137 (Part 3)		Ethanol blend E12 and E15 are notified vide G.S.R 728 (E) dated 11th October 2020 and flex fuel E20 is notified vide G.S.R. 156 (E) dated 8th March 2021. Amendment is proposed to add these alternate fuel provisions.
26.	Amendment 7 to AIS-137 (Part 3)		Amendment is proposed to add procedure for retro fitment of CNG / Bio CNG / LNG and LPG kit on BS VI vehicles.

ARAI® Progress through Research		Approved Amendments to AIS	
Sr. No.	Amd. Nos.	Title of AIS standard	Nature of amendment
27.	Amendment 1 to AIS-137 (Part 6)	Administrative Procedure for Type Approval and Conformity of Production for M and N Category Vehicles, Two and Three Wheelers and Agricultural Tractors / Construction Equipment Vehicles (CEVs) / Power Tillers / Combine Harvesters Engines as per CMV Rules 115, 116 and 126.	Some OEM due to their changed business model in keeping with current trends, have started dispatching vehicles directly from manufacturing units to end user bypassing dealerships and warehouses. This amendment is to proposed to bring clarity with respect to random COP selection in such cases.
28.	Amendment 1 to AIS-137 (Part 7-A1 and A2)	Test Method, Testing Equipment and Related Procedures for Type Approval and Conformity of Production (CoP) testing of Agricultural Tractors, Construction Equipment Vehicles (CEVs) & Combine Harvesters for Emission Norms as per CMV Rules 115 and 126 Part-7 - A1 : Bharat Stage (CEV/TREM) - IV Part-7 - A2 : Bharat Stage (CEV/TREM) – V	In the 64th SCOE meeting, Secretariat had informed about the difficulties in COP selection of CEV for CEV Stage-IV and CEV Stage-V, as different components like engine, ATS, ECU, etc. may be supplied to the vehicle plant by different vendors and also selection of engine for COP from vehicle poses unique challenges. Amendment is proposed to add option of Engine Plant / Warehouse while selecting engine for CoP.

ARAI® Progress through Research		Approved Amendments to AIS	
Sr. No.	Amd. Nos.	Title of AIS standard	Nature of amendment
29.	Amendment 1 to AIS-137 (Part 9)	Test method, Testing Equipment and Related Procedures for Type Approval and Conformity of Production (CoP) Testing of Quadricycle (L7 category) vehicles for Bharat Stage VI Emission Norms as per CMV Rules 115, 116 and 126	Amendment is proposed to add provisions for Onboard Diagnostic (OBD) II.
30.	Amendment 1 to AIS-139	Specific Requirements for Double Deck Buses	Amendment is proposed for bringing clarity on window dimensional requirements specific to upper deck.
31.	Amendment 1 to AIS-142	Evaluation of Tyres with Regard to Rolling Sound Emissions and/or to Adhesion on Wet Surfaces and/or to Rolling Resistance	Amendment is proposed to align the atmospheric conditions for wet grip measurement for snow tyres in line with latest supplement of UN R117.
32.	Amendment 6 to AIS-145	Additional Safety features for Category M & N Vehicles	Amendment is proposed to mandate seat belt reminder (SBR) for all front facing seats in M1 category vehicles.

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32.	Amendment 6 to AIS-145	Additional Safety features for Category M & N Vehicles	Amendment is proposed to mandate seat belt reminder (SBR) for all front facing seats in M1 category vehicles.

 Approved Amendments to AIS			
Sr. No.	Amd. Nos.	Title of AIS standard	Nature of amendment
33.	Amendment 2 to AIS-146	Requirements applying to Stands fitted in two wheeled motor vehicles	Amendment is proposed to supplement the existing self-declaration clause, with respect to retention system tests, with internal tests reports with photographs and address of the test facility or test reports from testing agency.
34.	Amendment 1 to AIS-150	Requirements for Approval of Vehicles of Categories M2, M3, N and T with Regard to Braking	Type I buses are exempted under the standard for test of Electronic Stability Function. Same clarity for school Buses derived from Type I and Tarmac Bus is proposed through this amendment.
35.	Amendments 2 and 3 to AIS-156	Specific Requirements for L Category Electric Power Train Vehicles Part I: Requirements of a Vehicle with Regard to its Electrical Safety Part II: Requirements of a Rechargeable Electrical Energy Storage System (REESS) with Regard to its Safety	Amendment is proposed to add design and manufacturing guidelines for Traction Battery (REESS) of M, N Category Electric Power Train Vehicles.
36.	Amendment 2 to AIS-160	Safety Requirements for Construction Equipment Vehicle(s)	This amendment is proposed to delete references of IS/ISO 13766 - Part 2 (EMC) for CEV's as these requirements are nullified in the EEC directive 2019/1326.
37.	Amendment 3 to AIS-160		Amendment is proposed for adding test procedures for noise testing for the machineries that does not come under the scope of IS/ISO 6165:2012 but are covered under CMV rule 2.

 Report from AISC on Running Subjects			
Sr. No.	Amd. Nos.	Title of AIS standard	Nature of amendment
38	Amd. 2 to AIS 129.	End of Life Vehicles	Amendment 1 to AIS 129 was published to align AIS 129 with the text of Scrappage Policy issued by MoRTH. With Amendment 1 the scope of AIS 129 was extended to L5, L7, M2, M3, and N category vehicles. Considering the change in scope of AIS 129 the required changes to AIS 129 were addressed in Amendment 2 to AIS 129.


SIAM

Society of Indian Automobile Manufacturers
Building the Nation, Responsibly


Level Playing Field for OE & Non-OE built buses


61st CMVR-TSC Meeting
17th May 2023
New Delhi

1

Major CMVR Rules and Regulations for Buses (OEM & Non- OE Bus Body Builders)				 Society of Indian Automobile Manufacturers Building the Nation, Responsibly	
Regulatory Requirement	Features of Standard	Buses built by OEMs	Buses Built by Non-OE Body Builders	Lack of harmony in CMVR	
AIS-052 (Rev-1) Bus Body Code	Covers standardized Bus Constructional features & addresses critical areas viz. Seating/standing layout, Entry/exit door, Emergency exits, Window frames, Gangways, Steps, Seats, Lighting, Driver's work area, Rollover, Destination board etc.	Mandatory Type approval by CMVR notified Type Approval Agencies	Self-certification	Yes	
AIS-153 Additional requirements for bus construction	Covers various additional Requirements for Bus Construction viz. Engine Power to GVW ratio, Acceleration, Interior noise, Vibration, Harshness, requirements for accommodation & accessibility for passengers of reduced mobility, Fire protection requirements, Emergency Lighting, MuX for 24V, ESC etc.	Compliance mandated for buses with seating capacity > 22P+D built by OEMS only	Compliance NOT required	Yes	
AIS-135 FDAS	Fire detection & alarm systems for Buses	Applicable for Type I & II buses (Seating capacity > 22P+D) built by OEs	Fitment & Compliance NOT required	Yes	
AIS-063 School Bus Code	Specific requirements for School Buses over & above Bus Code Requirements	Mandatory Type approval by CMVR notified Type Approval Agencies for Bus Body Code along with specific requirements laid down in these standards as well.	Compliance to these specific standards needs to be obtained from Test agencies however compliance to basic bus code requirements is still through Self Certification	Yes	
AIS-119 Sleeper Coaches	Specific requirements for Sleeper Coaches over & above Bus Code Requirements				
AIS-139 Double Deck Buses	Specific requirements for Double deck buses over & above Bus Code Requirements				
AIS-031 (Strength of Superstructure)	This standard specifies the requirement of strength of the bus superstructure for the protection of occupants of the bus.	Mandatory compliance by CMVR notified Type Approval Agencies	Self-certification	Yes	

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Self-certification provision for Buses built by Non-OE body Builders – Critical gaps	 <small>Society of Indian Automobile Manufacturers</small> <i>Building the Nation, Responsibly</i>
<ul style="list-style-type: none"> ❖ Form 22B (Self-declaration given by Body Builder to RTO) does not include all the items mandated as per CMVR for Bus Body Builders. ❖ It is proposed to include following missing items in Form 22B: <ul style="list-style-type: none"> ○ Safety glass [IS 2553 (Part 2) (Revision 1):2019] ○ Flammability [IS 15061: 2002] ○ Seats & its anchorage [AIS 023: 2005] ○ Interior fitting [AIS 047: 2009] ○ Reverse park assist [AIS 145: 2018] ○ FDAS / FDSS / FAS / FPS [AIS 135: 2016] ○ Vehicle location tracking device [AIS 140: 2016] 	<small>Click to edit Master title style</small> 3

Differentiation due to Enforcement : CMVR Type Approval Vs Self-certification	 <small>Society of Indian Automobile Manufacturers</small> <i>Building the Nation, Responsibly</i>
<p>Concerns :</p> <ul style="list-style-type: none"> • Self-certification is allowed as per CMVR Form 22B for the Buses built by Non-OE Bus Body Builders whereas OE built buses needs to be type approved by Test Agencies. In order to bring harmonisation to a certain extent between OE & Bus Body Builders, there is need for some checks by authorised third party for cross verifying the compliance aspects based on the Self-Certification and declaration made by Non-OE Bus Body Builders. • FDAS/FDSS for School Buses: Due to lack of awareness at the RTOs and non inclusion of FDAS/FDSS checks in form 22B, Non-OE Bus Body Builders are giving false impression to the customers, fleet operators that FDAS/FDSS requirement is not applicable to the school buses. Thus the school buses are being manufactured by Non-OE body builders without provisioning of FDSS/FDAS and are continued to be registered by RTOs across States & UTs • FAS & FPS : Non-OE Bus Body Builders may try to follow the similar practices (as mentioned in point 2) during enforcement of recently notified additional provisions of 'Fire Protection in Occupant Compartment i.e. FAS & FPS' of AIS-135 for Type III & School buses which is applicable from 1st October, 2023 for both OE/non OE body builders. 	<small>Click to edit Master title style</small> 4

Proposed Way Forward



- The proportion of non-OE built to OE built buses is in the ratio of 80:20 and thus the current lack of harmony in in CMVR introduces asymmetry and skewedness (lack of level playing) in bus products. This situation makes the buses built by non-OE body builders more viable to the prospective customers and fleet operators on account of affordability. Thus, the overall objective & intent of Gol is not getting realized entirely. Hence, this situation calls for course correctives to achieve intended Safety Benefits.
- CAE verification done by the non-OE body builders will have to be verified by authorized agencies to confirm AIS-031 is entirely complied with. Thus, there is need for ensuring AIS-031 applicability by deleting the self certification clauses in CMVR to create harmonization and overall level playing field.
- MoRTH is requested to issue suitable directives to Transport Commissioners of State Govts. and UTs for effective implementation & enforcement of FDAS/FDSS/FPS/FAS requirements during non-OE fully built Bus registration.

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5



ICAT's Proposal on Three - Wheeled Agricultural Tractor



16th May, 2023

Three -Wheeled Agricultural Tractor

Background

- ICAT received a request for CMVR approval of Three-Wheeled tractor from one of the tractor manufacturer.
- ICAT did the study and performed CMVR Tests applicable on 4-wheeled Agricultural Tractor.
- ICAT presented the proposal in 60th CMVR-TSC, Highlights of which are following –
 - ICAT highlighted the difference in definitions of Agricultural Tractors in European Directive, IS standard and CMV Rules and expressed that CMVR definition restricts the agricultural tractors to be only four wheeled whereas European Directive and IS standard has no such restriction.
 - Outcome of various tests conducted by ICAT on a three wheeled agricultural tractor was presented. Additionally, stability test was performed to ensure added safety.
 - ICAT proposed that suitable changes may be done in CMVR so that three wheeled tractors may be certified.
 - Members from TMA agreed with the proposal and expressed that three wheeled tractors would be useful for farmers with small land holding and it will avoid damage to roots of plants in the farm.
 - It was also informed that three wheeled tractors are available in Europe and US.
 - Shri K. K. Kapila expressed that since these tractors would also ply on roads they shall be fitted with reflective tapes to enhance visibility.
- Committee noted the information. It was agreed to adopt the proposal and that suitable action will be taken in this regard.

ICAT's Proposal



1. **Amendment in definition of Agricultural Tractor in CMV Rule 2 as per CMVR provisions and in line with IS 14272-2011.**
2. **Inclusion of additional Tests for Three-Wheeled Agricultural Tractor under CMV Rule 98(B) /124(A);**
 - 2.1. Stability Test in line with Cl. No. 6.2 AIS-052 under CMV Rule 98(B) or 124A (14).
 - 2.2. Approval of Vehicles with regard to their Protection against Unauthorized use in line with AIS-074 under CMV Rule 98(B) or 124A (15)
 - 2.3. Alternatively for 2.1 & 2.2 above, new AIS may be drafted for Stability, Geometry, Roll Over Protection System and Prevention of Unauthorized use for safety of three wheeled agricultural tractor.
3. **Changes in CMV Rule 95(A) to include provision of compliance of **Front Tyre** of Three Wheeled Agricultural Tractor as per IS:15627 or 15633 or 15636.**
4. **New AIS may be drafted for covering specific provisions related to Lighting & Light Signaling Devices (Rule 102, 108, 104B), Fitment of Reflectors etc. along with tests proposed at Sr. No. 2.1 & 2.2 above.**

ICAT's Proposal



5. **The Scope of all related AIS and IS regulations may be reviewed for required changes to accommodate Three-Wheeled Agricultural Tractors.**
6. **The tyre sizes and corresponding load ratings for Three Wheeled Agricultural Tractors to be included in IS:13154 as amended from time to time.**
7. **The category of Three Wheeled Agricultural Tractor shall remain as "A" as per Amendment No. 3 of IS:14272-2011. Suitable changes may be done in Rule 2(ic) to avoid any confusion with definition of L5 category vehicles.**

ICAT's Proposal



1. Amendment in definition of Agricultural Tractor in CMV Rule 2 as per CMVR provisions and in line with IS 14272-2011

Reference Rule /Clause	Existing Definitions / Clause	Proposed Changes	Justification
CMV Rule 2 (b)	"agricultural tractor" means any mechanically propelled 4-wheel vehicle designed to work with suitable implements for various field operations and/or trailers to transport agricultural materials. Agricultural tractor is a non-transport vehicle.	"Agricultural and Forestry Tractor" means a power-driven vehicle, either rubber wheeled or rubber track laying, which has at least two axles, whose function depends essentially on its tractive power, and which is specially designed to pull, push, carry or actuate certain implements, machines or trailers intended for use in agriculture or forestry subject to the conditions specified in para 3.2 of [IS 14272-2011], as amended from time to time. Such a tractor may be arranged to carry agricultural load and attendants* or both and driving of such vehicle on public road is incidental.	To make provision for Three-wheeled agricultural tractor in CMVR and in line with IS 14272-2011. * Needs Discussion on attendants

ICAT's Proposal



2.1. Inclusion of additional Tests for three-wheeled tractors under CMV Rule

Reference Rule /Clause	Existing Definitions / Clause	Proposed Changes	Justification
CMV Rule 98 (B) Or CMV Rule 124A (14)	NEW	On and after 1 st April,, all three-wheeled agricultural tractors shall undergo Stability Test as per Para 6.2 of AIS-052:2004*, as amended from time to time.	Considering the stability factors owing to three wheels instead of four wheels, stability test has been proposed from safety perspective.

**Alternatively, new AIS may be drafted for Stability, Geometry, Roll Over Protection System and Prevention of Unauthorized use for safety of three wheeled agricultural tractor.*

ICAT's Proposal



2.2. Inclusion of additional Tests for three-wheeled tractors under CMV Rule

Reference Rule /Clause	Existing Definitions / Clause	Proposed Changes	Justification
CMV Rule 98 (B) Or CMV Rule 124A (15)	NEW	On and after 1 st April,, all three wheeled agricultural tractors having handle bar shall confirm to AIS-074-2005*, as amended from time to time.	To prevent unauthorized usage of vehicles due to fitment of handle bar, reference has been taken from applicable regulations of similar three wheel vehicles i.e. AIS:074-2005

**Alternatively, new AIS may be drafted for Stability, Geometry, Roll Over Protection System and Prevention of Unauthorized use for safety of three wheeled agricultural tractor.*

3. The Scope of all related AIS and IS regulations may be reviewed for required changes to accommodate three-wheeled agricultural tractors



Thank You

Three-Wheeled Tractor



International Centre for Automotive Technology

9

Three-Wheeled Tractor



International Centre for Automotive Technology

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Test Summary



Test Parameter	Measured	Limit as per standard
AIS 116 (Max Speed)	20.4	NA
Brake (IS 12061:1194) (IS 12204:2014)	Stopping Distance: 6.22 m Measured Dec: 3.86 m/s ²	Stopping Distance: 10 m Measured Dec: 2.5 m/s ²
AIS 115 (Part 2):2009 Sound Level at Bystander	85 db(A)	88 db(A)
AIS-115 (Part 1):2009 Driver-Perceived Noise Level	91 db(A)	92 db(A)
IS 11859 (2004) Turning circle diameter & Turning circle clearance diameter (Without brake)	TCD:4.9 m TCCD: 5.5 m	NA
AIS 107:2009 Field of vision	Masking effect covers the inside and outside sector of vision	Number of masking allowed: For inside sector of vision-2 For outside sector of vision-1

Test Summary





Test Parameter	Measured	Limit as per standard															
AIS-114 : 2009 Rear View Mirrors Installation	<ol style="list-style-type: none"> 1. Height of exterior RVM: 1.4m 2. RVM is within width of the tractor 3. RVM unsteady due to vibration at 80% max speed 4. RVM is adjustable in driving position 5. Field of vision is ok for right hand exterior RVM 	<ol style="list-style-type: none"> 1. Height of exterior RVM: 2m 2. RVM projection beyond width: 0.2 m 3. RVM remains steady at 80% max speed 4. RVM is adjustable in driving position 5. Field of vision is ok for right hand exterior RVM 															
AIS 030 (Rev 01):2012 Installation requirement for lighting and light signalling devices	No discrepancies were found																
Tilt Angle (Degree) @0.25°/s The vehicle shall be tilted at very low rates of 0.25 °/s or less	ICAT Proposal: To mandate limit of 28 degrees for Stability Test	<table border="1"> <thead> <tr> <th colspan="3">Observed results</th> </tr> <tr> <th>Sr. No.</th> <th>Left</th> <th>Right</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>29°</td> <td>30.6°</td> </tr> <tr> <td>2</td> <td>29°</td> <td>30.4°</td> </tr> <tr> <td>3</td> <td>29°</td> <td>30°</td> </tr> </tbody> </table>	Observed results			Sr. No.	Left	Right	1	29°	30.6°	2	29°	30.4°	3	29°	30°
Observed results																	
Sr. No.	Left	Right															
1	29°	30.6°															
2	29°	30.4°															
3	29°	30°															


Agenda 4.0


Report from AISC on Running Subjects


Report from AISC on Running Subjects			
Agenda Item	Topic	Current status	Tentative timeline for completion
4 (i)	Revision of standards on light and light signalling devices	<p>Alignment of standards on performance and installation of light and light signaling devices is under progress.</p> <p>Under UNECE various light and light signaling devices were regrouped in 3 UN R(s) viz., UN R 148, UN R 149 and UN R 150. In India too, domestic standards in line with these UN R(s) are being prepared and are nearing finalization. These will be put up for approval in the next meeting of AISC.</p> <p>Additionally, domestic light installation standards are taken up for revision to align with respective UN Regulations.</p>	6 Months
4 (ii)	Revision of standards on crash testing	Existing standards viz., AIS-098 and AIS-099 are under revision to align scope of standard with respective UN Regulation i.e. to include vehicles upto 3.5 t GVW. AIS-101 is under revision to include gaseous fuel vehicles.	2 months (AIS-098 & AIS-099) 6 months for AIS-101 (Rev. 2)
4 (iii)	Full frontal collision	Standard formulation in line with UN R 137 is under progress. It is proposed that standard will be applicable to only M1 category vehicles and that N1 category vehicle due to the nature of its application shall be left out from the scope of the standard.	2 months
4 (iv)	Advanced Emergency Braking Systems (AEBS) for M1, N1	The standard is nearing completion.	2 months


 Report from AISC on Running Subjects				
Agenda Item		Topic	Current status	Tentative timeline for completion
4 (v)	Lane Departure Warning System (LDWS)	The technical work on the standard is completed. Technical Panel will be submitting tis finalized proposal in the next meeting of AISC.		4 months
4 (vi)		Lane Keeping System	The standard is under preparation in two parts viz., Part 1 for ELKS and Part 2 for ALKS. Work on Part 1 is completed and will be submitted in the next meeting of AISC. The standard is applicable to M1 category vehicles.	4 months for ELKS Timelines to be discussed for ALKS
4 (vii)		Event Data Recorder (EDR) and Data Storage for Automated Driving (DSSAD)	Technical Panel is working on preparing a standard on EDR in line with UN R 160. The standard is applicable to M1 category vehicles. For DSSAD UN R is yet to be formulated.	4 months for EDR


 Report from AISC on Running Subjects				
Agenda Item	Topic	Current status		Tentative timeline for completion
4 (viii)		Artificial Intelligence		---
4 (ix)		Advanced Driver Assist Systems (ADAS) / Dynamic Control Assist Systems (DCAS)		---
4 (x)		Functional Requirement for Automated Vehicles (FRAV) Validation methods for automated Driving (VMAD)		---
4 (xi)	Replacement Wheels for Passenger Cars and their Trailers.	Technical Panel is working on preparing a standard in line with UN R 124.		2 Months
4 (xii)	Requirements for 2 and 3 Wheeled Electric Vehicles with respect to their Reduced Audibility.	The panel is deliberating on the need for a standard for 2 and 3 wheeled electric vehicles. The standard for 4 wheeled vehicles in line with UN R 138 is already proposed for implementation under CMVR.		6 Months

 Report from AISC on Running Subjects			
Agenda Item	Topic	Current status	Tentative timeline for completion
4 (xiii)	Battery Durability	Standard in line with UN GTR 22 is under formulation. The standard specifies methods for monitoring traction battery over the time and sets minimum performance requirements for the durability of the battery.	6 Months
4 (xiv)	Safety and Procedural requirements for type approval of Hydrogen Powered Vehicles (Liquid / compressed gaseous hydrogen).	The finalized draft standard is submitted by the technical panel to the Secretariat for putting up for approval in the next meeting of AISC.	2 Month
4 (xv)	Alignment of Agricultural Tractor Noise Limits with those in Europe.	Panel is formulated to review the alignment of noise limits of agricultural tractors with those in Europe and explore the implementation plan along with future emission regulations viz., TREM V. Presently the difference in driver perceived noise levels in India and Europe is 6 dB (A).	

 Report from AISC on Running Subjects			
Agenda Item	Topic	Current status	Tentative timeline for completion
4 (xvi)	New Lamps as per UN R 86 latest version for Agricultural Tractors.	Proposal to cover lamps for agricultural tractors as per UN R 86 which are not covered in AIS-030 and AIS-062.	12 Months
4 (xvii)	RRR requirements for vehicles as per AIS 129 (End of Life Vehicles)	<p>Amendment 1 to AIS 129 was published to align AIS 129 with the text of Scrappage Policy issued by MoRTH. With Amendment 1 the scope of AIS 129 was extended to L5, L7, M2, M3, and N category vehicles.</p> <p>Considering the change in scope of AIS 129 the required changes to AIS 129 were addressed in Amendment 2 to AIS 129.</p> <p>Additionally, Part 2 of AIS 129 specifies requirements with respect to Reuse, Recoverability, and Recyclability targets. Following time lines were approved by AISC which are now put upto CMVR-TSC for consideration:</p> <p>18 months for L1, L2 and M1 category vehicles 42 months for all other L, M and N category vehicles These requirements will be mandated only for new vehicle models.</p>	

 Report from AISC on Running Subjects			
Agenda Item	Topic	Current status	Tentative timeline for completion
4 (xviii)	New / Revised IS standards for implementation under CMVR	The list of Standards submitted by BIS are circulated to stakeholders for giving feedback on the lead-time required for implementation. The proposal will be reviewed in the next meeting of AISC and will be subsequently put up to CMVR-TSC.	

 Report from AISC on Running Subjects			
# New / Revised IS Standards for implementation under CMVR			
<ul style="list-style-type: none"> The following implementation plan was approved in last meeting of CMVR-TSC. Draft notification for the same is submitted to Ministry for consideration. 			
S.No.	IS Number	Subject	Implementation Date
1.	IS: 8654: 2019	Brake Fluid	1 st April 2023
2.	IS: 15636:2012	Tyres	1 st April 2023
3.	IS: 16905: 2018	FUPD	1 st April 2023
4.	IS 13942 (Part 1) : 2019	External Projection for M1	1 st April 2023
5.	IS: 11921:2020	CSFC	1 st April 2023
6.	IS 13944: 2021	Window Retention	1 st April 2023
7.	IS: 13988:2014	Gradeability	1 st April 2023
8.	IS: 15223:2020	Interior Fitting for M1	1 st April 2023
9.	IS: 13943: 2017	Passenger cars Wheel Guards	1 st April 2024
10.	IS: 11852:2019	Brakes for M & N	1 st April 2025 (new models) / 1 st April 2026 (existing models)

 Report from AISC on Running Subjects		
Agenda Item	Topic	Current status
4 (xix)	Tyre – Rim Combination for Agricultural Tractors:	<p>CMVR – 95 A(2)</p> <p>2) The agricultural tractor manufacturer shall select only that rim size as recommended by the tyre manufacturer</p> <p>IS 13254 -2015</p> <p>The Recommended Wheel Rim corresponding to tyre size is specified in Table 20, 21 and 22 for Agricultural tractor. Further following Notes are given below Table 20, 21 and 22.</p> <p>NOTES</p> <ol style="list-style-type: none"> 1. Recommended rim shown in bold. 2. For a 'Permitted' size of rim, the section width and overall width will increase or reduce by 5 mm for every 0.5 inches wider or narrow (nominal) size code, relative to the data tabulated for the 'Recommended' rim in the respective general data tables. 3. Consult tyre/rim manufactures for confirmation of the suitability and strength of the tyre/rim for the intended service. <p>AISC Request</p> <p>Since other rim sizes are also approved for a similar tyre section code, the option for selection may also be made available. In view of the same the words "recommended" in the said rule may be replaced with the words "approved"</p>

SIAM

Society of Indian Automobile Manufacturers
Building the Nation, Responsibly

AIS 129 Standard Panel Report

61st CMVR-TSC Meeting
 17th May 2023
 New Delhi

AIS-129 Overview

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Part 1
Setting up of
RVSF

Collection and
 dismantling of End-of-
 Life of vehicles

In force from 2022
 GSR 653 / 2021 &
 GSR 595 / 2022
 (CMVR - Annex VI)


Part 2 A
Vehicle Type
Approval


Heavy Metal Restrictions
 and dismantling
 information

Amendment 2 to AIS
 129:
 Expand scope to all
 categories other than
 M1, L1 & L2

Part 2 B
Vehicle Type
Approval

Reusability, Recyclability
 and Recoverability (RRR)

AIS-129 (with Amendment 2)		 Society of Indian Automobile Manufacturers Building the Nation, Responsibly
requested to be notified immediately so that OEMs can start preparation		
In 69 th AISC meeting, Amendment 2 was approved with following timeline:		
	New Model*	
Category of vehicle	M1, L1, L2	Other M, L & N
Part-1	In force	
Part-2A	18 months	42 months
Part-2B		
* - Due to design restrictions, the existing models are exempted from Part 2		
Requesting to notify AIS 129 with timeline		

Timeline justification	 Society of Indian Automobile Manufacturers Building the Nation, Responsibly
<p>Timeline Justification (18 months for M1,L1, L2):</p> <ul style="list-style-type: none"> • Current ecosystem is developing – Industry wide approvals for all models will require sufficient time, Not every district has RVSF, etc. • Huge data from suppliers/vendors (Tier 3-4) on material used will be required • Supplier readiness on topic at tier 2,3,4 ... level will take time • OEMs preparation on data capture on RRR, HMR will require time • The amount of technical work involved for compliance demands requisite timeline <p>Timeline Justification (42 months for Other M, L & N):</p> <ul style="list-style-type: none"> • India is the first country in the world to have ELV - RRR regulations for all categories of vehicles • The supplier base for added category OEMs are entirely distinct, complex & vast and they were never on board for these requirements • There is no reference / precedence for implementation for these new categories such as L & N category • This being a major development for OEMs encompassing components/subsystems/systems and vehicle will have to be targeted for compliance from scratch and hence activities would be started 	



Agenda 7(a) Review of Notifications

- Since the last meeting of CMVR-TSC, three draft notifications were published, of which final notifications are still awaited;
 - Draft GSR 472 (E), dated 24-June-2022 for BNCAP.
 - Draft GSR 752 (E), dated 30-September-2022 for Rear Seat safety belt reminder and 3-point seat belt.
 - Draft GSR 751 (E), dated 30-September-2022 for Six Airbag Requirement.
 - Draft G.S.R 49 (E) dated 24th January 2023.
- **Committee may review the status.**

Agenda 7(b) Implementation of AIS and IS under CMVR

- In the earlier meetings, Committee had approved draft notifications for implementation of various AIS and IS under CMVR, a few key notifications are;
 - Revised pass by noise standard for 2 and 3 wheelers
 - Revision 1 of AIS-071(Part 1):2019: Identification of Controls Tell Tales and Indicators
 - IS 14225:2017 : Locking System and Door Retention Components (SO Notification)
 - IS 16712:2018 : Automotive vehicles; Spray Suppression System for Two Wheeled Vehicles
 - Revised IS 8654:2019 on Hydraulic Fluid
 - Revised IS 11852:2019 on Automotive Brakes
 - Revised IS 13944:2021 on Window Retention
 - Revised IS 13988: 2014 on Gradeability
 - Revised IS 14812:2021 on Rear Underrun Protection Device
 - Revised IS 15223: 2020 on Interior Fitting for M1 category
 - Revised IS 15636:2012 on Tyres
 - Revised IS 16905:2018 on Front Underrun Protection device
 - AIS-173 on QRTV
 - AIS-174 on Battery operated CEV's.
- **Committee may review the status.**

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Society of Indian Automobile Manufacturers
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Feracrylum 1% Gel


61st CMVR-TSC Meeting
 17th May 2023
 New Delhi

Background



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- MoRTH issued its Draft Notification **GSR 644(E) dated 091119**
- SIAM made a representation to MoRTH basis draft notification, submitting the following:
 - There is a monopoly of Feracrylum, which cannot ensure uninterrupted supply.
 - So, the implementation may be deferred till 3 to 4 suppliers are available in the market.
 - Supplier is forcing the OEMs to buy 15 g tube only at dictated price
- MoRTH issued its final notification **G.S.R. 934 (E) dated 181219** to be implemented by 1st Apr2020
- SIAM made further representation to MoRTH basis final notification vide letter dated 20.01.2020, 28.04.2020, 23.06.2020
- Pursuant to the SIAM representation, the said issue was discussed in the 57th meeting of CMVR-TC on 13.02.2020, MoRTH decided to omit Feracrylum and issued a draft notification bearing No. **GSR 377(E) dated 160620**
- MoRTH vide its notification **G.S.R. 540(E) dated 310820**, omitted the part of the clause with immediate effect
- Subsequently, an NGO named "Safe Drive Save Life" (SDSL) filed a PIL bearing no. D.B. Civil Writ Petition (PIL) No. 7110/2020 titled as Safe Drive Save Life vs. Union of India & and before the High Court of Rajasthan, Jaipur Bench.
- The Hon'ble High Court passed an order dated 290920 staying the implementation of the notification dated 310820

Background	
<ul style="list-style-type: none"> • SIAM has filed an impleadment application in the above mentioned writ petition before the Hon'ble High • Draft Notification issued vide (Addition of Feracrylum gel to CMVR rule 138 related to First aid kit) GSR 313 (E) dated 25/04/2023 	
SIAM SUBMISSION <ul style="list-style-type: none"> • Since the basic issue is Monopoly , hence size and competitive price is major issue • SIAM Submission is that pls give us time and we will explore multi-supplier and come back to MoRTH within 1month time 	



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Building the Nation, Responsibly

Amendment to Onboard CNG Cylinder IS 15490

61st CMVR-TSC Meeting
17th May 2023
New Delhi

IS 15490 Amendment 1 Implementation [CNG Cylinder]

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Aim	To meet IS 15490 amendment 1 for CNG Cylinder from 2nd June' 23 onwards.	2021	2022	2023
Background	<ul style="list-style-type: none"> IS 15490: 2017 deals with the Specifications for steel cylinder for on-board storage of CNG. BIS has issued amendment 1 to IS 15490: 2017 with following changes: <ul style="list-style-type: none"> a) Hydrostatic Test Pressure : 334 bar → 300 bar b) Burst Pressure of cylinder : 450 bar (Min) → 480 bar (Min) c) Change in Minimum wall thickness calculation of cylindrical shell. 	04-Jun-2021 BIS notification on Amd 1 to IS 15490 Implementation date: 02-Jun-2023		02-Jun-2023 Implementation date
Concern	<ul style="list-style-type: none"> Vehicle level homologation extension approval is required for implementation. 3rd Party Test Certificate and PESO approval certificate required for homologation extension. 	AMENDMENT NO. 1 JUNE 2021 TO IS 15490 : 2017 SEAMLESS STEEL CYLINDERS FOR ON-BOARD STORAGE OF COMPRESSED NATURAL GAS AS A FUEL FOR AUTOMOTIVE VEHICLES — SPECIFICATION <i>(First Revision)</i>		
Current Status	<ul style="list-style-type: none"> CNG cylinder suppliers have reported difficulty in meeting the deadline as BIS is asking for fresh prototype approval and it has a longer leadtime of about 6 months. CNG cylinder manufacturers have approached BIS for more leadtime. 			

- In case BIS doesn't extend implementation leadtime, it may lead to supply chain disruption and impact OEM fitted CNG vehicle production.
- Requesting support from BIS member to share SIAM concern within their organization.



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Noise Standard IS-3028-1998 Version Retention

61st CMVR-TSC Meeting
17th May 2023
New Delhi

6.0 Report from BIS – Withdrawal of IS 3028 : 1998 from BIS Portal



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- BIS Notification HQ-PUB013/1/2020-PUB-BIS (566), dated 20th April 2023 issued for Publication of IS 3028 (Part 2): 2023 “Pass by Noise standard” & withdrawal of IS-3028:1998 effective from 19th May 2023
- Currently, IS 3028-1998 version is being utilized for Vehicle Type Approval purpose as per CMVR.
- Withdrawing IS 3028: 1998 from 19th May 2023 will have administrative challenges in terms of accessibility.

SIAM Request

Concurrent running & availability of both 1998 and 2023 versions till MoRTH releases notification to adopt 2023 version

No., Year & Title of the Indian Standards Establishment	Date of Establishment	No., Year & Title of the Indian Standards to be withdrawn, if any	Date of Withdrawal
IS 3028 (Part 2): 2023 Automotive Vehicles — Noise Emitted by Moving Vehicles — Specification and Method of Measurement Part 2 Other than L 2 and L 5 Category	19 April 2023	IS 3028: 1998 Automotive Vehicles — Noise Emitted by Moving Vehicles — Method of Measurement	19 May 2023 1st October 2027

Note : 1st Oct 2027 : Accepted by TED4

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

61st CMVR-TSC Meeting
17th May 2023
New Delhi

Subject – AIS 142 - Evaluation of Tyres with Regard to Rolling Sound Emissions
and/or to Adhesion on Wet Surfaces and/or to Rolling Resistance

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Types of tyre	Requirements	Final GSR 479(E) 28 June 2022	New dates as per draft GSR 232(E) 28 March 2023
• New design of tyres	• Rolling Resistance, Wet Grip	1 October 2022	1 January 2024
	• Rolling Sound		1 October 2024
• Existing design of tyres	• Rolling Resistance & Wet Grip	1 April 2023	1 January 2024
	• Rolling Sound	1 June 2023	1 October 2024

Industry concern → Need final notification to continue production of vehicles with existing design of tyres

Request to chair of CMVR-TSC to issue final notification at the earliest

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