

Super Single Tyre – Status Updates

TATA MOTORS
Connecting Aspirations

- First discussion on the super-single tyre was held on 3rd June 2019 at MoRTH and subsequently it was discussed in the 56th CMVR TSC held on 22 August 2019.
- As per directions, AISC Panel has been formulated in 63rd AISC meeting held on 18th September 2019 to discuss the incorporation of Super Single Tyre in CMVR.
- Three panel meetings conducted on super single tyre so far:
 - ✓ 1st Meeting : 16th Oct 2019
 - ✓ 2nd Meeting : 5th Dec 2019
 - ✓ 3rd Meeting : 27th May 2020 (MS Team meeting)
- The panel presented status updates in 64th AISC meeting held on 17th Jan 2020 and 57th CMVR TSC meeting held on 13th Feb 2020.


© Copyright, Confidential, Tata Motors Limited


Super Single Tyre – Status Updates

TATA MOTORS
Connecting Aspirations

- The draft manuscript of axle loading notification prepared by Tata Motors was finalised by panel based on the comments received from M/s ARAI & Ashok Leyland.
- The notification is proposed to be applicable to **THREE** or more axle vehicles i.e. buses, trucks & tractors and **TWO** or more axle trailers.
- The draft manuscript of axle loading notification was sent to Shri K C Sharma for the review. The detailed clarifications on the queries raised is provided to MoRTH by Convenor.
- After 2nd panel meeting tyre industry incorporated the following tyre sizes for bus application
 - 385/55 R22.5 (158 & 160 K)
 - 385/65 R22.5 (158, 160 & 164K)
- Further to deliberations in 3rd Panel meeting, following two tyre sizes (Super Single Tyres) are ratified by the ITTAC for inclusion in ITTAC Manual.
 - 425/65 R22.5
 - 445/65 R22.5
- Communication to BIS has been sent by ITTAC for consideration / inclusion of above tyre sizes in BIS Standards (IS 15636:2012)
- M/s Alstom was requested to consult CRRI for further course of actions

© Copyright, Confidential, Tata Motors Limited

 CMVR-TSC – Agenda 6.0				
# Report from BIS				
S. No.	IS No.	Title of the standard	CMVR No.	Current version of
1.	1446:1985	Classification of Dangerous goods	137,Table II,B(2) (a)(ii)	1446 : 2002 (Second Revision)
2.	1460:2000 (Amd.1 Jan 2003)	Diesel Fuels – Specification (Fourth Revision)	115(14) (C) Note (10),(14)(D) Notes (10),115(14)(E) Notes (10)	1460 : 2017 (Sixth Revision)
3.	1884:1992	Automotive vehicles – Electrical horns - specifications.(third revision)	119 (1)	1884 : 1993 (Third Revision)
4.	2553 (part 2) : 1992	Safety glass –Specification Part 2 – For road transport	100 (2&3)	2553 (part 2) : 2019
5.	2796:2000 (Amd. 2 Feb 2003)	Motor Gasolines – Specification (Third Revision)	115(14) (C)Note (10), (14)D Notes (10) (14) (FA) Notes (12)	2796 : 2017 (Sixth Revision)
6.	8654:2001	Automotive hydraulic brake fluid, heavy duty - Specification (second revision).	124 A (4)	8654 : 2019 (Third Revision)
7.	9436:1980	Performance Requirements and methods of Tests for Wheels for Passenger Car	124 (1) Table -8	9436 : 2018 (First Revision)
8.	9438:1980	Performance requirements & methods of test for wheel rims for trucks and buses	124	9438 : 2018 (First Revision)
9.	9980 : 1988	Guidelines for field performance and haulage tests of power tillers	124(B)(4)	9980 : 1988 (First Revision)
10.	10376:1982	Performance requirements of braking systems for mopeds (withdrawn)	96(4)	IS 14664 : 2010 is available on the same subject.

 CMVR-TSC – Agenda 6.0				
# Report from BIS				
S. No.	IS No.	Title of the standard	CMVR No.	Current version of
11.	10881:1984	Automotive vehicles – Mopeds, scooters and motorcycles – Method of evaluation measurement of fuel consumption (first revision))	115(A) (II)115B (II) 115(C)	10881 : 1994 (First Revision)
12.	11716:1986	Performance evaluation of braking system of scooters and motorcycles (withdrawn)	96(4)	IS 14664 : 2010 is available on the same subject.
13.	IS 11821 (Part 1): 1992	Method of test and acceptance conditions for protective structures of agricultural tractors : Part 1 Dynamic test	124(A)9	11821 : Part -1: 2019 (Second Revision)
14.	IS11821 (Part 2): 1992	Method of test and acceptance conditions for protective structures of agricultural tractors : Part 2 Static test	124(A)9	11821 : Part -2: 2019 (Second Revision)
15.	11827:1995	Method of evaluation of calibration of speedometer fitted on automotive Vehicles (first revision)	117(2) & G.S.R. 291(E)	11827 : 2008 (Second Revision)

ARAI® Progress through Research		CMVR-TSC – Agenda 6.0		
# Report from BIS				
S. No.	IS No.	Title of the standard	CMVR No.	Current version
16.	11852(Part 1):2001	Automotive vehicles - Brakes and braking systems: Part 1 Terminology	96(4) (ii)	11852 : 2019
17.	11852(Part 2):2001	Automotive vehicles - Brakes and braking systems: Part 2 General functions	96(4) (ii)	
18.	11852(Part 3):2001	Automotive vehicles - Brakes and braking systems: Part 3 Performance and features requirements and evaluation	96(4) (ii)	
19.	11852(Part 4):2001	Automotive vehicles - Brakes and braking systems: Part 4 Compressed air and air assisted brakes - Special requirements	96(4) (ii)	
20.	11852(Part 5):2001	Automotive vehicles - Brakes and braking systems: Part 5 Compressed air and air assisted brakes - Pressure test connections	96(4) (ii)	
21.	11852(Part 6):2001	Automotive vehicles - Brakes and braking systems: Part 6 Vacuum braking systems - Special requirements	96(4) (ii)	
22.	11852(Part 7):2001	Automotive vehicles - Brakes and braking systems: Part 7 Inertia dynamometer test method for brake lining	96(4) (ii)	
23.	11852(Part 8):2001	Automotive vehicles - Brakes and braking systems: Part 8 Test procedures	96(4) (ii)	
24.	11852(Part 9):2001	Automotive vehicles - Brakes and braking systems: Part 9 Requirements for vehicles equipped with anti-lock braking systems	96(4) (ii)	
25.	11852:2013 (amalgamating of IS 11852 (Pt 1 to 9) : 2001	Automotive Vehicles - Uniform Provisions Concerning the Approval of Vehicles of Categories M, N and T with Regard to Braking (Second Revision)	96(4)(iii)	


ARAI® Progress through Research		CMVR-TSC – Agenda 6.0		
# Report from BIS				
S. No.	IS No.	Title of the standard	CMVR No.	Current version of
26.	11859:1986	Methods for determination of turning & clearance diameter of agriculture tractor.	98(B)(2)	11859 : 2004 (First Revision)
27.	11921:1986	Automotive vehicles – Method of evaluation of fuel consumption (first revision).	115-B-(B)(II) Expl. Table(iv) 115-B-(C) Table(vii) 115-C- Expl.(a) Table-4 115-C-(7)-Table-4 124(1)-Table (31)(b)	11921 : 2020 (Second Revision)
28.	11948:1999	Automotive Vehicles-Steering effort- Method of evaluation (first revision)	98(2) 98A(3)	11948 : 2010 (Second Revision)
29.	12207:1999	Recommendations on selected performance characteristics of agricultural tractors (first revision)	96C	12207 : 2019 (Fourth Revision)
30.	12239 (Part 1) :1998	Guide for safety and comfort of operator of agricultural tractors and power tillers: Part 1 General Requirements	112	12239 : Part-1:2018 (Second Revision)
31.	12239 (Part 3) :1996	Guide for safety and comfort of operator of agricultural tractors and power tillers: Part 3 Requirements relating to power tillers	124(B) (3)	12239 : Part-3:1988
32.	13943:1994	Automotive Vehicles – Wheels guards for Passenger Cars Performance Requirements	124 (1) Table -13	13943 : 2017 (First Revision)
33.	14225:1995	Automotive vehicles locking systems & door retention components - General requirements.	124 (1) Table -16	14225 : 2017 (First Revision)
34.	14682:1999	Automotive vehicles – Lateral protection (side guards) – Technical requirements	124 (1A) & G.S.R. 291(E)	14682 : 2004 (First Revision)


Report from BIS


S. No.	IS No.	Title of the standard	CMVR No.	Current version of
35.	14812:2000	Automotive vehicles – Rear under run protective device – General requirements	124 (1A) & G.S.R 291(E)	14812 : 2005 (First Revision)
36.	14899:2000	Liquefied Petroleum Gas (LPG) Containers for Automotive Use – Specification	115(C) (9)(4)(C)Annexure VIII (1)(a) & (b)	14899 : 2014 (First Revision)
37.	15100:2001	Multifunction Valve Assembly for Permanently Fixed Liquefied Petroleum Gas (LPG) Containers for Automotive Use	115(C) (9)(4)-C Annex VIII(2)	15100 : 2018 (First Revision)
38.	15140:2003	Automotive Vehicles –Safety Belt Assembly-Specification	125(1-A)	15140 : 2018 (First Revision)
39.	15223:2002	Automotive vehicles – Interior fittings – Specification	124 (1) Table-38 (a) (b)	15223 : 2016 (First Revision)
40.	15636:2005	Automotive vehicles – Pneumatic tyres for commercial vehicles – Diagonal and radial ply – Specification (Superseding IS 10914 (Part 1), IS 10914 (Part 2) and IS 10914 (Part 5) (Revised in 2012 and yet to be included in CMVR) (First Revision)	95(1)	15636 : 2012 (First Revision)
44.	13154:1991	Automotive vehicles - Tyres for agricultural tractors, implements and power tillers – Specification	G.S.R. 111(E) Rule 95	13154 : 2015 (First Revision)


CMVR-TSC – Agenda 7.0 & Additional Agenda Item**Request for Consideration of Deferment of WVSCOP regulation by 2 years to 1.04.2024, SIAM Letter no TD-01 : 232 dated, 29.08.2020**

- The Whole Vehicle Safety Conformity of Production (WVSCOP) scheme after discussions in a series of panel meetings was approved in the 62nd AISC meeting held on 11.04.2019 and adopted for implementation in the 56th CMVR-TSC meeting held on 22.08.2019.
- The finalized standard is AIS-017-Part6/DF and the proposed implementation dates are as follows:
 - Preparatory phase: 1.10.2020 to 31.03.2022
 - Mandatory from: 1.04.2022 Formal Notification is pending.
- SIAM recognizes that the above timelines were decided after consulting all stakeholders (including SIAM). However, the prevailing pandemic situation has brought the industry to its knees, introducing some new dimensions and we feel it is important to revisit some of our earlier decisions and look at issues with a fresh lens.
- The Covid-19 pandemic has caused severe disruptions in the manufacturing supply chains. The consequent economic downturn has hugely suppressed demand with no signs of any revival in the near future. With tough social distancing norms in place, just maintaining safe manufacturing operations is a huge challenge and in the foreseeable future this will continue to remain a focus area for the industry.
- SIAM appreciates the importance of WVSCOP, however at the same time identifies this as an administrative regulation. Presently, the industry and the entire country is fighting a pandemic and at this critical juncture any effort to put together the necessary framework with dedicated human resources involving OEMS, Suppliers, Certification agencies etc. across the country will mean a diversion of resources from the important task of rebuilding the industry. The limitations imposed by Covid-19 makes it even more complex than in normal times.
- In these difficult times, SIAM seeks the support of MORTH in helping the industry to focus its resources on the important task of economic revival and would like to humbly propose a deferment of the WVSCOP regulation by 2 years as follows:
- Preparatory phase: 1.10.2022 to 31.03.2024
- Mandatory from: 1.04.2024

 CMVR-TSC – Agenda 7.0			
ICEMA has submitted its observation on Draft G.S.R 502 (E) dated 13th August 2020			
Sl. No.	Paragraph / Location of the Draft GSR (Existing)	ICEMA's suggestion / Proposed change	Justification
1	<p><u>Clause 2 (a)</u></p> <p>"(cab)construction equipment vehicle means a self-propelled machine with rubber tyred (including pneumatic tyred), rubber padded or steel drum wheel mounted compactor, wheeled hydraulic excavator, wheel loader, backhoe loader, skid-steer loader, dumper, motor grader, mobile crane, dozer and pavers with rubber track, fork lift truck, self-loading concrete mixer or any other construction equipment vehicle or combination thereof primarily designed to perform earth moving, excavation, loading, transportation, drilling, spreading, compacting or trenching of earth, rock , other materials, off-highway operations in mining, industrial undertaking, irrigation and general construction but modified and manufactured with "on or off" or "on and off" highway capabilities.</p>	<p><u>In the definition, "Rubber Pads" to be added as below</u></p> <p>"(cab)construction equipment vehicle means a self-propelled machine with rubber tyred (including pneumatic tyred), rubber padded or steel drum wheel mounted compactor, wheeled hydraulic excavator, wheel loader, backhoe loader, skid-steer loader, dumper, motor grader, mobile crane, dozer and pavers with rubber track or rubber pads, fork lift truck, self-loading concrete mixer, self propelled boom pumps, self propelled concrete pumps or any other construction equipment vehicle or combination thereof primarily designed to perform earth moving, excavation, loading, transportation, drilling, spreading, compacting or trenching of earth, rock , other materials, off-highway operations in mining, industrial undertaking, irrigation and general construction but modified and manufactured with "on or off" or "on and off" highway capabilities.</p>	<p>Track pavers are with Rubber pads</p> <p>New products included</p>

 CMVR-TSC – Agenda 7.0			
ICEMA has submitted its observation on Draft G.S.R 502 (E) dated 13th August 2020			
Sl. No.	Paragraph / Location of the Draft GSR (Existing)	ICEMA's suggestion / Proposed change	Justification
2	<p><u>Clause 2 (a) Explanation:</u></p> <p>—A construction equipment vehicle or Earth moving vehicle shall be a non-transport vehicle the driving on the road of which is incidental to the main off-highway function and for a short duration at a speed not exceeding 50 kilometers per hour, but such vehicle does not include other purely off-highway construction equipment vehicle designed and adopted for use in any enclosed premises, factory or mine other than road network, not equipped to travel on public roads on their own power. Any construction equipment vehicle or earth moving vehicle with crawlers / metal track, for example, tracked excavator or excavator with legs are not considered to be falling under the scope of CMVR, as they are not permitted to run on public roads"</p>	<p>A construction equipment vehicle or Earth moving vehicle shall be a non-transport vehicle the driving on the road of which is incidental to the main off-highway function and for a short duration at a speed not exceeding 50 kilometers per hour, but such vehicle does not include other purely off-highway construction equipment vehicle designed and adopted for use in any enclosed premises, factory or mine other than road network, not equipped to travel on public roads on their own power. Any construction equipment vehicle or earth moving vehicle which are over dimensioned and not fitting within the CMVR provisions of Rule 93, are not considered to be falling under the scope of CMVR, as they are not permitted to run on public roads". Any construction equipment vehicle or earth moving vehicle with crawlers / metal track, for example, tracked excavator or excavator with legs are not considered to be falling under the scope of CMVR, as they are not permitted to run on public roads".</p>	<p>For better clarity in the scope of exclusion</p>

 CMVR-TSC – Agenda 7.0			
ICEMA has submitted its observation on Draft G.S.R 502 (E) dated 13th August 2020			
Sl. No.	Paragraph / Location of the Draft GSR (Existing)	ICEMA's suggestion / Proposed change	Justification
3	Clause 2 (a) Definition of CEV in Rule 2 (cab)	The definition of C Category in Clause 3.9.1 of IS 14272: 2011 to be updated in-line with the current Draft GSR 502.	To align the definition of CEVs in the IS in line with the proposed GSR
4	Clause 2 (b) —Provided further that construction equipment vehicle manufactured on and after 1st day of April 2021 shall be provided with the braking system having performance as stipulated in IS/ISO: 6165: 2012 or shall comply to the requirements stipulated in AIS:143-2017 as amended from time to time	—Provided further that construction equipment vehicle manufactured on and after 1st day of April 2021 shall be provided with the braking system having performance as stipulated in IS/ISO: 6165: 2012 or shall comply to the requirements stipulated in AIS:143-2017 as amended from time to time.	1) IS/ISO 6165 standard is not relevant to braking. 2) Year after the standard may be removed, as the latest version is always applicable
5	Clause 2 (c) —Provided that construction equipment vehicle manufactured on and after 1st day of April 2021, shall be adequately designed to ensure efficient and effective control of the vehicle under all driving conditions so that the vehicle is able to steer within a turning circle diameter of 24 meters, conforming to the test procedure specified in ISO: 7457:1997 as amended from time to time. However in case of self-propelled tandem drum and single drum vibratory compactors, the turning circle radius & turning circle requirements shall be measured as per IS:5500 - Part 1 and Part 2, respectively;	—Provided that construction equipment vehicle manufactured on and after 1st day of April 2021, shall be adequately designed to ensure efficient and effective control of the vehicle under all driving conditions so that the vehicle is able to steer within a turning circle diameter of 24 meters, conforming to the test procedure specified in IS / ISO:7457:1997 as amended from time to time. However in case of self-propelled tandem drum and single drum vibratory compactors, the turning circle radius & turning circle requirements shall be measured as per IS:5500 - Part 1 and Part 2, respectively;	Editorial correction

 CMVR-TSC – Agenda 7.0			
ICEMA has submitted its observation on Draft G.S.R 502 (E) dated 13th August 2020			
Sl. No.	Paragraph / Location of the Draft GSR (Existing)	ICEMA's suggestion / Proposed change	Justification
6	Clause 2 (d) —Provided that construction equipment vehicle manufactured on and after 1st day of April 2021, shall comply the steering effort requirement as stipulated in IS/ISO: 6165: 2012 or CMVR shall comply as per AIS: 144-2018 as amended from time to time. However in case if emergency steering system is provided, the additional compliance requirements for emergency steering system as specified in AIS:144-2018 as amended from time to time, shall also be complied with.	Provided that construction equipment vehicle manufactured on and after 1 st day of April 2021, shall comply the steering effort requirement as stipulated in IS/ISO: 6165: 2012 or CMVR shall comply as per AIS: 144-2018 as amended from time to time. However in case if emergency steering system is provided, the additional compliance requirements for emergency steering system as specified in AIS:144-2018 as amended from time to time, shall also be complied with.	1) IS/ISO 6165 standard is not relevant to braking. 2) Year after the standard may be removed, as the latest version is always applicable
7	Clause 2 (e) Table 1 Type of Machine : All Earth Moving Machinery	Type of Machine : All Earth Moving Machinery Construction Equipment Vehicles	There is no definition of Earth Moving Machinery in CMVA & CMVR
8	Clause 2 (e), Table-1 and Table-2 ISO:6393:2008 ISO:6394:2008 ISO:6395:2008 ISO:6396:2008	IS/ISO:6393:2008 IS/ISO:6394:2008 IS/ISO:6395:2008 IS/ISO:6396:2008	Editorial correction

CMVR-TSC – Agenda 7.0

ICEMA has submitted its observation on Draft G.S.R 502 (E) dated 13th August 2020

Sl. No.	Paragraph / Location of the Draft GSR (Existing)	ICEMA's suggestion / Proposed change	Justification
9	Table-2 Note: The permissible sound power level shall be rounded to the nearest whole number (less than 0.5 use lower number; greater than or equal to 0.5 use higher number). The engine gross power P shall be determined according to TAP 115/116	Note: The permissible sound power level shall be rounded to the nearest whole number (less than 0.5 use lower number; greater than or equal to 0.5 use higher number). The engine gross power P shall be determined according to TAP 115/116/ AIS137 Part 7	Editorial correction
10	Table-2 Mobile Crane, Self-Loading Concrete Mixer	Mobile Crane, Self-Loading Concrete Mixer, Self Propelled Boom Pumps, Self Propelled Concrete Pumps	New products included
11	Clause 2 (f) Provided further that Construction Equipment Vehicle, equipped with seat belt for the driver and for the person occupying the front seat and rear view mirror is deemed to be complying with the requirements, if the Construction Equipment Vehicle complies the requirement given in sub rule 125- J with effect from 1st day of October 2021	(To be deleted) Provided further that Construction Equipment Vehicle, equipped with seat belt for the driver and for the person occupying the front seat and rear view mirror is deemed to be complying with the requirements, if the Construction Equipment Vehicle complies the requirement given in sub rule 125- J with effect from 1st day of October 2021	This is duplication of the current Rule 125 A. Also, there is no Rule 125J and Mirrors are covered in Part 1 (2021) and Seat belt is covered in Part 2 (2024) of AIS 160.

Analysis of vehicle fire - causes and preventive measures

3rd September, 2020

SIAM Initiative

■ Awareness program for vehicles catching fire:

- In 57th CMVR-TSC meeting SIAM expressed that it would arrange dedicated events to increase awareness among the vehicle users.
- SIAM shared details of events conducted by its members for creating awareness on causes of Fire incidences in vehicles to their customers, with ICAT
- Various methodologies used for the awareness program includes following:
 - Fire Safety Pamphlets
 - Standees at dealerships
 - Messages at all customer Touch points like Customer reception area, customers lounge, Driver Lounge etc.
 - One to one interaction sharing with customers via videos, ppts etc.
 - Individual emails to customers
 - Intimation via the Mobile service app,
 - Customer notification 'through remarks on repair invoice'
 - Operator's Manual/Service Book advisory on fire hazards

Brief



Initiatives

1. Customer Education
2. Dealer Education
3. Owners Manual
4. Communication of non-genuine part fitments

Skoda Auto Volkswagen India Private Limited

1. Notification to customer in case non-genuine part fitted on vehicle noticed during repair
2. Customer education advantages of following:
 - (a) Using genuine parts & periodic maintenance
 - (b) Getting repair job done at authorized workshops
3. Dealer coaching on
 - (a) using interactive bay, customer education, technical knowhow

RENAULT INDIA PRIVATE LIMITED

1. A welcome kit is provided to every customer highlighting importance of using genuine accessories
2. Notification to customer at time of service & repair through "service advisor" phone app

Hyundai Motor India Limited

1. GDMS (Global Dealer Management system) 1 vehicle Record
 - (a) Vehicle Non genuine fitment /modifications entry provision in DMS during repair order opening
 - (b) Dealer observation get printed in customer invoice for customer awareness purpose
2. Awareness material display in Touch screen Kiosk in workshops
3. SMS promotion :Education / Awareness SMS sent to customers
4. Do and Don'ts mentioned In product owners manual



Thank You



Level Playing Field for both OE & Non-OE built buses

Background:



As per the notification G.S.R. 246(E) dated 29th March, 2019 fully built buses with seating capacity exceeding 22 passengers manufactured on and after 1st April 2019, by OEMs shall be in accordance with AIS:153 (Additional Requirements for Bus Construction)

The proportion of bus body built by OE & Non-OE body builders is approximately about 20:80 ratio and hence, current AIS-153 applicability covers only very less percentage of overall buses built in the country. The operational safety of Driver and Occupants of buses is imperative for both OE & Non-OE built buses.

This leads to a situation where majority of the buses are not being equipped with requirements mandated as per AIS 153.

This creates serious asymmetry in investments, offerings and disruptions in the market, leading to Non-OE built buses becoming more affordable vis-à-vis OE built buses.

Therefore, resulting in non-level playing field and OE Buses losing out in the competitive bidding.

As the overall intent and objective of the Government is to enhance the safety of the occupants using public transportation. Since non-OE built buses fall outside the scope of AIS-153, the objective of the Government remains unfulfilled.

It is prudent to make AIS-153 applicable to buses built by Non-OE bus body builders as well for realizing the overall objectives envisaged. Additionally, this would also create new employment opportunities at Non-OE body builders end.

Level Playing Field for both OE & Non-OE built buses



As per MoRTH published Amendment no. 10 to AIS-063 (Requirements for School Buses), all School Buses (with seating capacity exceeding 13 passengers shall be fitted with FDAS with effect from 1st April 2019 meeting the requirements of AIS-135:2016 (FDAS & FDSS for Buses – Requirements) and FDSS with effect from 1st April 2020.

Applicability	1 st April 2019	1 st April 2020
All School Buses to comply AIS 135 (Amend 10 to AIS 063)	FDAS	FDSS

- On account of disruptions in supply chain and associated logistics due to global outbreak of Covid-19 pandemic
- Few of the FDSS components are imported and due to COVID-19 pandemic the logistics is held up
- We would like to seek deferment of FDSS implementation to 1st April 2021

Non - Bus Code compliance vehicles



Non - Bus Code compliance vehicles



Non-compliance Driver Seat

No Guard Rail & Glass



OEM Bus Code compliance vehicles



Retractable Foot Step



PA System With Mike

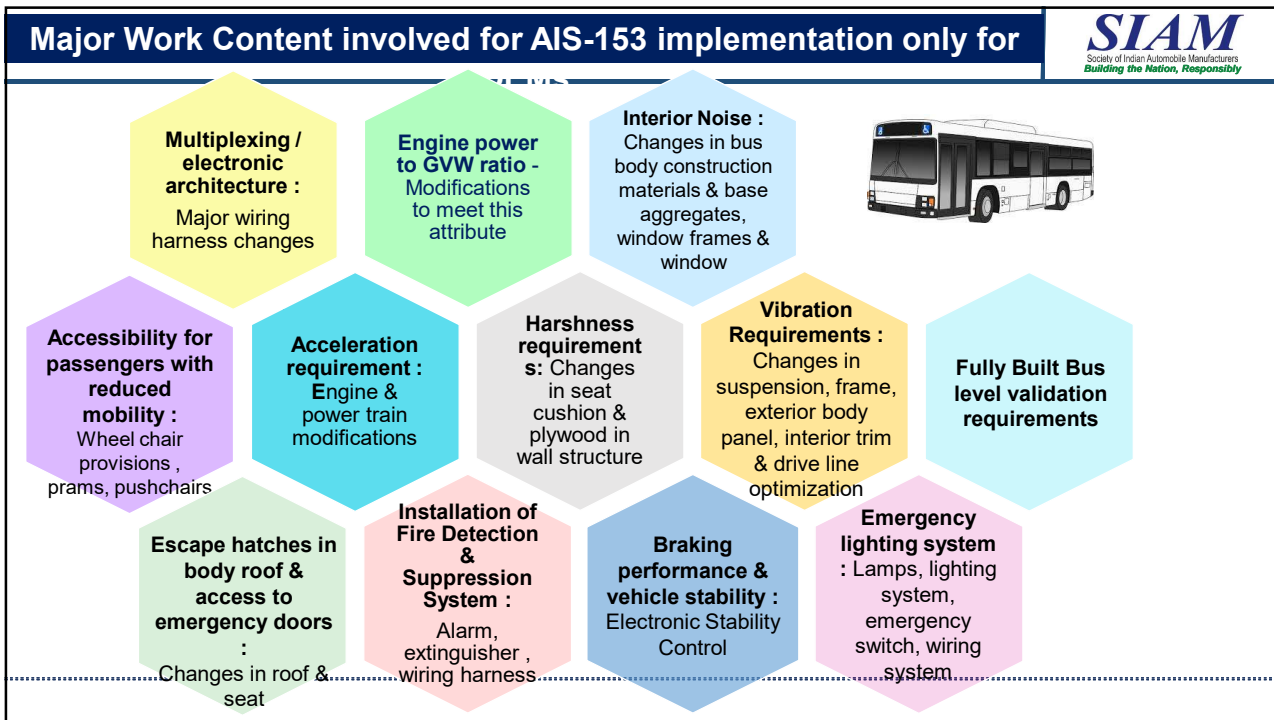
Destination Boards



Fire Extinguisher For Front and Rear

Saloon Lamps





BoV Exemption Category – CMVR Provisions

- Battery Operated Vehicles (BoV) are defined in CMV Rule 2(u)
- In the same Rule, exemption criteria for exemption category BoV 2W are specified
 - ✓ 30 minute Power of electric motor < 250 W
 - ✓ max speed of vehicle < 25 km/h
 - ✓ vehicle fitted with suitable brakes and retro-reflective devices in the front and rear
 - ✓ unladen weight (excluding battery weight) not more than 60 kg

BoV Exemption Category – Process of Approval

- Test Agencies verify/test prototype vehicle and give exemption report.
- No approval certificate is issued.
- These vehicles, being exempted from classification as motor vehicle, are not registered. Similarly no requirements for driving licence for driver, insurance, traffic violations etc. as per MV Act.


BoV Exemption Category – Malpractices in the Field

- Manufacturers / dealers of exemption category BoVs, while supplying vehicles in the field, tamper with motor controller setting to increase motor power and/or to increase max speed above limits specified in the exemption definition.
- This is clear violation of exemption classification under CMVR for which approval is granted by Test Agencies.
- This is rampant practice in the field as reported by various sources.
- Test Agencies receive complaints from field, RTI queries and also legal notices for granting exemption approval and subsequent violations in the field.
- FAME-1 included this category initially for availing demand incentive. But due to such malpractices, this category has been removed in FAME-2.

BoV Exemption Category – Proposal

- Exemption may be granted as per CMV Rule 2(u) to only electrically assisted bi-cycles.
- Separate low speed 2W BoV category may be introduced (motor power < 500 W, max speed < 35 km/hr).
- Limited type approval requirements may be defined for this category on similar lines of E-rickshaw / E-cart.
- These vehicles need to be registered, insured, driving licence for 16 years of age and above, traffic rules applicable.
- For extending this category to 3W BoV, possible overlap with E-rickshaw/E-cart category may be taken into consideration.



	CMVR-TSC – Agenda 8 (x)
Snapshot of work	
Objective:	
To bring a control in movement of substandard parts in aftermarket, either introduced by controlling domestic manufacturers or through Imports.	
Proposal:	
<ul style="list-style-type: none"> • Create a Portal - Central Database with complete information on Certified Component Manufacturers (Part No., TAC No. Validity etc.) • Creating awareness among Customers through media campaigns etc. • MoRTH to set-up policies: Mandating Standards for Aftermarket, Empanel surveillance bodies to perform market surveillance 	
Proposed Information Flow:	
<ul style="list-style-type: none"> • Ministry to set-up the Portal • Testing agencies to keep uploading the data of Certified Manufacturers on Portal • MoRTH to set-up policies for empanel surveillance agencies to perform market surveillance and monitor effectiveness • Manufacturers and Importers of Components to approach Testing Agencies for taking certifications through the Portal as also getting themselves registered on Portal • Dealers, Importers and Distributors to may also register on the Portal • Surveillance Agencies to also check the list of certified components and submit their surveillance report 	

Background of deliberations

- Multiple Panel Meetings held to discuss and deliberate on Portal
- Panel Members proposed to have the Homologation Portal, be implemented in 3 phases:
 1. Pilot phase to begin with a few components from AIS-037 (any 5 components) to analyse the functioning of Portal. For the pilot run, Notification be issued for these 5 components.
 2. Phase-I to cover all components under AIS-037
 3. Phase-II be extended to cover more components
- ARAI was requested to prepare the Portal. Quotation with complete Costing and time required received from ARAI
- ACMA submitted the proposal seeking funding support from DHI.
- After approval from DHI, ARAI to start portal formulation. Estimated Time of 6 months
- ARAI will interact with all testing agencies during formulation of portal

Status of Portal

- Due to Change in leadership at DHI as also onset of Pandemic, there was no discussion on Portal with DHI.
- In light of multiple Quality Orders i.e.
 - QCOs on Safety Glass,
 - Draft QCO on Wheel-Rims,
 - Anticipated QCO on Brake-Linings – specifically for aftermarket.
 - Considering advantages offered by QCO's i.e. controlling aftermarket, curb Imports, as also help in ground surveillance,
 - we seek direction of Committee to advice way forward.

Request Chairman, CMVR-Technical Standing Committee to advice way forward

- To keep the Portal on hold, while reviewing the advantage of QCOs first;
OR
- To re-approach DHI for funding and seek their suggestion on Portal
OR
- Re-visit the scope of the portal in light of new QCOs and take BIS on board. The Portal may help to check the BIS certification in addition to certified AIS:037 components manufacturers
OR
- MoRTH to make a New Scheme similar to Compulsory Registration Order (CRO) wherein Component Manufacturers be mandated to get their components certified by Testing Agencies and get them registered at the PORTAL. MoRTH be requested to grant a page at their website, wherein agencies under CMVR-126 an upload the data regularly)

DEFINITION CLARITY REQUIRED FOR EXCEPTIONAL LENGTH SPECIAL TRAILERS

EXCEPTIONAL LENGTH SPECIAL TRAILERS

SUBJECT –EXCEPTIONAL LENGTH SPECIAL TRAILERS TO BE PULLER BY NORMAL HAULAGE TRACTOR

1. CLARITY REQUIRED FOR Sr. NO IX of GSR 414(E) dated 26th June 2020 which mentions "Mechanical trailer with exceptional length with puller tractor".
2. Puller tractor is meant for hydraulic modular trailer as per the definition in AIS-053: 2005 Automotive Vehicles -Types -Terminology.

(IX) Mechanical Trailers of Exceptional Length

TABLE

Serial Number	Category of Vehicle	Width (Meters)	Length (Meters)	Height (Meters)
(1)	(2)	(3)	(4)	(5)
1.	*Mechanical trailer with exceptional length with a puller tractor	3.0	29.0	4.0

3.16.1 "Puller Tractor" means a multiaxle haulage tractor of category N3 vehicle having:-

- i) Suitable arrangement to pull or push modular hydraulic trailer or combination thereof under drawbar arrangement;
- ii) Adequate ballast weight for providing traction;
- iii) Minimum engine power of 260 hp and;
- iv) Maximum speed not exceeding twenty five km/h while pulling load.


EXCEPTIONAL LENGTH SPECIAL TRAILERS


In general practice over dimension mechanical trailer are towed by conventional truck/tractor and hydraulic modular trailer are towed by puller tractor.

Many trailer manufacturer are approaching to test Over Dimension Cargo (ODC). Trailer as per Sr. NO IX of GSR 414(E) which mentions "Mechanical trailer with exceptional length with puller tractor".

Clarity in definition is required for the usage of which type of tractor to test exceptional length special trailers.

Proposal :- To revise Sr. NO IX of GSR 414(E) definition "Mechanical trailer with exceptional length with N3 category truck/tractor".

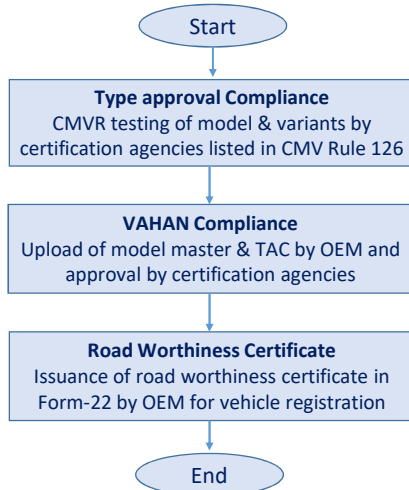
Vehicle Tracking System Details in VAHAN	
<ul style="list-style-type: none"> • SIAM on behalf of Indian Automobile Manufacturers would like to assure you that our members have taken all necessary steps towards compliance of AIS-140 and IS:16833 standards to ensure vehicle and passenger safety. Following are key steps taken by our members –Identifying and approving for vehicle fit, Type approved VLTD manufacturers who pass members’ rigorous quality standards of technology selection. • Devising a process of installing approved VLTD and emergency buttons as per AIS140 guidelines for all Public Service Vehicles (yellow number plate registration) which we could pre-identify at manufacturing plants. • Devising a process of installing approved VLTD and emergency buttons at Point of Sale (our authorized dealership) for vehicles sold as Public Service Vehicles. • Ensuring that the vehicles along with the type approved & engineering approved source of supplies/parts are covered under our established warranty policies. • On behalf of SIAM, I would like to request your support and consideration for fast implementation of state wise Vehicle Tracking Platform for Safety & Enforcement as per AIS-140 Specification for Public Service Vehicles. In this regard we also appreciate the funding scheme of MoRTH for the States / UT’s. • The implementation of the state wise vehicle tracking platform as per specification will ensure vehicle manufacturer to comply with, Annexure C, clause 3 which says “The Unique Identification number and other details of each VLT Device shall be uploaded on the VAHAN database by the Vehicle manufacturer or its authorized agency, in case of New Vehicles using their secured Authentication access.” 	

Vehicle Tracking System Details in VAHAN	
<ul style="list-style-type: none"> • SIAM would like to bring to your notice that currently there is no defined mechanism for vehicle manufactures to upload details of VLT device or authorize our approved VLTD manufacturer to do the same. In absence of this process step, we are not able to enforce our quality standards and it is leading to deviations such as – <ul style="list-style-type: none"> – Improper installations of devices on our vehicle leading to risk of quick vehicle battery drainage and fire hazard possibilities. – Improper installation (fitment and routing of emergency button) leaving scope of easy disconnect unknowingly or intentionally. – State Governments empaneling their list of suppliers which contravenes with the policy prescriptions of MoRTH. • From our past experiences, we have noticed that such negligence in installation (non-approved device and installation techniques) leads to electrical failures and multiple warranty claims. It also leads to non-functional devices in field negating the purpose of high availability emergency response device. • In order to address the key issues and to ensure proper implementation of the standard as envisaged by the MoRTH, it is imperative to enable vehicle OEMs to enter the details of their respective approved VLTD manufacturers in VAHAN. • Proposal: Ministry is requested to advice NIC to incorporate suitable functionality in Vehicle OEMs Homologation portal at the earliest. An option can be given where vehicle manufacturers can enter their approved products (Vendor and Model code) as per vehicle type / model and the same should be only available in “VAHAN VLTD Maker” module for fitment entry. The States may also be notified by MoRTH to comply with the same. 	

STA Approval for Registration of New Models & Variants



CMVR Process of Vehicle Registration



Mandatory inspection of new models & variants for registration

- ❖ GoI (MoRTH) vide "The Motor Vehicle (Amendment) Act, 2019 has notified that **"A motor vehicle sold by an authorized dealer shall not require production before a registering authority for the purposes of registration for the first time if it is a fully built motor vehicle"**.
- ❖ MoRTH vide its circular dated 4th May'2017 and 10th Feb'2020 has requested all transport departments to **implement the system of vehicle registration based on type approval certificate & Form-22.**
- ❖ **Taking digressions from above, Some states like Assam and J&K still mandate physical inspection of new model & variants for registration and OEMs are liable to pay certain stipulated fee for such process.**
- ❖ This process takes a lot of time, efforts and resources for overall Coordination and causes inordinate delay in launch of new vehicles.
- ❖ **We kindly seek MoRTH intervention & guidelines to State transport departments for smooth and seamless registration of vehicles solely based on valid type approval certificate and Form-22.**

Click to edit Master title style