

ARAI
Progress through Research

CMVR-TSC – Agenda 3 (i)

Implementation of ABS in India

Step 1: ABS mandated for following categories of vehicles [Standard: IS:11852:2003 (Part 9)]

- **N₂ and N₃** category of vehicles other than tractor-trailer combination manufactured on and after **1st October 2016** meant for carrying **hazardous goods and LPG**.
- **N₃** category vehicles manufactured on and after **1st October 2007** which are **double decked transport vehicles**.
- **N₃** category vehicles manufactured on and after **1st October 2007** that are **used as tractor trailer combinations**.
- **M₃** category of buses that ply on **All India Tourist Permit**, manufactured on and after **1st October 2007**.

Step 2: ABS mandated for **all M₃ and N₃** category vehicles

- **New Models** – **1st April 2015**
- **Existing Models** – **1st October 2015**

Step 3: ABS mandated for **all M₁ and M₂** category vehicles

- **New Models** – **1st April 2018**
- **Existing Models** – **1st April 2019**

Step 4: **ABS or CBS** mandated for **L₂** category vehicles (**Engine Capacity ≤ 125 cc; max continuous rated or net power ≤ 11 kW; and power to weight ratio ≤ 0.1 kW/kg.**) and **ABS** for **all other L₂** category vehicles [Standard: IS: 14664: 2010]

- **New Models** – **1st April 2018**
- **Existing Models** – **1st April 2019**

Presently only **N₁ and N₂ (except for rigid N₂ carrying hazardous goods)** category vehicles are exempted from ABS requirement.

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Braking Standards

Advanced Emergency Braking System

UN R 131 ✓

Subject initiated in India ✓

Panel has proposed a pilot study ✓

Implementation plan to be discussed ✗

M2, M3, N2, N3

AEBS

M1

UN R 152 adopted in June 2019 WP.29 session ✓

Japan has shown interest to make it mandatory ✓

Subject not initiated in India ✗

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CMVR-TSC – Agenda 3 (i)

1st Stage Collision Warning
Emergency Event Preparation

2nd Stage
Braking Control for Damage
Mitigation

Mitigated
Collision

Reduction of Collision Speed

Collision Warning
Emergency Event Preparation

Braking Control for Damage Mitigation

- Panel is deliberating on introducing Frontal Collision Warning System (FCWS) as a pre cursor to AEBS.
- For FCWS Standard based on ISO 155623 can be framed.
- Pilot study for AEBS effectiveness in India will help in finalizing standard for India.

SIAM

Society of Indian Automobile Manufacturers

Building the Nation, Responsibly

Reconsideration for postponing braking/ESC regulation timelines.

Annexure II

Background

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- EVSC for Buses (>22+D) through G.S.R 246 dated **29th March 2019** as per AIS 150 applicable for implementation from 1st April 2023.
- Type IIA-Endurance braking test through G.S.R 173 dated **1st March 2019** as per IS-11852:2013 applicable for implementation from 1st April 2022.
- Industry was entirely focused on development of BS VI vehicles along with other applicable regulations such as RPAS (Other than M1 categories) and FDSS for school buses from 1st April 2020.
- From March 2020 industry has encountered many challenges for proceeding with developmental efforts on forth coming regulations.

(EVSC and endurance braking developments work came to standstill as industry was fully engaged to meet the notified timelines of BS VI and other safety regulations)

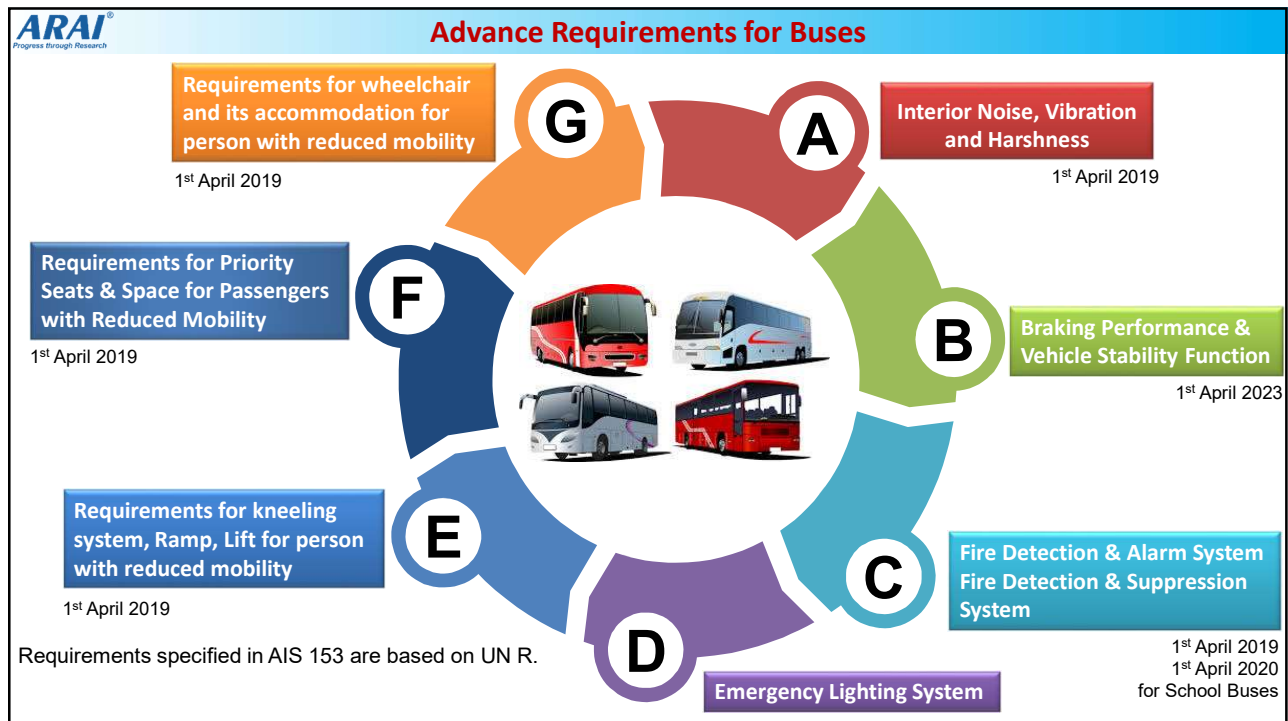
Annexure II

Current Situation:

- Due to outbreak of Covid 19 pandemic, sudden lock down and severe disruption in supply chain resulted in bringing down manufacturing volumes of BS VI vehicles across entire CV industry.
- Also the CMVR Type Approval certification of BS VI vehicles slated for completion got shifted to a later date.
- On account of manpower entry restrictions in manufacturing plants and R&D, associated social distancing, the design & developmental and manufacturing efficiencies are at much lower levels even at this juncture.
- Hence the product developmental plan will have to be revised thoroughly considering the availability of new supplies as well.
- This will lead to realization of developmental efforts to a much later date on account of identifying new supplier, virtual simulation, availability of first cut proto parts, initial validation, changes in proto parts, system and vehicle level validation, CMVR Certification followed by availability of brake system in its entirety for mass production.

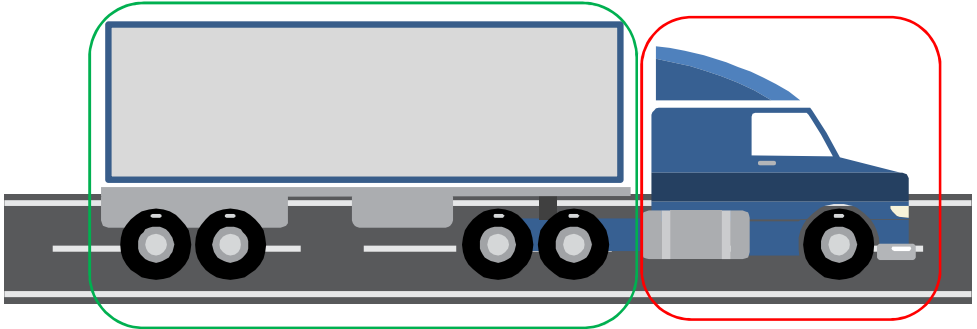
(EVSC and endurance braking developments has to be started from scratch keeping timelines as per current COVID situations)

Agenda 3.0 (ii)
Review of Alignment status of AIS / IS standards with UN Regulations



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Codes for Truck and Trailers




Requirements for Trailers

Requirements for Truck Cabin and Load Body

- Focus on improving the Logistics Segment to enhance safety as well as efficiency.
- AIS 093 (Rev. 1) notified for Trucks. Date of implementation 1st October 2019.
- AIS 113 notified for trailers. Date of implementation 1st April 2016.

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Passenger Car – Key New Requirements




- Airbag**
Driver Airbag is mandatory
- Seat Belt Reminder**
Driver and Co Driver Seat Belt Reminder
- Manual Override for Central Locking**
Manual override for protection against lock down
- Rear Parking Assist System**
RPAS for safe parking
- Crash Standards**
Mandatory Crash Standards.
- Pedestrian safety**
Car design for ensuring pedestrian safety in event of crash


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Crash Standards

- **Steering Impact (AIS-096)**
 - ✓ **Notification:** S.O. 1139 (E) dated 28th April 2015
 - ✓ **New Models - 1st Oct. 2017, Existing Models - 1st Oct. 2019**
 - ✓ **Scope - M1 and N1 with maximum mass less than 1500 kg** (Not applicable to multi-stage built vehicles produced in quantities not exceeding 500 vehicles in any period of 12 months duration). Additionally, Quadricycles have been included.
 - ✓ **Test speed:** The speed on impact shall be between 48.3 km/h (30 mph) and 53.1 km/h (33 mph).
 - ✓ **Aligned with UN R 12.**



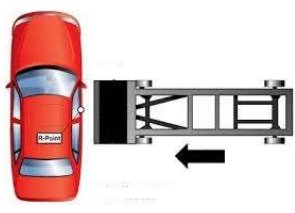
- **Offset Frontal Collision (AIS-098)**
 - ✓ **Notification:** S.O. 1139 (E) dated 28th April 2015
 - ✓ **New Models - 1st Oct. 2017, Existing Models - 1st Oct. 2019**
 - ✓ **Scope: M1 category of a total permissible mass not exceeding 2.5 t; heavier vehicles may be approved at the request of the manufacturer** (Not applicable to multi-stage built vehicles produced in quantities not exceeding 500 vehicles in any period of 12 months duration).
 - ✓ **Test speed:** The speed on impact shall be 56 (+1) km/h.
 - ✓ **Aligned with UN R 94.**
 - ✓ **UN R94 is revised and approved during 181st WP.29 meeting**
 - ✓ **Major updates are Chest displacement limit is amended to cover elderly occupant injuries and scope is amended to cover heavier M1 (upto 3500kg) and N1 (upto 2500kg).**
 - ✓ **Will be implemented in Europe from 2022.**



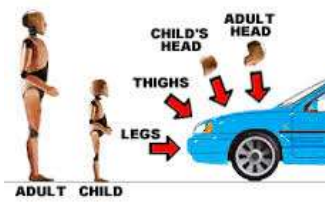
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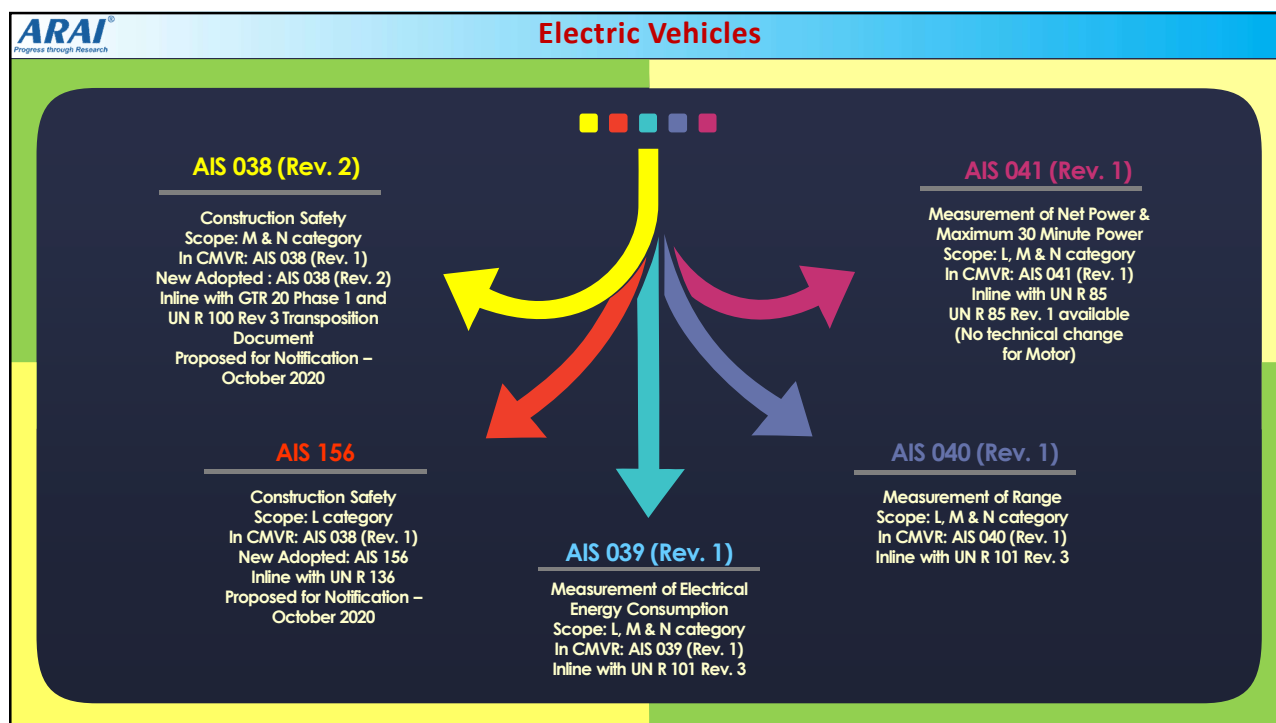
Crash Standards

- **Lateral Collision (AIS-099)**
 - ✓ **Notification:** S.O. 1139 (E) dated 28th April 2015 & S.O. 2412 (E) dated 3rd September 2015
 - ✓ **New Models - 1st Oct. 2017, Existing Models - 1st Oct. 2019**
 - ✓ **Scope: M1 and N1 categories of vehicles where the R Point of the lowest seat is not more than 700 mm from ground level when the vehicle is in the condition corresponding to the reference mass.**
 - ✓ Not applicable to multi-stage build vehicles produced in quantities not exceeding 500 vehicles in any period of 12 months duration.
 - ✓ **Test Speed:** The mobile deformable barrier speed at the moment of impact shall be 50 ± 1 km/h.
 - ✓ **Aligned with UN R 95.**
 - ✓ **UN R95 is revised and approved during 181st WP.29 meeting.**
 - ✓ **Major updates are: scope is amended to cover heavier M1 (upto 3500kg) and N1 with no general exemption for R-point height from ground.**
 - ✓ **Will be implemented in Europe from 2022.**



- **Pedestrian Safety (AIS-100)**
 - ✓ **Notification:** S.O. 2412 (E) dated 3rd September 2015
 - ✓ **New Models - 1st Oct. 2018, Existing Models - 1st Oct. 2020**
 - ✓ **Scope:** M1 with GVW not exceeding 2500 kg, category N1 (derived from M1) with GVW not exceeding 2500 kg.
 - ✓ Not applicable to above stated vehicles if GVW is upto 500 kg and where the distance, measured longitudinally on a horizontal plane, between the transverse centreline of the front axle & the R point of the driver's seat is less than 1100 mm.
 - ✓ **Aligned with UN GTR 9 Amd. 1. Work is in process to align with Amd. 2**





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Electric Agricultural Tractors

- Draft AIS 168: Specific Requirements for A6 and A7 Category Electric Power Train Agricultural Tractors is under formulation.
- International reference: Regulation (EU) no 167/2013 and Regulation (EU) no 3/2014
Regulation (EU) 2015/208
- Scope: Applicable to Category A6 (Hybrid Electric Agricultural Tractor) and A7 (Pure electric Agricultural Tractor)
- **Work to be completed by March 2021.**

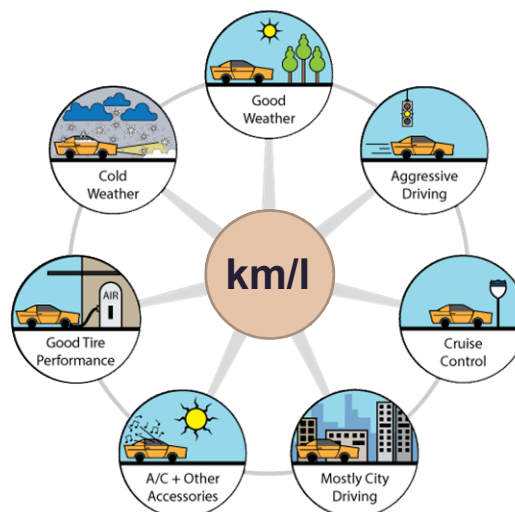
Electro Magnetic Compatibility

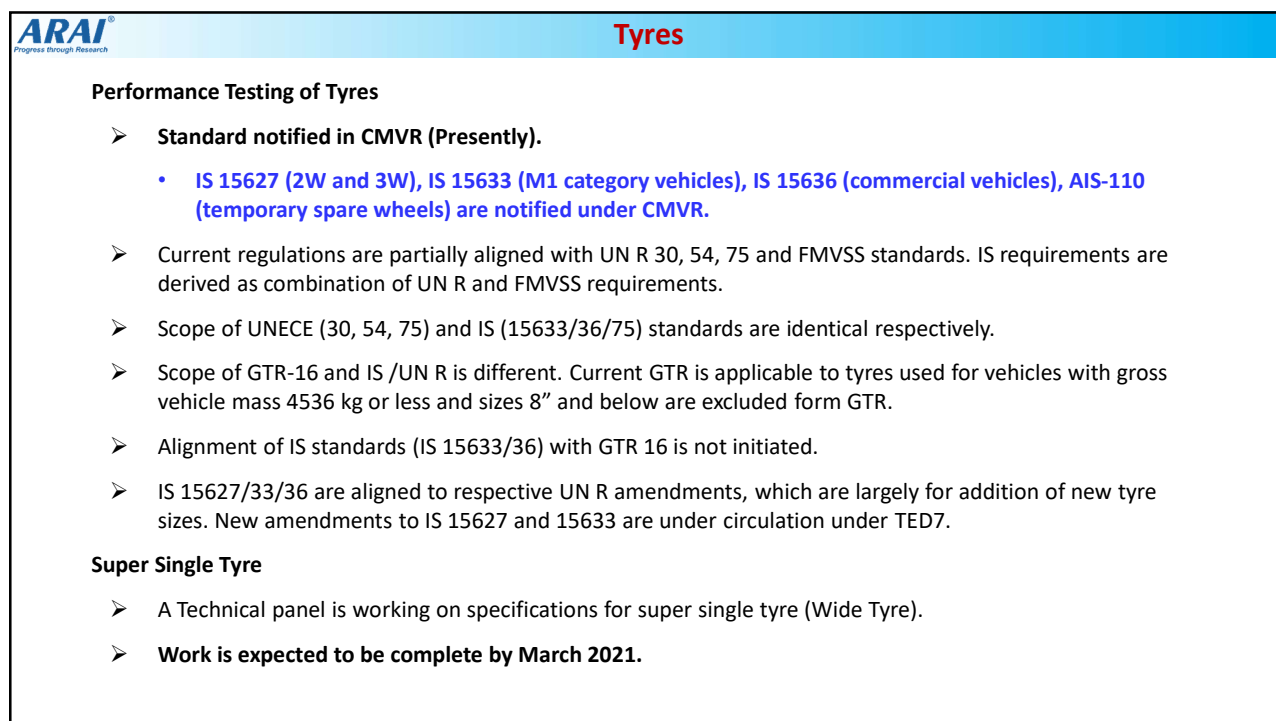
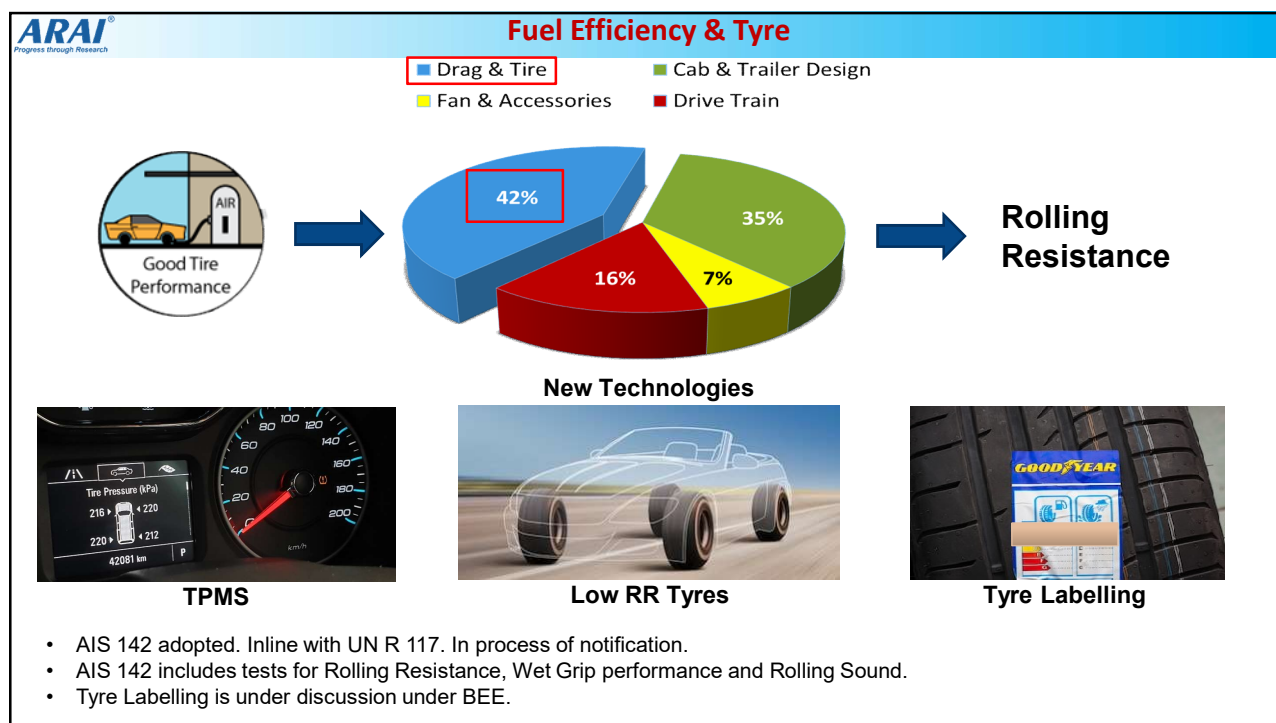
- In CMVR AIS 004 (Part 3)
- New Adopted Standard: AIS 004 Part 3 Rev 1: Automotive Vehicles –Requirements for Electromagnetic Compatibility
- Rev. 1 of AIS 004 (Part 3) is completely aligned with UN R 10 Rev 5.
- Applicable to all Category Vehicles including additional requirements for Electric Vehicles.
- **Implementation plan: Notification is in process.**



Fuel Efficiency & Tyre

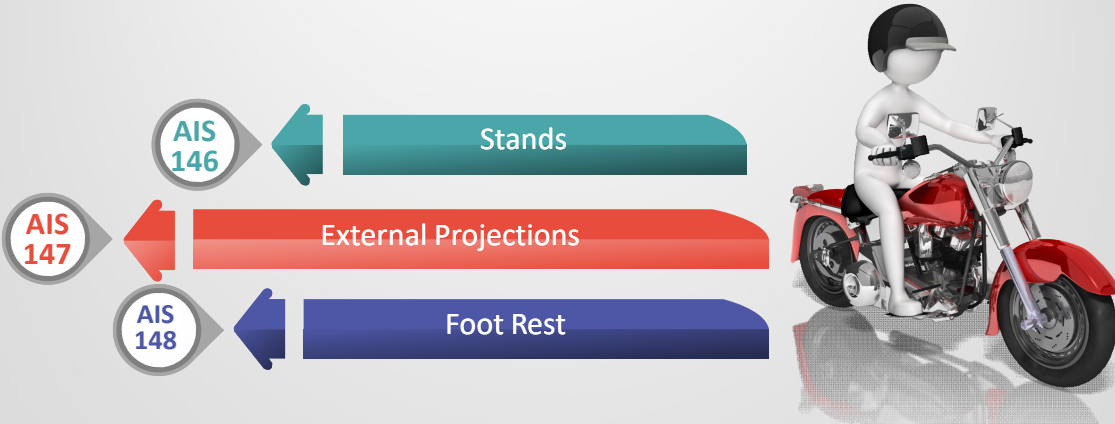
- In recent times Government focus is to reduce Fuel import Bills.
- Fuel efficiency norms for Passenger Cars and Heavy Commercial Vehicles (Vehicles > 12 t) are already notified.
- Norms for other vehicle categories are under formulation.
- Many factors affect the fuel efficiency of a vehicle.





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Safety Features in Motorcycles



- AIS 146 (Stands) : Reference Standard Annex XVI of EU directive 44/2014. Stability Requirement, Durability, Automatic Retraction while vehicle moving or disable vehicle propulsion if side stand is on.
- AIS 147 (External Projections) : Reference Standard : Annex VIII of EU directive 44/2014.
- AIS 148 (Foot Rest) : Reference Standard : Annex XIII of EU directive 44/2014. Strength Requirement.
- **Notified.**

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Pass by Noise Standards

2 Wheelers

- In CMVR: IS 3028
- Proposed new Standard: IS 3028 Part 1: Automotive Vehicles — Noise Emitted by Moving Vehicles — Specification and Method of Measurement Part 1 L 2 Category
- This standard is in-line UN R 41 Rev. 2.
- Revised standard is adopted.
- **Notification is in process.**
- **Similarly IS: 3028 Part 3 for 3 wheelers is in process of notification.**



4 wheelers

- In CMVR: IS 3028
- Proposed new Standard: IS 3028 Part 2: Automotive Vehicles — Noise Emitted by Moving Vehicles — Specification and Method of Measurement Part 2 Other than L2 and L5 category vehicles
- This standard is under formulation to align with latest UN Regulation.
- **Expected time frame for finalization – April 2021.**



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Lighting Standards

Adaptive Front Lighting System

- In CMVR: AIS 127 (SO 2210 (E), dated 01/06/2018)
- Date of implementation: 1st April 2019
- To be tested if fitted (Europe and India).
- Aligned with UN R 123, Revision 1, Amendment No. 4, (Supplement 4 to the 01 series of amendment of the Regulation - Date of entry into force: 15 July 2013)
- Scope: M & N category
- AIS:127 allows testing as per latest UN R & its amendment based on manufacturer request and approval by AISC chair.

Lighting standards






- In CMVR: AIS:010 (Rev. 1) - 2011 Part 1- 5; AIS:012 (Rev. 1) – 2011 Part 1-10; AIS:057 (Rev. 1) – 2011; AIS:008 (Rev1) - 2011; AIS:009 (Rev. 1) – 2011 etc.
- Aligned with UN regulations of year 2008 & 2009. These standards were published in year 2011 and notified vide S.O. 6108 (E) dated 10.12.2018. Implementation date : 1st October 2019.
- These standards applies to respective lighting devices (Front fog lamps, rear lamps, number plate lamps etc.) for all category of vehicles.
- **Next level revision is in progress to align with latest UN Regulations. Work is estimated to be finished by March 2021.**

Adaptive Front Lighting system (AFS) means a lighting device, providing beams with differing characteristics for automatic adaptation to varying conditions.

Class C (Basic)	Class E (Town Road)	Class V (Motorways)	Class W (Wet Road)

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Special Purpose Vehicles

<p>Ambulance Code</p> 	<ul style="list-style-type: none"> ✓ Standard – AIS 125 (Part 1) Constructional and Functional Requirements for Road Ambulances ✓ Implementation : 1st April 2018 ✓ Scope: Category M and L vehicles used for transport and / or emergent care of patients (Road Ambulance).
<p>Double Deck Buses</p> 	<ul style="list-style-type: none"> ✓ Standard – AIS 139 Specific Requirements for Double Deck Buses ✓ Implementation : 14th September 2017 ✓ Scope: Category N used for transport vehicles with equivalent seating capacity of 13 passengers and above excluding driver.
<p>School Bus</p> 	<ul style="list-style-type: none"> ✓ Standard – AIS 063 Requirements for School Buses ✓ Implementation : 2005 ✓ Scope: Category M and N vehicles used for transporting of school children.
<p>Sleeper Coaches</p> 	<ul style="list-style-type: none"> ✓ Standard – AIS 119 (Rev.1) Specific Constructional Requirements for Sleeper Coaches ✓ Implementation : 23rd March 2017 ✓ Scope: Category M and N vehicles used for specific needs related to transportation of sleeping passengers.
<p>Motor Caravan</p> 	<ul style="list-style-type: none"> ✓ Standard – AIS 124 Procedure for Type Approval and Certification of Motor Caravans for compliance to Central Motor Vehicles Rules ✓ Implementation : 1st April 2018 ✓ Scope: Type Approval requirements applicable to motor caravans of category M.

ARAI® Progress through Research		Autonomous Vehicles					
SAE INTERNATIONAL		SAE J3016™ LEVELS OF DRIVING AUTOMATION					
		SAE LEVEL 0	SAE LEVEL 1	SAE LEVEL 2	SAE LEVEL 3	SAE LEVEL 4	SAE LEVEL 5
What does the human in the driver's seat have to do?		You are driving whenever these driver support features are engaged – even if your feet are off the pedals and you are not steering			You are not driving when these automated driving features are engaged – even if you are seated in "the driver's seat"		
		You must constantly supervise these support features; you must steer, brake or accelerate as needed to maintain safety			When the feature requests, you must drive	These automated driving features will not require you to take over driving	
What do these features do?		These are driver support features			These are automated driving features		
		These features are limited to providing warnings and momentary assistance	These features provide steering OR brake/acceleration support to the driver	These features provide steering AND brake/acceleration support to the driver	These features can drive the vehicle under limited conditions and will not operate unless all required conditions are met	This feature can drive the vehicle under all conditions	
Example Features		• automatic emergency braking • blind spot warning • lane departure warning	• lane centering OR • adaptive cruise control	• lane centering AND • adaptive cruise control at the same time	• traffic jam chauffeur	• local driverless taxi • pedals/steering wheel may or may not be installed	• same as level 4, but feature can drive everywhere in all conditions

- Internationally the focus of regulatory bodies is to develop standards for Autonomous vehicles.
- Presently India is not focusing on Autonomous vehicles.
- However, some topics such as cyber security, software updates related to automotive safety may be useful from India perspective.
- India will review the standard formulation activity under UNECE and take up subjects of relevance.

ARAI® Progress through Research		Whole Vehicle Safety Conformity of Procedure	
➤	India Unique Standard.		
		• This standard has been developed ground-up from fundamentals.	• There is no parallel international standard which is based on <i>supervised</i> vehicle level safety CoP.
➤	Benefits to the government		
		• Greater assurance on produced vehicles meeting safety standards.	• An India developed WVSCoP standard can be showcased to the world at UN WP-29.
		• Implementation of Section 110B Subsection (4) of the MVA Amendment 2017.	• Affirmation of implementation of AIS 037 on the road.
		• Data to respond to any judicial scrutiny.	
➤	Benefits to the Test Agencies		
		• Increased insight into vehicle performance	• Data to respond to any judicial scrutiny.
➤	Benefits to the Vehicle Manufacturers:		
		• Public certification of product compliance.	• Improved product quality with better quality management systems.
		• Better systems to address Vehicle Recall & I&C when they are implemented fully.	• Significant Impact for the Brand.
➤	Benefits to the Vehicle Users:		
		• Greater assurance on produced vehicles meeting safety standards.	

Whole Vehicle Safety Conformity of Procedure

➤ Salient Features of the Standard.

- This standard is applicable to L1, L2, L5, L7, M1, M2, M3, N1, N2, N3, e-rickshaw & e-kart category vehicles.
- The standard is not applicable to trailers, agricultural tractors, power tillers, combine harvesters and CEV's.
- Vehicles which are exempt from CMVR Type Approval and/or CoP are also exempt from this standard.
- The period of the CoP is set at 2 years. This is in line with ECE specifications for CoP for Brakes, Steering, Noise, Speedometer/Odometer & SLD/SLF. AIS 037 safety component CoP also has a CoP period of two years.
- The mainstay of this standard is randomness. The three levels of randomness are:
 - a. Random model from manufacturer's portfolio
 - b. Random plant of manufacture
 - c. Random sample from a population
- To address large number of vehicle models & variants and the large current & future volumes the manufacturer's portfolios are divided into families and random samples are selected from these families
- Every selected sample is subjected to 15-20 different checks which include Marking Checks, Installation Checks & Physical Road Tests.
- When a sample fails even a single test in the specified list of tests a progressive 20-sample statistical procedure is taken up for the performance in the test to decide whether it has passed or failed. This method has been adopted from ECE R83 In-Service Conformity Emissions Testing Procedure.
- When the vehicle fails even the statistical evaluation procedure then it is declared as having failed CoP requirements. In that case the consequences of failure are brought into force on the manufacturer. These consequences are similar to the consequences applied for CoP failure in the emissions TAP 115 document. They include failure root cause identification, failure correction, re-testing, re-type approval where necessary and above all recall & rectification of faulty field vehicles.


Whole Vehicle Safety Conformity of Procedure

Implementation Plan

- Because of new and unfamiliar provisions of standard, it is recommended to precede the actual implementation with a Preparatory Phase as follows to avoid production disruptions caused by unanticipated problems:
 - Preparatory Phase: Oct 2020 to Mar 2022**
 - Final Implementation: Apr 2022 onwards**
- The preparatory phase will help to correct implementation issues and errors in the AIS noticed in the phase without production or import disruptions.
- Manufacturers and tests agencies will be able to better estimate the work load to be expected in the final phase starting in April 2021.
- Manufacturers will be able to better orient their quality systems for the final phase.
- Test Agencies will be able better orient their administrative and technical systems for the final phase.
- Government will get an advance estimate of likely performance of the manufacturers in the final phase.
- **Notification is in process.**

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End of Life Vehicles



1 **Part 1**
COLLECTION AND DISMANTLING OF END-OF-LIFE VEHICLES

2 **Part 2 A**
HEAVY METAL RESTRICTION, DISMANTLING INFORMATION

3 **Part 2 B**
TA OF VEHICLES WITH REGARD TO THEIR RRR

References

2005/64/EC Directive	Type approval of motor vehicles with regard to their reusability, recyclability and recoverability
2009/1/EC Directive	Amendments to 2005/64/EC
2000/53/EC Directive	End-of-life Vehicles
ISO 22628:2002 (E)	Road Vehicles – Recyclability and recoverability – Calculation Method
IS 9211 : 2003	Terms and definitions of Road Vehicles

Scope of Standard: L1, L2 and M1 category of vehicles

Vehicles shall be so constructed as to be:

- Reusable and / or recyclable to a minimum of 80% by mass, and
- Reusable and / or recoverable to a minimum of 85% by mass

Notifications:

- Draft notification for Automotive Vehicle Scrapping Centres issued by MoRTH.
- Notification for type approval requirements with respect to RRR targets to be worked upon.

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Summary

Sr. No.	Subject	AISC	CMVR-TSC	Ministry
1.	Brakes for other than M1/N1 category vehicles	AIS 150 is published. IS 11852: 2019 is published.	To be discussed for implementation.	-
2.	ABS	AIS and IS standards are published	To be reviewed for including N1 and N2 category vehicles.	-
3.	ESC and BAS	AIS 133 and AIS 152 are published.	Presently notified for implementation on if fitted basis. To be reviewed for mandatory implementation.	-
4.	AEBS	Standard under formulation	To review if Forward Collision Warning System can be introduced independently.	-
5.	Electric Agricultural Tractor	March 2021	-	-
6.	Electro Magnetic Compatibility	AIS 004 (Part3) (Rev. 1) is published.	Standard is adopted	Notification is in process
7.	Tyre Rolling Resistance, Wet Grip, Rolling Sound	AIS 142 is published.	Adopted.	Notification is in process
8.	Super Single Tyres	Recommendations to be finalized by March 2021.	To be reviewed for including N1 and N2 category vehicles.	-
9.	2 W Pass by Noise Standards	IS 3028 (Part 1) is published.	Adopted.	Notification is in process

ARAI® Progress through Research		Summary		
Sr. No.	Subject	AISC	CMVR-TSC	Ministry
10.	4 W Pass by Noise Standards	IS 3028 (Part 3) is under discussion. Expected to finish by March 2021.	-	-
11.	Lighting Standards	Revised Standards under discussion. Expected to finish by March 2021.	-	-
12.	Special Purpose Vehicles	Standard for SPV such as Reefer Van, Food Truck, Cash Van and 2 W fire tender under discussion.	-	-
13.	Wheel chair access for the Divyanjan in M1 category - Adapted Vehicles	Draft Standard is under discussion. Expected to finish by January 2021.	-	-
14.	Construction Equipment Vehicles Safety Regulations	AIS 160 is published.	Adopted.	Draft Notification issued.
15.	Hydrogen Fuel Cell vehicles	AIS 157 is formulated. Pending for Publication.	Adopted.	Draft Notification issued.
16.	Whole Vehicle Safety Conformity of Procedure	AIS 017 (Part 6) is published.	Adopted.	Notification is in process.
17.	End of Life Vehicles	AIS 129 is published.	Adopted.	Ministry has issued a draft notification w.r.t setting up of scrapping and dismantling centers. Notification for TA of vehicles to be issued.



Society of Indian Automobile Manufacturers
Building the Nation, Responsibly

Reconsideration of Pedestrian Protection Existing Models Timeline

1st Oct 2020 → 1st April 2021

Annexure II

SAFETY NORMS IMPLEMENTATION IN INDIA							
2017	2018		2019			2020	
OCTOBER (BS-IV)	APRIL (BS-IV)	OCTOBER (BS-IV)	APRIL (BS-IV)	JULY : AIS 145 (BS-IV)	OCTOBER (BS-IV)	APRIL (BS-VI)	OCTOBER (BS-VI)
NEW MODELS	NEW MODELS	NEW MODELS	ALL MODELS	ALL MODELS	ALL MODELS	ALL MODELS	ALL MODELS
 AIS 096 Full Frontal AIS 098 Offset Frontal AIS 099 Lateral collision	 Pedestrian Protection	 Pedestrian Protection	 Driver Airbag Speed alert system Reverse Parking alert System Manual Override Child Safety lock ban (Taxi)	 or Seat Belt Reminder Driver & Co-driver Driver Airbag Speed alert system Reverse Parking alert System Manual Override Child Safety lock ban (Taxi)	 AIS 096 Full Frontal AIS 098 Offset Frontal AIS 099 Lateral collision	 AIS 096 Full Frontal AIS 098 Offset Frontal Pedestrian Protection <div style="border: 1px solid black; padding: 5px; width: fit-content;"> Crash compliance for majority of the models with BS-VI - within six months of obtaining crash compliance </div>	 Pedestrian Protection
✓	✓	✓	✓	✓	✓	✓	Under Development

AIS 157 – Hydrogen Fuel Cell Vehicles

- The status of adoption of ISO standards referred in draft AIS 157 is given below:
 1. ISO 3864-1 has already been adopted as IS 16449 (part-1): 2018;
 2. ISO 12619 (Part-1 to 16) are under wide circulation for public comments for adoption & will be finalized soon;
 3. ISO 14687 has already been processed for adoption & is presently under publication;
 4. ISO 17268 is under wide circulation for public comments for adoption & will be finalized soon;
 5. Regarding proposal of MoRTH to adopt ISO 19881, it is submitted that IS 16735 will be reviewed by the concerned technical committee of BIS vis-à-vis the requirements of IS 19881: 2018 and action will be taken accordingly;
 6. ISO 23272 is being taken-up for adoption in the concerned technical committee on top priority; and
 7. ISO 23828 is under wide circulation for public comments for adoption & will be finalized soon.

- All the above mentioned ISO standards will be published by December 2020.

Update on Fire Fighting vehicles – 2W

3rd September, 2020

Fire fighting Vehicles

■Background

- Draft standard was circulated for comments to all the panel members on 28th Jan, 2020.
- Panel meeting was convened on 23rd July 2020 under convenorship of Shri D P Saste, to discuss the comments received on draft
- Based on decision taken in the meeting finalized draft circulated to the panel members.

■Proposal

- It is proposed to adopt the draft AIS 167

Proposal Definition-SPV



Existing: As per CMV rule 2(zd)

(zd) “**Special Purpose Vehicle (SPV)**” means a vehicle of category L [only in case of Road Ambulance complying to AIS-125 (Part1)-2014], M, N or T having specific technical features in order to perform a function which requires special arrangements and / or equipment.

Proposed

Special Purpose Vehicle (SPV) means a motor vehicle of having specific technical features in order to perform a function which requires special arrangements and / or equipment.

Justification

For inclusion of other vehicle categories which may be added under SPVs in future.

AIS standard on Special purpose vehicles – Cash vans, Food Trucks (AIS 163)
• Background

- Subject was discussed in 56th meeting of CMVR TSC and 63rd meeting of AISC where in it was decided to formulate a AIS standard for special purpose vehicles such as Cash Van and Food Truck (Mobile Canteen).
- A draft standard was prepared covering requirements for Cash Van and Mobile Canteen (Food Truck).
- Cash Van : Taking reference from GSR 755 dated 8th August 2018, issued by Ministry of Home Affairs, requirements for Cash Van are covered in draft standard including the following:
 - **Scope:** This standard is made applicable for M1 and N1 category of vehicles.
 - **Definition :** Cash Van, Cash Handling Agency, ATM, point to point transport, day-time.
 - **Specific Requirements :** Lay out, provisions for cash compartment security, cash box security, requirements for fire extinguishers, CCTV and GPS requirements
- Mobile Canteen (Food Truck)
 - Scope: This standard is made applicable for M and N category of vehicles.
 - Definition : Mobile Canteen.
 - General Requirement viz., Protection of food from risk of contamination, Quality of material of Fittings and equipment, Smooth, impervious and non-slip material floor, etc.

Annexure II

AIS standard on Special purpose vehicles – Cash vans, Food Trucks (AIS 163)

- The draft standard (AIS-163 : Procedure For Type Approval Of Special Purpose Vehicles (Spv's) For Compliance To Central Motor Vehicles Rules) was discussed in two panel meetings held in December 2019 and July 2020.
- Comments received from stakeholders were discussed and the standard was modified suitably. The revised draft was circulated to all panel members vide mail dated 6th August 2020 for review.
- Comments were received from M/s Maruti Suzuki India Ltd. The same were reviewed by Convener and Secretariat and the agreed comments were incorporated in the standard.
- Considering the importance on the subject and urgent need to notify the standard, it is proposed that the standard may be adopted by the Committee.
- Further changes, if any, can be reviewed and incorporated as form of an amendment.
- **Committee may deliberate and adopt the proposed standard.**

Annexure II