

Minutes of 58th Meeting of Central Motor Vehicle Rules-Technical Standing Committee (CMVR-TSC) held online on 3rd September 2020 under the Chairmanship of Shri Priyank Bharti, Joint Secretary (MVL)

List of participants is attached as [Annexure-I](#).

- 1.0 Chairman, Shri Priyank Bharti, Joint Secretary (MVL, Transport, IT, Toll) MoRTH, welcomed the members for the 58th meeting of CMVR-TSC and expressed that considering the prevailing situation of Covid19 pandemic, the meeting was proposed to be held online. Chairman informed the Committee that Mrs. Rashmi Urdhwareshe, Chairperson AISC and Director ARAI has superannuated in June 2020. He thanked Mrs. Urdhwareshe for her contribution in the proceedings of the CMVR-TSC and SCOE Committees through so many years and appreciated her immense contribution to the automotive industry on a whole in the country. Shri N. V. Marathe, Officiating Director ARAI, highlighted some of the achievements of Mrs. Urdhwareshe and expressed that it was an honour for ARAI that as Director ARAI she recently was conferred with Nari Shakti Award by the Honorabale President of India. Shri Dinesh Tyagi, Director ICAT, Capt.(Dr.) Rajendra B. Saner-Patil, Director CIRT, Shri P. K. Banerjee and Shri P. S. Gowrishankar, SIAM, Shri R. P. Vasudevan, TMA, Ms. Seema Babal, ACMA and Shri R. R. Singh, BIS, appreciated Mrs. Urdhwareshe's contributions over the years and wished her well for her future endeavors. Chairman on behalf of the Committee presented a memento to Mrs. Urdhwareshe as a token of appreciation for her work done over the years. Mrs. Urdhwareshe thanked the Chairman and the Committee for the kind gesture. She expressed that it had been a privilege to be associated with CMVR-TSC for last 20 years and to work with all past Chairmen and with Shri Bharti. She highlighted that earlier as Member Secretary to the Committee and subsequently as Director ARAI, her policy was to give first priority to the interest of the society at large, followed by the interest of the automotive community and then the interest of the organization. She expressed her confidence in the new leadership of ARAI to continue with this legacy and to provide full support to the CMVR-TSC and SCOE Committees. She expressed her gratitude for colleagues in ARAI for the support and thanked the leadership of all test agencies and industry organizations for their collaborations. Further, Mrs. Urdhwareshe highlighted significant support given by the Ministry to the automotive community by giving international exposure to the automotive experts in India which helped the automotive industry to grow technically. She thanked the Chairman and the Committee for inviting her and arranging the warm send off.

2.0 Confirmation of Minutes of the previous meeting :

Secretariat informed that Minutes of 57th meeting of CMVR-TSC were circulated vide letter HMR/56-CMVR-TSC/A-22 dated 11th March 2020 and no comments were received. Committee noted the information and approved the minutes.

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

(i) Status of AIS / IS standards notified under CMVR :

Secretariat presented the status on the subject. The presentation is attached as **Annexure-II**. Shri N. V. Marathe, Chairman AISC, informed that the subject of converting AIS standards into IS standards was discussed in 63rd and 64th meeting of AISC and in a special meeting with BIS. He informed that all AIS standards notified under CMVR have been divided into different priority lists, as given below.

- a) Priority 0: AIS standards which are already converted to IS standards and which now need to be taken up for implementation through AISC.
- b) Priority 1: List of AIS standards which can be taken up for conversion by BIS immediately.
- c) Priority 2: List of AIS standards for which conversion can be taken up after issues, such as technology maturation and crosslinking/cross-referencing of AIS standards within these standards, are resolved.
- d) Priority 3: List of AIS standards which are considered complex to convert considering administrative requirements sitting in these standards. AISC will examine how to resolve these problems after the conversion of standards with Priority 0, 1 and 2 are completed.
- e) Priority 4 (no action at the moment): List of AIS standards which are primarily administrative in nature and are not required to be converted to IS.

Shri Marathe highlighted that almost 75 standards are included under Priority 0 and 1 and that it will be a big step forward in the direction of conversion of AIS to IS standards.

Secretariat presented the recommendations on the way forward on the subject of conversion of existing AIS standards to IS standards, formulation of standards

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on new subjects and the changes required in CMVR. It was emphasized that while converting AIS standards to IS standards, there should not be any change in the technical requirements and changes, if required, should be addressed through amendments to the IS once published after due deliberations in BIS sectional Committees. Secretariat highlighted that in absence of equivalence of the two standards, there may be an issue of the validity of the type approvals already issued against the notified AIS standards. Shri Gururaj Ravi of SIAM, highlighted that there have been a few instances in the past wherein the published IS standard had additional requirements than those contained in the notified AIS standard. He submitted that the IS standard published for the first time should be technically equivalent to the AIS standard already notified. Further, to address the new subjects, Secretariat recommended that for a new subject an AIS standard may be formulated to start with. It was submitted that while implementing a new regulation, it is often observed that administrative or technical amendments to the standard are required and considering that an amendment to AIS can be released quickly the approval process does not get affected. Therefore, for the future subjects, it would be appropriate to take the AIS standard for conversion to IS standard after six months from the date of implementation of AIS standard in CMVR. Shri K. C. Sharma of MoRTH, expressed that the need for developing AIS standard was to make the approval process efficient and that recommendations put forth by Secretariat will allow smooth transition. Further, he expressed that technical changes while converting a published and notified AIS to IS standard should be avoided. However, if the changes are made to improve the system for which the AIS standard is already notified, adequate lead time may be recommended by BIS so as to ensure compliance by the concerned stakeholders.

Committee noted the submissions on the subject. Chairman requested BIS to examine the recommendations put forth by the Secretariat and the observations raised by the members and submit its comments. Committee agreed to review the subject in the next meeting and it was agreed that till the next meeting the existing practice may continue.

(ii) Crash Guards / Bull Bars :

Ms. Vijayanta Ahuja, ICAT, presented the progress on the subject. Her presentation is attached as Annexure-III. She informed that the recommendations of the panel were presented in the last meeting of CMVR-TSC, and subsequently a trial test was done on one of the crash guard fitment fitted to a M1 category vehicle. She presented the results of the tests done. Shri Dinesh Tyagi, Director ICAT, informed that all prescribed tests recommended by the panel were conducted for the crash guard retro fitment testing and that the fitment was found to be complying with all requirements. He informed that the changes in dimensions of the vehicle due to the fitment of such crash guards were within the limits specified in CMVR. Chairman opined that in the situations, wherein the change in dimension of the vehicle will lead to change in taxation slab, will need to be addressed. Shri C. V. Raman, SIAM, expressed that if the recommendations of the panel are notified in a rule and are met by the retrofitters than there should not be an issue. Also, the responsibility of ensuring compliance and the subsequent issues, if any, after fitment of the approved crash guard on the vehicle should be that of the retrofitter. Further, the approval for crash guard would need to be vehicle specific. Shri K. C. Sharma, MoRTH, expressed that controlling the quality of the products sold in the aftermarket would be an issue. There could be a mechanism for the products recommended by an OE but for the products available of the shelf the issue of maintaining the quality at par with the one type approved will be difficult to monitor. Shri K. K. Kapila expressed that it is necessary to have a quality monitoring mechanism for rertofitments considering the safety aspects. Prof. Chawla of IIT Delhi, recommended that the bumper test too shall be added in the prescribed tests which is meant to ensure integrity of bumper fitment in event of slow speed crash events. Shri Deepak Sawkar, SIAM, recommended that the weight limit criteria may be clearly specified since the change in weight may affect emissions. Shri Dinesh Tyagi expressed that once the rules are in place the test agencies can verify the changes in dimensions and weight as against those specified by the OEM for that particular vehicle and take suitable measures. Shri D. P. Saste informed that concurrent with the provisions in the Motor Vehicles (Amendment) Act 2019, rules with respect to alterations in vehicle are in process

of formulation. He informed that the proposed rules may include endorsement in RC book for the retro fitments (alterations).

Committee noted the findings of the trial test done and the observations of the members.

Committee appreciated the work done by the panel so far and recommended that the panel can deliberate further on the points put forth by the members in the next panel meeting and that the subject can be subsequently reviewed in the next meeting of CMVR-TSC. Committee requested Prof Chawla to be part of the panel discussions.

(iii) Definition of Hybrids - mild & strong hybrids vehicles :

Shri K. C. Sharma, MoRTH, informed that in the last meeting, it was decided to review the existing provisions and propose the way forward. He presented the existing definitions of Hybrid Vehicles in AIS 137 (Part 3) and AIS 102 and submitted that only those vehicles meeting these definitions should be classified as hybrid vehicle and assigned the symbol H as specified in AIS 065. His presentation is attached as Annexure-IV. Shri Nishant Kalra, M/s Toyota Kirloskar & SIAM, supported the proposal. However, request was made by Shri C.V. Raman from MSIL & SIAM and Shri P.K. Banerjee, to also include 'Mild Hybrid' definition. With regards to the issue of inclusion of definition of mild hybrid it was decided that inputs would be provided by SIAM and this will be further deliberated.

(iv) Retro fitment of CNG/LPG to be discussed in respect of (i) BS IV, BS VI (ii) performance of CNG vehicles with respect to gasoline/diesel vehicles :

Ms. Vijayanta Ahuja, ICAT, presented an update on the subject. Her presentation is attached as Annexure-V. She presented the recommendations of the Committee and highlighted the changes between the existing and proposed norms. Shri Suyash Agarwal, IAC, submitted his reservations on the recommendations and proposed that the country should follow the European norms. Representative from Indian Oil Corporation supported Shri Agarwal's views. Shri Amit Shah informed that the differences between the European norms and the recommendations of the Committee were submitted before the

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Committee. Shri Dinesh Tyagi, Director ICAT, informed that it was a difficult task to finalize the recommendations and that they have been done so as to bring a balance for both OE and retrofitters. However, both OE as well as retrofitters have reservations on the proposal. He highlighted that due consideration was given to the fact that retro fitment should not affect the safety and environment norms for which the original vehicle is type approved for. He informed that OEM creates separate body structures for liquid and gaseous fuel variants considering the safety aspects. Shri C. V. Raman, SIAM, expressed that safety and emission norms should not be compromised and that norms for both OE and retrofitters should be at par. Committee noted the key differences in the existing and proposed norms with respect to creating of family vis-à-vis a ± 25 percent tolerance band on capacity of the engine, compliance to IRDE norms by both OE and retrofitter and applicability of EMI/EMC test for all type of vehicle. Shri K. K. Kapila advocated that retrofitters should come up with indigenous solutions and refrain from importing the kits which has been the practice for so many years.

Chairman expressed that provisions in Motor Vehicle Act and CMVR 1989 supports retro fitment and therefore we should be open to the idea of such retrofitment as choice to the citizens and OEMs should support this. However, the safety and environment issues should not be compromised. He requested the panel to deliberate further on the differences between the procedure followed in Europe and those recommended by the panel. Committee agreed to review the subject in the next meeting.

(v) Review of CMVR and AIS standards in view of the changes in definition of L1 category :

Secretariat presented a proposal with respect to technical requirements for L1 category vehicles with speed above 50 km/h. The presentation is attached as **Annexure-VI**. It was informed that the proposal is put forth considering the safety aspects, for such vehicles which are now reclassified as L1 category vehicle, based on the change in definition proposed through G.S.R 1225 (E) dated 20th December 2018 and a new draft G.S.R 336 (E) dated 29th May 2020. It was highlighted that the proposed change in definition was introduced to facilitate the administrative issues with respect to issuance of driving license. However,

this should not relax the technical requirements which were already in place for such vehicles. In view of the same the testing of brake and light and light signaling devices shall be mandatory in case of L1 category of vehicles with speed more than 50 km/h. Shri Harjeet Singh, SIAM, expressed that the proposal is principally agreed. Shri K. C. Sharma, expressed that the proposal is technically acceptable and that it will be reviewed considering the administrative issues, if any.

(vi) Discussion on the mandatory provision for the airbag for the co-driver seat :

Shri Gururaj Ravi, SIAM, presented an update on the subject. His presentation is attached as **Annexure-VII**. He informed that in the last meeting of CMVR-TSC, SIAM was requested to submit its recommendations on the subject to the Ministry. The recommendations were submitted vide SIAM's letter TD-01: 536 dated 30th March 2020. He informed that in UN Regulations, safety performance is specified in terms of injury criteria only. In offset crash regulation (AIS 098), which is in line with UN Regulation 94, injury criteria for driver and co-driver are clearly specified which are measured during the approval test. He submitted that seatbelts are the most effective occupant protection system and airbags act as a supplementary restraint system. He highlighted that vehicle manufacturers use a combination of high strength body structure and restraint systems comprising of seatbelts and airbag for meeting this occupant injury criterion. Due to the absence of steering wheel on co-driver side, there is more clearance available in front of the co-driver, which is considered while designing vehicle body structure and seat belt to meet the co-driver occupant injury criteria. These requirements can be met without an airbag also. However, for driver side both seat belt and airbag are needed to comply with driver injury criteria. Chairman expressed that provision of co-driver airbag is a progressive step in the area of providing occupant safety and sought views of the members on the subject. It was highlighted that when the Airbags was being mandated last time, the initial proposal and the draft issued provided for the airbags for both the driver and co-driver and it was with the suggestions of SIAM requesting for some time for the co-passenger the proposal was deferred and said that now is the high time to mandate it. It was further highlighted that the Supreme Court Committee on Road Safety has also been writing to the Ministry and reviewing the progress of

the airbags for the co-driver. Shri Dinesh Tyagi, Director ICAT, said that the requirements of co-driver airbag may be left as a market driven feature and that airbags are not mandated in international regulations. The members also stated that with the mandatory requirement of meeting the crash standard already in place, there is no need to regulate the co-driver airbag.

Considering the suggestions and discussions the Chairman brought to the notice the need for saving even a single life lost due to accidents. He emphasized that the industry to be more sensitive to the issue and as committed during last time when this proposal was being considered and in the context of the Supreme Court Committee of Road Safety views it was decided to mandate the airbags for the co-passenger also. The Ministry to issue a draft notification in this regard.

4.0 New Subject for Discussion :

(i) Review of the status of braking regulations :

Secretariat presented the status of braking standards notified in CMVR for different categories of vehicles. The presentation is attached as **Annexure-VIII**. The presentation also highlighted the current level of alignment of braking regulations with UN Regulations and UN GTR. Shri R. R. Singh, BIS, highlighted that IS 11852 (2019) is also published which is the next level of revision of IS 11852 (2013) and equivalent standard to AIS 150 which has been recently notified by Ministry. He requested the Committee to consider the same for implementation under CMVR. Committee noted the information.

Shri P. K. Banerjee, SIAM, submitted an additional agenda item linked with the subject. His presentation is attached as **Annexure-IX**. He expressed that Industry has always supported the safety initiatives taken by the Government in implementing various safety norms from time to time. However, due to the current Covid-19 pandemic situations the development work within the automotive industry has been affected severely. In view of the same he requested the Committee to consider deferment of Type IIA test and advanced braking requirements for buses, such as EVSC, from April 2022 and April 2023 respectively to April 2025. Shri P. Gowrishankar, SIAM, presented the details of the work involved along with timelines for preparing to meet the above

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requirements. Shri K. C. Sharma, MoRTH, expressed that the revised brake standard was adopted way back in 44th meeting of CMVR-TSC held in December 2015 and it was agreed to implement these standards with a lead time of two years. Considering the same, these standards would have been implemented from 1st April 2018 itself and, therefore, an extension of 4 to 5 years is already provided for the above mentioned requirements. Further, he submitted that if the standard published in year 2013 gets implemented from 1st April 2025 then when will the revised standard, which is already published as informed by BIS i.e. IS 11852 (2019), will be notified. Also, advanced braking requirements as per AIS 150 were first notified vide G.S.R 367 (E) dated 13th April 2018 from 1st April 2019. The same were reviewed on the request of the industry and were renotified for implementation from 1st April 2023 vide G.S.R 246 (E) dated 29th March 2019. An extension of 4 years has already been granted and therefore the proposed deferment should not be accepted. Shri A. A. Badusha of ARAI, proposed that a proportional time to what has been lost due to the current pandemic situation may be considered by the Ministry. Shri Dinesh Tyagi, Director ICAT, concurred with views of Mr. Badusha.

Chairman expressed that Mr KC Sharma has highlighted that adequate time has already been given to the industry for technology development. Also, brake is an active safety subject, therefore cannot be deferred.

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

Secretariat presented the update on the status of alignment of various AIS and IS standards with respective UN Regulations. The presentation is attached as **Annexure-X**. Secretariat highlighted the various safety regulations introduced in the country recently and the new standards which will come in force in future. Further, a summary of action points with respect to some key regulations was presented. Committee noted the information. Chairman expressed that the pending subjects should be completed in a time bound manner.

Shri P. K. Banerjee, SIAM, submitted an additional agenda point with respect to pedestrian safety regulations. His presentation is attached as **Annexure-XI**. He informed that the pedestrian safety norms are due to come into force for all models from 1st October 2020 and that most of the models are developed to

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meet the requirements in the given timeline. However, for few models, manufacturers are facing difficulties due to impact of COVID-19. He expressed that development and testing work of the automobile industry is impacted due to disruption in supply chain and logistics, stoppage of development work during the lock down period, and even today precious development time is lost owing to reduced manpower in R&D centres. He submitted that a lead time to complete validation and durability trials would be required on prototype, which is delayed due to pandemic and, therefore, a deferment of only six months is sought for implementation of AIS 100 for all models. He informed that the subject has also been discussed with ACMA and it is felt that a six months deferment can be requested for. Shri K. C. Sharma, MoRTH, informed that the pedestrian safety requirements were notified vide S.O. 2412 (E) dated 3rd September 2015 in which the date of implementation for existing models was mentioned as 1st October 2020. The requirements were notified 5 years ago and, therefore, adequate time was at hand to plan for the approvals. Also, considering that the pedestrian safety requirements is of prime concern the deferment should not be accepted.

Chairman expressed that the implementation date is only one month ahead, hence, it would not be appropriate to defer the requirements now especially considering the fact that many models have already been approved, supply chains would already be in advanced stages of supply of the product with most of the suppliers being of this Country and that it is an important requirement relating to Road Safety.

(iii) Development of noise standard for battery operated vehicles :

Committee deliberated on the need for development of national standard to cover the minimum sound requirements for electric vehicles. Shri K. C. Sharma, MoRTH, informed that the subject was raised by the Parliamentary committee and it was decided to take appropriate action in this regard. Secretariat informed that a UN Regulation 138 is in existence and a draft GTR is under formulation on the subject.

Committee requested AISC to take up the subject for formulating the new standard in line with UN R 138.

(iv) Request by FADA for granting access to OEM Wise Vehicle Registration Data as available on Vahan platform :

Secretariat informed that FADA has submitted that the issue has been resolved and that this agenda point can be closed. None from FADA members were present for any further comments. Committee noted the information and considered this agenda as settled.

(v) Request for permission for modification and to attach additional trailer to the truck :

Shri A. A. Badusha, ARAI, informed that proposals were received with respect to permitting truck trailer and road train combinations to ply on roads in India. Shri K. C. Sharma, MoRTH, informed that CMVR 93 permits the use of such combinations on selected routes. However, the manoeuvrability and braking requirements needs to be worked out. Shri Badusha informed that the definitions for truck trailer is covered under AIS 113 (Automotive Trailer Code) and that the AIS 113 panel can take up this subject further. Shri P. K. Banerjee, SIAM, expressed that SIAM would like to take part in the deliberations in the panel.

Committee noted the information and requested AISC and AIS 113 panel to take the subject forward.

(vi) Proposal with respect to transport of light weight but more quantity material such as PVC pipes :

Secretariat informed that a request is received from PVC pipe manufacturers to work on suitable transport solutions for transport of PVC pipes. It was informed that presently the pipes manufactured as per various IS standards measure from 6 to 6.5 m in length. Also, the weight of such pipes is less. Presently, the transport of such pipes is done in high tonnage vehicles, which results in wastage of fuel or they are carried on top of low tonnage vehicles which is legally not valid. It is proposed that vehicle configurations with low tonnage and more length or truck trailer combinations may be permitted. Shri D. P. Saste expressed that with increased dimensions permitted in CMVR 93, vehicle

manufacturers may explore the possibility of manufacturing products with specific requirements. Shri A. A. Badusha, ARAI, expressed that the truck trailer option would be a better approach and that the same has been asked for by other users as well.

Committee noted the information and it was agreed that with the selection of a truck trailer truck trailer combination the weight and length issues can be addressed and that considering load beyond the outer dimensions of the vehicle is not good for Road Safety hence the proposal is rejected.

5.0 Report from AISC

(a) Standards and amendments for deliberations / adoption :

Secretariat informed that AIS-024 and AIS-028 (Rev. 1) (Safety and Procedural Requirements for Type Approval of Gaseous Fuel Vehicles and Code of Practice for Use of Gaseous Fuels in Internal Combustion Engine Vehicles) were adopted in 57th meeting of CMVR-TSC held in February 2020. Subsequently comments were received on the finalized draft and the same were deliberated by the panel. The agreed comments have been incorporated in the standard. The revised standard is sub divided into three parts viz., Part - A (Automotive Requirements), Part - B (Tractor Requirements) and Part - C (Off Highway). Secretariat informed that in the last meeting the adoption of Part C was not recorded in the minutes and requested the Committee to adopt the Part C and allow publishing of the finalized standard. It was highlighted that the standard is already notified under CMVR and there is an urgent need to make the published copy of the standard available for approvals. Committee noted the information and adopted the Part C of the revised standard and requested the Secretariat to publish the standard.

Further, Secretariat proposed the adoption of the following amendments:

- (i) Amd. 2 to AIS-071 (Part 1)/2009 and Amd. 1 to AIS-071 (Part 1) (Rev. 1)
Amendments are proposed to allow text of control identification in uppercase and in words or abbreviations in line with UN Regulation 121.
- (ii) Amd. 2 to AIS 134 Safety in Three Wheeler
Amendment is proposed for aligning three wheeler maximum overall height with those notified vide GSR 414 (E) dated 26th June 2020.

(iii) Amd. 1 to AIS 146 Two Wheeler Stand

Amendment is proposed to bring clarity in testing of retention system.

(iv) Amd. 1 to AIS 147 Two Wheeler External Projection

Amendment is proposed for addition of requirements for the guard.

Committee noted the information and adopted the proposed amendments.

(b) Report on Running Subjects

(i) Hydrogen Fuel Cell Vehicles :

Secretariat informed that the AIS 157 on hydrogen fuel cell vehicles was adopted in the last meeting of CMVR-TSC. The subject was further discussed in a special meeting held under Chairmanship of Secretary, MoRTH, and action points with respect to implementation of AIS 157 were identified. Subsequently, the finalized draft standard was hosted on MoRTH website and the draft notification G.S.R 436 (E) dated 10th July 2020, for implementation of AIS 157 was issued. The comments received on the finalized draft were reviewed and the agreed comments were incorporated in the standard. Secretariat requested the Committee to approve the publication of the standard.

Additionally, the following action points were identified for successful implementation of hydrogen fuel cell vehicles.

1. Issuance of safety guidelines for hydrogen re-fuelling stations in line with global practices.

2. BIS to take up adoption of ISO standards cross refereed in AIS 157.

Shri R. R. Singh of BIS, presented the status of the adoption of ISO standards. His presentation is attached as **Annexure-XII**. He informed that the work will be completed by December 2020. Shri K. C. Sharma, MoRTH, informed that the final notification has been finalised and is in process of publication.

Committee noted the information and requested Secretariat to publish the standard. Also, Ministry was requested to take up the subject of issuing safety guidelines for hydrogen refuelling stations with appropriate Ministry.

(ii) Fire Fighting vehicles - 2W :

Ms. Vijayanta Ahuja, ICAT, presented the progress on the subject. Her presentation is attached as Annexure-XIII. She informed that AIS 167 has been formulated and finalized by the panel covering the test requirements for two wheeler fire fighting vehicles. Further, she proposed changes to the special purpose vehicle definition in CMVR 2. Shri D. P. Saste, Convener AIS 167, informed that the subject has been deliberated in detail and that the safety aspects for such vehicles have been suitably addressed. Ms. Ahuja submitted that the standard may be adopted by the Committee and suggestions if any on the finalized draft can be suitably addressed in the published copy or an amendment later. Shri K. C. Sharma, MoRTH, informed that the subject is important and is under discussion for a long time and that the Committee may adopt the standard.

Committee noted the information and adopted the proposed standard and requested the Secretariat to publish the standard after the period of hosting on MoRTH website is over and the comments received, if any, are addressed suitably. Further, Secretariat was requested to submit a draft notification for implementing the standard under CMVR.

(iii) AIS 163 on Special purpose vehicles - Cash vans, Food Trucks :

Secretariat presented the progress on the subject. The presentation is attached as Annexure-XIV. It was informed that based on the discussions in the earlier meeting of CMVR-TSC, it was agreed to formulate a AIS standard for special purpose vehicles such as Cash Van and Food Truck (Mobile Canteen). Also, considering the fact that GSR 755 (E) dated 8th August 2018, was issued by Ministry of Home Affairs, on requirements for Cash Van, it was felt necessary to cover the requirements suitably in AIS standard and notify the same under CMVR. Shri D. P. Saste, Convener AIS 163, gave the gist of the technical contents of the standard and informed that most of the provisions from the said GSR have been considered and the restrictive clauses with respect to engine capacity and ground clearance have been suitably

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addressed. Further, the standard is prepared in parts wherein the general requirements for the special purpose vehicles are separated out from the application specific requirements. He informed that the standard has been deliberated in detail and is finalized by the panel. Currently the standard covers requirements for Cash Vans and Food Truck. Shri Saste expressed that the subject is important from socio-economic point of view and various other application specific requirements can be addressed in the standard subsequently. Further, with new central motor vehicle rules related to alteration of vehicles, concurrent with amended motor vehicle act, under formulation, registration of such vehicles will be addressed. He requested the Committee to adopt the proposed standard.

Committee noted the information and adopted the proposed standard. Secretariat was requested to publish the standard once the period of hosting of the finalized draft on MoRTH website is over and the comments received, if any, are suitably addressed.

(iv) AIS standard on Reefer Vans (AIS 164) :

Shri A. A. Badusha, ARAI, presented the update on the subject. He informed that the subject was discussed in 56th meeting of CMVR TSC and 63rd meeting of AISC, wherein it was decided to formulate an AIS for all types of special purpose vehicles viz., Reefer Van, Food Truck, Cash Van, Fire Fighting Vehicles etc. However, considering the complexity, need and urgency, it was felt that requirements for Insulated Vehicle may be covered in a separate standard. Accordingly, Secretariat prepared a draft AIS-164 which was circulated to reefer van manufacturers and other stake holders to get feedback. The standard is applicable for N category of vehicles. Every manufacturer of such vehicles shall meet all the requirements laid down in CMVR for that respective category. Accordingly, different tables for chassis level approval and fully built vehicle level approval test have been added in the standard. The technical panel deliberated on the comments received from stakeholders in the panel meeting held on 14th August 2020 and the draft standard was modified based on the agreed

comments and draft D2 of AIS-164 has been circulated. Second meeting of panel is proposed to discuss open issues.

Committee noted the information.

(v) Accommodation of Wheelchair in M1 category vehicles :

Secretariat presented the update on the subject. It was informed that the panel is working on a AIS standard which will facilitate mobility for persons with reduced mobility. Based on the discussions in the panel meeting it was proposed to extend the scope of the standard and include adaptations in N1 and M2 category vehicles. The standard is divided into the following parts:

1. Part A - Adaptation when minor modifications are carried out by introducing secondary control(s) and/or allowable minor modifications so as driver with limb disability can drive adapted M1 & N1 vehicles.
2. Part B - Wheel chair accommodation provisions for passenger with reduced mobility in M1 & M2 vehicles
3. Part C - M1 adaptation for differently abled driver; differently abled passenger and reduced mobility passengers.
4. Part D - Informative part on vehicle adaptation: recent legal provisions (list of notifications) and facilities (list of authorized workshops or retro-fitters) in India.

The panel is expected to complete the standard by January 2021. Committee noted the information and agreed with the extension in scope of the standard. The Chairman requested the panel to expedite and squeeze the timeline, if possible.

(vi) AIS-162 Advanced Emergency Braking Systems (AEBS) :

Secretariat presented the progress on the subject. It was informed that a technical panel is working on formulating a standard on AEBS for M2, M3, N2 and N3 category vehicles. Based on the discussions in the third panel meeting dated 12th December 2019 and 64th AISC meeting dated 17th January 2020, it is proposed to formulate a standard on Forward

Vehicle Collision Warning Systems (FCWS) in line with ISO 15623. A draft standard was prepared and circulated to the panel members to study and compare the collision warning provisions in AIS 162 and the new draft standard on FCWS. Also, considering the difference in nature of application of AEBS system in passenger cars and heavy commercial vehicles, a separate AIS panel is formed to work on the standard for passenger cars. The next panel meeting is planned in September 2020 to deliberate further on draft AIS 162 and the new draft standard on FCWS.

Committee noted the information.

(vii) AIS 168 Specific Requirements for A6 and A7 Category Electric Power Train Agricultural Tractors :

Secretariat presented the progress on the subject. It was informed that a draft standard has been prepared based on:

1. Regulation (EU) No 167/2013: Base Regulation for Agricultural Tractors
2. Regulation (EU) 2015/208: Supplementing regulation to above (Requirements on the safety of electrical systems)
3. Regulation (EU) No 3/2014: Vehicle functional safety requirements for the approval of two- or three-wheel vehicles and Quadricycles

Secretariat highlighted the following aspects of the new standard:

1. Electrical Safety requirements are based on 2/3 Wheeler EU Regulation No 03/2014
2. Water effects tests based on AIS 038 Revision 1 standard
3. Tractor Motor Power Test as per AIS 041 Revision 1 standard
4. REESS Safety as per AIS 156 standard (New standard for L-Category)
5. EMC as per AIS 004 Part 3

The draft standard was circulated to the panel members and the next panel meeting will be scheduled in September 2020 to deliberate further.

Committee noted the information. Chairman advised to complete the task at the earliest.

(viii) Super Single Tyre :

Shri P. Gowrishankar, Convener, presented the progress on the subject. His presentation is attached as Annexure-XV. He informed that the subject was deliberated in detail in the three panel meetings and a draft notification with respect to safe axle load specifications was finalised by the panel. The notification is proposed to be applicable to three or more axle vehicles i.e. buses, trucks and tractors and two or more axle trailers. The draft manuscript of the notification has been submitted to Shri K C Sharma, MoRTH, for review. Further, tyre industry has incorporated the following tyre sizes for bus application:

1. 385/55 R22.5 (158 & 160 K)
2. 385/65 R22.5 (158, 160 & 164K)

Further, following two tyre sizes (Super Single Tyres) are ratified by the ITTAC for inclusion in ITTAC Manual.

1. 425/65 R22.5
2. 445/65 R22.5

It was informed that communication to BIS has been sent by ITTAC for inclusion of above tyre sizes in IS Standards (IS 15636:2012). Also, M/s Alstom has been requested to consult CRRRI for further course of actions. Committee noted the information. Shri K. C. Sharma, MoRTH, expressed that it is necessary to evaluate the impact of such tyres and associated loads on the pavements. He submitted that the decisions on the subject can only be taken once detailed study is available on the same.

Committee agreed and noted the information.

6.0 Finalized Draft AIS (hosted on MoRTH Website) :

Secretariat informed that the finalized draft of the following standards was hosted on MoRTH website to seek comments from public at large. These standards were adopted in the last meeting of CMVR-TSC. It was informed that the period of hosting is over and that comments on only AIS 157 were received which were addressed by the Convener. Secretariat requested the Committee to allow publishing of the standards.

- (i) AIS-004 (Part 3) (Rev.1) Automotive Vehicles, Requirements for Electromagnetic Compatibility

- (ii) AIS-038 (Rev.2) Specific Requirements for Electric Power Train of Vehicles
- (iii) AIS-156 Specific Requirements for L Category Electric Power Train Vehicles
- (iv) AIS-157 Safety and Procedural Requirements for Type Approval of Compressed Gaseous Hydrogen Fuel Cell Vehicles
- (v) AIS-160 Safety Requirements for Construction Equipment Vehicles

Committee noted the information and it was agreed to publish the standards.

7.0 Report from BIS :

Secretariat informed that a new agenda item “Report from BIS” has been included for the CMVR-TSC meetings to continuously monitor the progress of the IS standards and to address the implementation of these standard in CMVR. Shri R. R. Singh, BIS, presented the status of various IS standards which are notified under CMVR and requested that Committee may consider the implementation of the current level of these standards. His presentation is attached as Annexure-XVI. Secretariat highlighted that BIS has issued a draft Quality Control Order with respect to automotive wheel rims wherein latest version of IS standards are specified, whereas in CMVR the old revision is applicable. Chairman informed that the issue with respect to wheel rim QCO is under discussion with appropriate Ministry. With respect to the list presented by Shri Singh Committee requested AISC to review the same and present an action plan. Further, the need for concurrent running of two versions of the IS standard was highlighted till such time the revised and updated IS standard is notified under CMVR, considering the legal implications and it was agreed that AISC will update BIS on the relevant IS standards which would need concurrent existence.

8.0 Review of Notifications :

Secretariat informed that various safety regulations were adopted in the earlier meeting of CMVR-TSC viz., Whole Vehicle Safety SOP, AIS 142 on Tyre rolling resistance, rolling sound and wet grip, Revised pass by noise standard for 2 and 3 wheelers, Revised standards for electric vehicles, i.e. AIS 038 (Part 2) and AIS 156 etc. Committee may like to review the progress. Shri K. C. Sharma, MoRTH, informed that the work is in progress. Shri Alok Jaitley, SIAM, presented SIAM’s request for additional lead time for implementation of the Whole Vehicle Safety COP standard. His presentation is attached as Annexure-XVII. He informed that based on the earlier

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discussions and decisions the WVSCOP scheme was proposed to be implemented from 1st April 2022 after a preparatory phase which would start from 1st October 2020. He submitted that considering the prevailing pandemic situation which has impacted the automotive industry severely, Committee may revisit the proposed timelines. He submitted that SIAM appreciates the importance of WVSCOP, however, at the same time identifies this as an administrative regulation which would require deployment of additional resources. Considering the prevailing situation, he proposed that the preparatory phase may be implemented from 1st October 2022 and the mandatory compliance from 1st April 2024.

Shri K. C. Sharma, MoRTH, expressed that the WVSCOP regulation will increase the workload of the test agencies and that the agreed lead time is sufficient for the manufacturers to complete the administrative work. He informed that there is no notification on the subject as on date and the earliest possibility of the same would be by the end of the year with a lead time of 2 years from the date of notification and that there will be no guidelines issued for preparatory phase. Chairman expressed that the implementation of WVSCOP regime is beneficial to the manufacturers considering the various provisions with respect to defects and noncompliance which are notified through amendment to the motor vehicle act. Shri P. K. Banerjee, SIAM, expressed that industry recognizes the importance of the regulation. However, the resource utilization in these times is a challenge. Committee noted the information and agreed to hold the subject till further discussions in the next CMVR-TSC meeting.

Shri K. V. Krishnamurthy, ICEMA, submitted comments on Draft G.S.R 502 dated 13th August 2020, issued for implementation of various safety regulations for CEV. The comments are attached as **Annexure-XVIII**.

Committee noted the information. Chairman requested Shri K.C. Sharma to review the same while finalizing the notification.

9.0 Review of agenda points discussed in earlier meeting of CMVR-TSC (discussed under separate agenda item considering the availability of the status update received on the same by the Secretariat before the meeting) :

(i) Radio Frequency Allocation for various Automotive Applications :

No status update.

(ii) Analysis of vehicle fire-causes and preventive measures :

Ms. Vijayanta Ahuja, ICAT, presented the update on the subject. Her presentation is attached as Annexure-XIX. She informed that SIAM has submitted the details regarding the various initiatives taken by its member companies to spread awareness on the subject.

Committee noted the details and agreed to keep the subject on agenda considering its importance.

(iii) Increase of life of buses and cars from 8 years to 12 years covered under All India Permit :

Secretariat informed that in the last meeting, SIAM was requested to submit its views on the subject. Shri P. Gowrishankar, SIAM, submitted that the increase in life span will have a negative bearing on the sales. Also, recently many new regulations have come into effect and, therefore, the safety and environment benefits available with new technologies will not be reaped. He submitted that due to ongoing pandemic situation the industry is severely affected and effect of sales of new products will impact the job opportunities.

Chairman expressed that the design life of vehicle is more than what is specified in All India Permit and that the transport operators too would be facing a problem because of the current crisis and may, therefore, not be able to invest in new products and that if the product is good then why not they be allowed to operate. Shri P. K. Banerjee, SIAM, submitted that it is a complex issue. Committee noted SIAM's comments. He presented an additional agenda item in continuation with the discussion on the given subject. The details are given below:

a) Level playing field for OE when compared to body builders:

Shri P. K. Banerjee, SIAM, made a presentation on the subject. His presentation is attached as Annexure-XX. He expressed that auto Industry is committed to the safety initiatives taken by the Government. He highlighted that as per G.S.R. 246(E) dated 29th March, 2019 fully built buses with seating capacity exceeding 22 passengers excluding driver manufactured on and after 1st April, 2019, by Original Equipment Manufacturers shall be in

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accordance with AIS:153 (Additional Requirements for Bus Construction). He informed that the ratio of buses manufactured by OEM and bus body builders is in the ratio 20:80 and, hence, leads to a situation where majority of the buses are not being equipped with requirements mandated through G.S.R. 246(E). 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.

- b) Proposal for change in date of implementation for Fire Detection and Suppression Systems in School buses:

Shri P. K. Banerjee, SIAM, informed that as per Amendment no. 10 to AIS-063 (Requirements for School Buses), all School Buses (with seating capacity exceeding 13 passengers and above and manufactured by both OE and Non-OE body builders) shall be fitted with FDAS with effect from 1st April 2019 and FDSS with effect from 1st April 2020 as per AIS 135. He submitted that on account of disruptions in supply chain and associated logistics due to global outbreak of Covid-19 pandemic, the implementation of FDSS may be deferred to 1st April 2021 irrespective of built of the bus.

Shri S. N. Dhole of CIRT, expressed that even Bus Body Builders have to meet compliance as per AIS 052 (Rev. 1) as that met by OEMs. Further, considering the safety of the school children the implementation plan for FDSS should not be deferred.

Committee noted the observations. It was felt that the subject should be discussed along with bus body builders so as to give an opportunity to them for putting up their point of view. It was decided to organize a separate meeting of concerned stakeholders to discuss the above subjects.

(iv) Provision of different size tyre as a spare tyre :

Shri Gururaj Ravi, SIAM, informed that in the last meeting SIAM had presented and explained the provisions of Temporary Spare Wheel in CMVR and highlighted the key points along with International practices on usage of Temporary Spare Wheel. He highlighted that AIS-110, notified under CMVR which contains provisions for temporary spare tyre, has been derived from UN R 64. Temporary spare tyre is different from Normal tyre in terms of width and wheel type.

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However, temporary spare wheel too has to meet all basic performance requirement with limitation of maximum speed (~80 kmph) as specified in AIS 110. As per the requirement of AIS-110, maximum speed warning sticker is pasted on the outer surface of the temporary spare wheel at a visible location for customer-information purposes. Also, supplementary information as user instructions are mentioned in Owner's manual. He highlighted that, the purpose of temporary tyre is that it can be used in the event of puncture of the normal tyre so that the vehicle can be driven to the nearest tyre repair shop. He expressed that considering the discussion in the last meeting with respect to customer awareness on the same, the member companies have been informed to communicate to the customers about provision of temporary spare tyre by physically showing it in the vehicle during the vehicle sale at dealership point. This will further support customers to understand temporary spare wheel provision in the vehicle model and its restricted use as per CMV rules.

Shri Tom Thomas, ITTAC, highlighted that the use of tyre repair kit in lieu of temporary use spare wheel is useful only in case of nail holes and small cut in tread area and that it is not advisable to use it for large damages or for cuts on the side wall, due to safety reasons. He requested that the subject may be discussed by a panel under AISC before implementation. Secretariat informed that the subject was discussed in the 56th meeting of CMVR-TSC and as per the decision taken the notification was published to allow provision of tyre repair kit in lieu of temporary use spare wheel. It was highlighted that no concerns were raised by the members during the said meeting and that before the publication of the final notification, requisite time for comments on the proposed rules was provided as per practice. The subject, therefore, requires no further deliberation at AISC level.

Committee noted the information. SIAM was requested to take adequate steps for customer awareness for provisions of temporary use spare wheel or tyre puncture repair kit.

- (v) **Creation of 3 W electric vehicle having less than 0.25 kW (thirty-minute power), maximum speed 25 km/h and unladen weight not more than 60 kg :**

Secretariat informed that the subject was taken up for discussion in the last meeting and wherein ARAI has submitted its reservation with respect to granting

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exemptions to such low powered electric vehicles. Secretariat presented the ARAI's views on the subject and the possible way forward. The presentation is attached as Annexure-XXI. Secretariat highlighted that due to malpractices observed in the field on such vehicles, the same were excluded from FAME II scheme. Committee noted the concerns.

Chairman expressed that these vehicles are not covered under the definition of motor vehicles as per Motor Vehicle Act and, therefore, it is not possible to formulate type approval procedures as proposed by ARAI.

(vi) Supporting infrastructure at bus stations to facilitate wheel chair entry into buses :

Capt. V. V. Ratnaparkhi, ASRTU, informed that supporting infrastructure to assist wheelchair entry into buses is available at few bus stations under MSRTC and APSRTC. However, the specifications are not standardized. Shri S. N. Dhole, CIRT, informed that bus floor heights vary significantly and that it may be difficult to standardise the requirements. Committee noted the information and advised that ASRTU may explore the feasibility of providing the required infrastructure support for wheel chair access in phases.

(vii) Truck Cabin Safety :

Secretariat informed that in the last meeting it was agreed to call a special meeting to discuss the issue of compliance of truck body code requirements by both OEMs and truck builders.

Committee noted that there is no update on the subject and the committee to submit progress in the next meeting.

(viii) ICEMA proposal for increase in maximum safe axle load for CEVs :

Committee noted that there is no proposal received from ICEMA.

(ix) Height of 2 wheeled vehicle pillion seat :

Committee noted that there is no update on the subject. SIAM was requested to submit its views in the next meeting. Chairman highlighted that it is a road safety issue so may be considered with some urgency.

(x) Motor Vehicle Part Compliance Requirements :

Committee noted the update received from ACMA. The presentation is attached as Annexure-XXII. The subject to be taken up for discussion in the subsequent meeting.

(xi) AIS 166 - New AIS on protective devices for two wheelers :

Secretariat informed that the subject is under finalization and that the status will be reported in the next meeting.

10.0 Any other points :

(i) Definition clarity required for exceptional length Special Trailers :

Shri Prashant Vijay, ICAT, submitted that clarity is required with respect to mention of use of puller tractor for mechanical trailer with exceptional length in GSR 414 (E) dated 26th June 2020. His presentation is attached as Annexure-XXIII. Shri K. C. Sharma, MoRTH, informed that the word “puller” has erroneously been mentioned and an amendment to the notification will be issued. Committee noted the details.

(ii) BSIV to BSVI upgrade of OEM stocks :

Committee deliberated on the feasibility of permitting the upgradation of unsold stock of BS IV models available with OEMs to BS VI complied models. Shri A. A. Badusha, ARAI, expressed that as long as the vehicle is complying with applicable BS VI norms the conversion may be permitted. Also, the required changes in VIN number and Form 22 should be done. Shri Dinesh Tyagi, Director ICAT, supported

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Shri Badusha's views. Shri P. K. Banerjee, SIAM, expressed that it will help the manufacturers. Committee noted the views and agreed that the conversion may be done subjected to third party verification of the necessary compliance after verification of upgraded vehicles for additional Emission COP compliance by type approval agency. OEMs to upgrade vehicle to match with BSVI certificate to be met by the upgraded vehicle model for such vehicle for month and year changes in VIN number as per provisions in AIS 065 and reissue of Form 22 stating BS VI compliance, shall be done. Further, it was directed that CAFE volume consideration correction to be suitably addressed by testing agencies for respective reporting period.

The Chairman with other members enquired that technically the BS IV vehicles cannot be sold and registered beyond 31st of March 2020 so the BS IV vehicles as such these vehicles cannot be allowed to be sold and registered and further enquired if the vehicles are conforming to the BS VI norms and are type approved and all compliances like COP, Form 22 etc is done and then the inventory is pushed through the homologation system, then the question of BS IV does not arise.

(iii) Vehicle Tracking System Details in VAHAN :

SIAM raised the difficulties faced by the vehicle manufacturers in States like Kerala, Himachal Pradesh and others due to non-uniform and AIS-140 non-compliant implementation of Vehicle Location Tracking Devices (VLTD). The presentation on the subject is attached as **Annexure-XXIV**. SIAM requested that all States may be advised to follow uniform AIS-140 back-end software and communication protocol to avoid rejection of activation of Vehicle manufacturer's factory fitted VLTDs. It was brought to the notice that as per MoRTH notification SO 5453(E) dated 25th October 2018 and letter reference RT/16011/1/2018-T dated 15th January 2020 for new vehicle registration and old vehicle fitness renewal, the entry of Unique Identification Number is to be uploaded in VAHAN by the vehicle manufacturer and the VLTD manufacturer (as the case may be). As per the SO 5453(E), the States / UTs were to ensure compliance to Rule 125H of CMVR and check fitment and functional status of the VLT Device at the time of registration and fitness renewals (as applicable). Further, NIC has already deployed "VLTD Maker" in VAHAN. However, this check

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in VAHAN as per CMVR has not been uniformly enabled. SIAM requested the Ministry to advise NIC to implement the suitable check immediately for all the States during new vehicle registration as mandated by SO 5454(E), with effect from 1st January, 2019.

As per SO 5453(E), the VLTD fitment entry in VAHAN for the new vehicles are to be done by the Vehicle Manufacturer or their authorised agencies only. In view of the same it was proposed that NIC may be advised to implement necessary options for vehicle manufacturer to select their respective approved VLTD manufacturer/s in homologation portal. In NIC “VLTD maker” portal, the VLTD fitment entry are to be allowed for the vehicle manufacturer or their approved VLTD manufacturer/s only to facilitate the above compliance by the vehicle manufacturer. States may be advised to follow the similar implementation for their Command and Control Room software.

Committee noted the details. Chairman expressed that details SOP is already in place and NIC is already requested to do the needful. He informed that the Ministry will review and address suitably the issues raised by SIAM.

(iv) Approval of New Vehicle Models & Variants :

Shri P. Gowrishankar, SIAM, presented the agenda point on behalf of SIAM. His presentation is attached as Annexure-XXV. He informed that in Jammu & Kashmir, SIAM members are currently facing serious challenges as all vehicle models i.e. Base Model and each of its variants, are required to undergo physical inspection for getting approval and recently this problem has also come up in the state of Assam. He highlighted that this process takes a lot of time, effort and resources for overall coordination, as each vehicle need to be physically produced to the RTO. This is also leading to an inordinate delay in launch of new vehicles in the UT of J&K and the state of Assam, which not only causes inconvenience to vehicle buyers but also impacts the tax revenue generated for the states and Centre through new vehicles sales/Registration. He referred to the provisions in Motor Vehicle (Amendment) Act, 2019 dated 9th August 2019, wherein it is stated that a motor vehicle sold by an authorised 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. Further to clarify the intent behind the act, MoRTH has issued an advisory dated 10th February 2020 to all State Transport Departments. Considering the above provisions and different

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practices followed in some states, SIAM requested Ministry to issue directional guidelines to all RTOs to expedite new vehicle model approval solely based on valid CMVR Type Approval certificate and Form 22 issued by authorized testing agencies and manufacturers/dealers respectively.

Committee noted the information. Chairman agreed to take up the subject with concerned State and UTs.

(v) Safety Glass - Agricultural Tractors :

Shri R. P. Vasudevan, TMA, informed that Ministry of Commerce and Industry has issued a statutory order S.O. 2018 (E) dated 23rd June 2020, which mandates BIS marking for safety glazing from 1st April 2021. As per CMVR 100 para 3, Agricultural tractors can use Toughened glass for front wind screen and the rationale behind this is that agricultural tractor is a slow-moving vehicle. Additionally, this requirement is also harmonized with international standards. However, the toughened and zone toughened glass are missing in IS 2553 (part 2):2019, whereas, in earlier version of IS 2553: 1992 and successive amendment of 2008, these were covered. He requested the Committee to advise TED 6 to issue suitable amendment.

Committee noted the information and requested BIS to review the proposal.

(vi) Engine Power - VAHAN :

Shri R. P. Vasudevan, TMA, informed, that the subject has been discussed in earlier meeting of CMVR-TSC. He informed that in Form-23, generated by “Vahan portal”, the unit of measure used for the engine power HP and the conversion factor used to convert kW to HP used in the portal is “0.7457” i.e., as per 1 British HP = 0.7457 kW. He submitted that the tractor customers are using the Engine HP as a parameter for procurement decision and, therefore, it is necessary to use the correct unit of measure for Engine HP, namely Metric system, wherein 1 Metric HP is equal to 0.7355 kW. He informed that in the earlier meeting the proposal was agreed. However, the action on the same is pending.

Committee requested Shri K. C. Sharms, MoRTH, to address the issue.
