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सड़क परिवहन और राजमार्ग मंत्रालय

अधिसूचना

नई दिल्ली, 16 सितम्बर, 2016

सा.का.नि. 889(अ).—केंद्रीय मोटरयान अधिनियम, 1988 (1988 का 59) धारा 212 की उपधारा (1) द्वारा यथा अपेक्षित केन्द्रीय मोटर नियम, 1989 का और संशोधन करने के लिए प्रारूप नियम भारत सरकार में सड़क परिवहन और राजमार्ग मंत्रालय की अधिसूचना सं. सा.का.नि. 187 (अ), तारीख 19 फरवरी, 2016 द्वारा भारत के राजपत्र, असाधारण, भाग II, खंड 3, उपखंड (i) में उनसे द्वारा संभाव्य प्रभावित सभी व्यक्तियों द्वारा उस तारीख से जब प्रारूप नियमों से अंतर्विष्ट उक्त अधिसूचना की प्रतियां जनसाधारण को उपलब्ध करवाई गई थीं, से तीस दिन की अवधि की समाप्ति से पूर्व आक्षेप और सुझाव आमंत्रित करने के लिए प्रकाशित किए गए थे ;

उक्त राजपत्र अधिसूचना की प्रतियां जनसाधारण को 19 फरवरी, 2016 को उपलब्ध करवाई गई थीं;

उक्त प्रारूप नियमों के संबंध में जनसाधारण से प्राप्त आक्षेपों और सुझावों पर केंद्रीय सरकार द्वारा विचार किया गया है ;

अतः, केन्द्रीय सरकार, मोटर यान अधिनियम, 1988 (1988 का 59) की धारा 110 द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए केन्द्रीय मोटर यान नियम, 1989 का और संशोधन करने के लिए निम्नलिखित नियम बनाती है, अर्थात्:-

1. (1) इन नियमों का संक्षिप्त नाम केंद्रीय मोटर यान (11वां संशोधन) नियम, 2016 है ।

(2) ये राजपत्र में उनके अंतिम प्रकाशन की तारीख को प्रवृत्त होंगे।

2. केंद्रीय मोटर यान नियम, 1989, में नियम 115, -

(क) उप-नियम (2), में-

(क) खंड (i), 'क' परंतुक में, "भारत स्टेज-IV" की प्रविष्टि जहाँ भी हो, के स्थान पर "भारत स्टेज IV या भारत स्टेज VI" प्रविष्टि क्रमशः प्रविष्टि रखी जाएगी;

(ख) खंड (ii), की तालिका में, "भारत स्टेज-IV" की प्रविष्टि जहाँ भी हो, के स्थान पर "भारत स्टेज IV या भारत स्टेज VI" प्रविष्टि क्रमशः रखी जाएगी;

(ख) उप नियम (7), के परंतुक में, "भारत स्टेज-IV" की प्रविष्टि के स्थान पर "भारत स्टेज IV या भारत स्टेज VI" रखा जाएगा;

(ग) उप-नियम (17) के पश्चात्, निम्नलिखित उप-नियम रखे जाएंगे, अर्थात्:-

“(18) (i) भारत स्टेज VI (बीएस – VI) की श्रेणी एम और एन के उन वाहनों के सभी मॉडलों के लिए उत्सर्जन मानक निम्नलिखित होने चाहिए जिनका सकल यान वजन 3500 किलोग्राम से अधिक नहीं है और जो 1 अप्रैल 2020 को या उसके बाद निर्मित है:-

सारणी 1

पीआई और सीआई इंजनों से सुसज्जित एम और एन श्रेणी के वाहनों के लिए सीमा मूल्य: बीएस VI

श्रेणी	श्रेणी	रेफरन्स द्रव्यमान (आरएम) (किलोग्राम)	कार्बन मोनोऑक्साइड का द्रव्यमान (सीओ)		कुल हाइड्रोकार्बन्स का द्रव्यमान (टीएचसी)		गैर-मीथेन हाइड्रोकार्बन्स का द्रव्यमान (एनएमएचसी)		नाइट्रोजन के ऑक्साइड्स का द्रव्यमान (एनओएक्स)		हाइड्रोकार्बन और नाइट्रोजन ऑक्साइड के संयुक्त द्रव्यमान (टीएचसी+एनओएक्स)		कणिका द्रव्यमान (पीएम)		कणों की संख्या (पीएन)	
			एल 1 (एमजी/किमी)		एल 2 (एमजी/किमी)		एल 3 (एमजी/किमी)		एल 4 (एमजी/किमी)		एल 2 + एल3 (एमजी/किमी)		एल 5 (एमजी/किमी)		एल 6 (संख्या/किलोमीटर)	
			पीआई	सीआई	पीआई	सीआई	पीआई	सीआई	पीआई	सीआई	पीआई	सीआई	पीआई	सीआई	पीआई	सीआई
एम (एम1 और एम2)	-	समस्त	1000	500	100	-	68	-	60	80	-	170	4.5	4.5	6.0 X 10 ¹¹	6.0 X 10 ¹¹
एन1	I	आरएम < 1305	1000	500	100	-	68	-	60	80	-	170	4.5	4.5	6.0 X 10 ¹¹	6.0 X 10 ¹¹
	II	1305 < आरएम < 1760	1810	630	130	-	90	-	75	105	-	195	4.5	4.5	6.0 X 10 ¹¹	6.0 X 10 ¹¹
	III	1760 < आरएम	2270	740	160	-	108	-	82	125	-	215	4.5	4.5	6.0 X 10 ¹¹	6.0 X 10 ¹¹
एन2	-	समस्त	2270	740	160	-	108	-	82	125	-	215	4.5	4.5	6.0 X 10 ¹¹	6.0 X 10 ¹¹

पीआई= सकारात्मक प्रज्वलन(इग्निशन), सीआई= संपीड़न प्रज्वलन(इग्निशन)

(1) सकारात्मक प्रज्वलन के लिए, कण द्रव्यमान और कणों की संख्या की सीमा केवल प्रत्यक्ष इंजेक्शन इंजन के वाहनों पर लागू होगी।

(2) नए प्रकार के अनुमोदन और नए वाहनों के लिए कार्यान्वयन की तारीख के पश्चात् तीन वर्ष तक बीएस VI पेट्रोल प्रत्यक्ष इंजेक्शन वाहनों पर 6.0 X 10¹² #/किमी की कण संख्या उत्सर्जन सीमा विनिर्माता की पसंद के अनुसार लागू होगी।

टिप्पण : यह विनियम एम1, एम2, एन1 और एन2 श्रेणी वाले ऐसे वाहनों पर लागू होगा जिनका संदर्भ द्रव्यमान 2610 किलोग्राम से अधिक नहीं है।

निर्माता के अनुरोध पर, इस विनियम के अधीन दी टाइप अनुमोदन को उपर्युक्त उल्लिखित वाहनों से बढ़ाकर ऐसे एम1, एम2, एन1 और एन2 वाहनों तक लाया जा सकता है जिनका संदर्भ वजन 2,840 किलोग्राम से अधिक नहीं है और जो इस अधिसूचना में निर्धारित शर्तों को पूरा करते हैं।

सारणी 2

बीएस-VI टाइप अनुमोदन के लिए परीक्षण अपेक्षाओं का आवेदन

	हाइब्रीड सहित पॉजिटिव इग्रिशन इंजन वाले यान			हाइब्रीड सहित संपीडन इग्रिशन इंजन वाले यान		
	मोनो ईंधन	द्वि ईंधन (1)	फ्लेक्स ईंधन (1)	फ्लेक्स ईंधन	मोनो ईंधन	ड्यूअल ईंधन

संदर्भ ईंधन	गैसोलीन (ई5)	एलपी जी	सीएनजी/ बायो-मीथेन/ बायो गैस/एल एन जी	हाइड्रोजन (आईसीई) ³	एच2 सीएनजी (हाइड्रोजन + सीएनजी)	गैसोलीन (ई5)	गैसोलीन (ई5)	गैसोलीन (ई5)	गैसोलीन (ई5)	डीजल (बी7)	डीजल (बी7)	डीजल+ सीएनजी
						एलपीजी	सीएनजी/ बायो-मीथेन	हाइड्रोजन (आईसीई) ³	इथेनॉल(ई85)/ (ई 100)	सौ प्रतिशत आई (5) तक बायो-डीजल		
गैसीय प्रदूषण (टाइप 1 परीक्षण)	हां	हां	हां	हाँ ²	हाँ ²	हां (दोनों ईंधने)	हां (दोनों ईंधने)	हां (दोनों ईंधने) ²	हां (दोनों ईंधने)	हां	हां	हां
कणिका द्रव्यमान और कणिका संख्या (टाइप 1 परीक्षण)	हां	-	-	-	-	हाँ (केवल गैसोलीन)	हाँ (केवल गैसोलीन)	हाँ (केवल गैसोलीन)	हाँ (दोनों ईंधन)	हां	हां	हां
निष्क्रिय उत्सर्जन (टाइप 2 परीक्षण)	हां	हां	हां		हां	हां (दोनों ईंधने)	हां (दोनों ईंधने)	हाँ (केवल गैसोलीन)	हां (दोनों ईंधने)	-	-	-
निष्क्रिय उत्सर्जन (टाइप 3 परीक्षण)	हां	हां	हां		हां	हां (केवल गैसोलीन)	हां (केवल गैसोलीन)	हां (केवल गैसोलीन)	हां (केवल गैसोलीन)			
वाष्पीकरण उत्सर्जन (टाइप 4 परीक्षण)	हां	-	-			हाँ (केवल गैसोलीन)	हाँ (केवल गैसोलीन)	हाँ (केवल गैसोलीन)	हाँ (केवल गैसोलीन)	-	-	-
स्थिरता (टाइप 5 परीक्षण)	हां	हां	हां	हां	हां	हाँ (केवल गैसोलीन)	हाँ (केवल गैसोलीन)	हाँ (केवल गैसोलीन)	हाँ (केवल गैसोलीन)	हाँ ⁶ (केवल बी7)	हां	हां
सेवा-कालीन अनुरूपता	हां	हां	हां	हां	हां	हाँ (दोनों ईंधन)	हाँ (दोनों ईंधन)	हाँ (केवल गैसोलीन)	हाँ (दोनों ईंधन)	हां (केवल बी7)	हां	हां
आन-बोर्ड निदान और आईयूपी आरएम	हां	हां	हां	हां	हां	हां	हां	हां	हां	हां	हां	हां
सीओ2 उत्सर्जन और ईंधन उपभोग	हां	हां	हां	हां	हां	हां (दोनों ईंधन)	हां (दोनों ईंधन)	हां (दोनों ईंधन)	हां (दोनों ईंधन)	हां (दोनों ईंधन)	हां	हां
धूम्र अपार-दर्शिता	-	-	-	-	-	-	-	-	-	हां	हां	-
इंजन शक्ति	हां	हां	हां	हां	हां	हां (दोनों ईंधन)	हां (दोनों ईंधन)	हां (दोनों ईंधन)	हां (दोनों ईंधन)	हां	हां	हां

- (1) जब एक द्वि-ईंधन यान में फ्लेक्स ईंधन विकल्प है, तो दोनों परीक्षण अपेक्षाएं लागू होती हैं। ई 100 के साथ परीक्षित यान का ई 85 के लिए परीक्षण किया जाना आवश्यक नहीं।
- (2) जब यान हाइड्रोजन पर चल रहा है तो केवल एनओएक्स उत्सर्जनों को ही अवधारित किया जाएगा।
- (3) उपाबंध IV-ध में यथा-विनिर्दिष्ट किए गए अनुसार आंतरिक दहन इंजन(इन्टरनल कंब्शन इंजन) के लिए संदर्भ ईंधन हाइड्रोजन है।
- (4) सकारात्मक प्रज्वलन के मामले में, हाइब्रीड सहित पॉजिटिव इग्निशन इंजन वाले वाहनों के लिए कणिका द्रव्यमान और संख्या सीमाएँ केवल प्रत्यक्ष इग्निशन इंजन के लिए ही लागू होंगी।
- (5) 7 प्रतिशत तक के बायो डिजल ब्लेंड वाले ईंधन वाहनों का संदर्भ डीजल बी-7 के साथ परीक्षण किया जाएगा और 7 प्रतिशत से अधिक के बायो डीजल ब्लेंड वाले ईंधन वाहनों का संबद्ध ब्लेंड्स के साथ परीक्षण किया जाएगा।
- (6) सी ओ 3 उत्सर्जन और ईंधन उपभोग ए आई 137 में दी गई और समय-समय पर संशोधित प्रक्रिया के अनुसार मापा जाएगा।

टिप्पण:-

- (1) परीक्षण चैसिस डायनामोमीटर पर किया जाएगा।
- (2) ड्राइविंग चक्र के साथ परीक्षण को उप-नियम (10) में यथा-उपबंधित इस उपान्तरण के साथ किया जाएगा कि
 - (i) उत्सर्जन गैस सैंपलिंग को इंजन स्टार्ट अप प्रक्रिया के शुरू में प्रारंभ किया जाना चाहिए जिसे उपाबंध -IV-ड. में निदिष्ट किया गया है और समय समय पर एआईएस-137 के अनुसार संशोधित किया गया है;
 - (ii) ड्राइविंग चक्र को उपाबंध-IV-ड. में निदिष्ट और एआईएस- 137 के अनुसार 90 किमी/घंटा की अधिकतम गति पर होना चाहिए।
- (3) उत्पादन उद्देश्यों की अनुरूपता(सीओपी) के लिए मानदंडों में कोई छूट नहीं होगी और अनुपालन की प्रक्रिया एआईएस137 के अनुसार होगी।
- (4) संदर्भ ईंधन हेतु विनिर्देश निम्नलिखित होंगे-
 - (क) संदर्भ प्राकृतिक गैस ईंधन जिसे प्राकृतिक गैस या जैव-मीथेन मोनो ईंधन या द्वि-ईंधन यान में इस्तेमाल किया जाता है, उपाबंध- IV-ठ (जी 20जी 23 और जी 25) के अनुसार होगा।
 - (ख) संदर्भ एलपीजी ईंधन जिसे एलपीजी मोनो-ईंधन या द्वि-ईंधन यान में इस्तेमाल किया जाता है, उपाबंध-IV-ड (ईंधन ए और ईंधन बी) के अनुसार होगा, हालांकि सीएनजी/एलपीजी के लिए संदर्भ ईंधन की अनुपलब्धता की स्थिति में, बीआईएस 15958:2000 के अनुसार व्यावसायिक रूप से उपलब्ध सीएनजी और बीआईएस 14861:2000 के अनुसार एलपीजी को टाइप अनुमोदन और उत्पादन की अनुरूपता के लिए उपयोग किया जाएगा।
 - (ग) संदर्भ इथेनॉल ईंधन(ई85) उपाबंध IV-थ के अनुसार होगा।
 - (घ) संदर्भ गैसोलीन ईंधन (ई 5) उपाबंध IV-भ में विनिर्दिष्ट किए गए अनुसार होगा।
 - (ङ.) रेफरन्स डीजल ईंधन (बी7) को उपाबंध IV-न में विनिर्दिष्ट किया जाएगा।
 - (च) हाइड्रोजन ईंधन वाहनों का उपाबंध IV-ब में विनिर्दिष्ट संदर्भ ईंधन नियमों के संदर्भ में परीक्षण किया जाएगा।
 - (छ) संदर्भ ईंधन बायो गैस (बायो-मिथेन) आई एस 16087 2013 और समय-समय पर यथा संशोधित के अनुसार होगी।
- (5) क्रैंक केस वेंटिलेशन प्रणाली वातावरण में किन्हीं भी क्रैंक केस गैसों के उत्सर्जन की अनुमति नहीं देगी।
- (6) वाष्पीकरणीय उत्सर्जन की मात्रा गैसोलीन ईंधनीत वाहनों में 2.0 ग्राम प्रति परीक्षण से कम ही होगी। गैसोलीन चालित वाहनों के लिए वाष्पीकरणीय उत्सर्जन परीक्षण प्रक्रिया एआईएस 137 में निर्दिष्ट किए गए अनुसार होगी।
- (7) उत्पादन परीक्षण प्रक्रिया(सीओपी) की अनुरूपता एआईएस 137 में यथा-वर्णित होगी।
- (8) उत्पादन की अनुरूपता (सीओपी) आवृत्ति और नमूने निम्न प्रकार होंगे:-
 - (i) प्रत्येक यान मॉडल की उसके वेरिअन्ट्स(चल राशि) सहित उत्पादन अवधि की अनुरूपता एक वर्ष में एक बार होगी।
 - (ii) जहाँ छह महीनों में उत्पादन मात्रा उसके वेरिअन्ट्स सहित प्रति मॉडल 250 से कम है, तो नियम 126-क में अंतर्विष्ट उपबंधों को लागू किया जाएगा।

- (iii) इस उप-नियम में यथानिर्दिष्ट सभी परीक्षण संदर्भ ईंधन के साथ किए जाएंगे। हालांकि, विनिर्माता के अनुरोध पर, परीक्षण वाणिज्यिक ईंधन के साथ भी किए जा सकते हैं।
- (iv) इस उप-नियम के अनुसार अनुमोदित यानों के लिए विशिष्ट संयंत्र से प्रतिवर्ष उत्पादित कम से कम 50 प्रतिशत निकटतम पूर्णांक संख्या तक पूर्णांकित किए हुए यान माडलों का डीलर के स्थान या गोदाम से यादृच्छिक रूप से चयन किया जाएगा।

(9) वाणिज्यिक ईंधन के लिए विनिर्देश नीचे दिए गए हैं-

- (i) वाणिज्यिक गैसोलीन ईंधन उपाबंध IV-प और समय-समय पर यथा संशोधित के अनुरूप होगा।
- (ii) वाणिज्यिक सीएनजी और वाणिज्यिक एलपीजी के लिए विनिर्देश क्रमशः बीआईएस 15958:2000 और बीआईएस 14861 :2000 और समय-समय पर यथा संशोधित के अनुसार होंगे।
- (iii) वाणिज्यिक डीजल में उपयोग किया जाने वाला बायोडीजल आईएस 15607 और समय-समय पर यथा संशोधित के अनुसार होगा।
- (iv) वाणिज्यिक डीजल ईंधन के विनिर्देश उपाबंध IV-फ अनुसार होंगे।
- (v) वाणिज्यिक ई85 के लिए विनिर्देश यथाविनिर्दिष्ट भारतीय मानकों और समय-समय पर यथा संशोधित के अनुसार होंगे।
- (vi) वाणिज्यिक बायोगैस (बायो-मिथेन) के लिए विनिर्देश आई एस 16087 2013 और समय-समय पर यथा संशोधित के अनुसार होंगे।

(10) एनओएक्स रिडक्शन एजेंट एयूएस 32(जलीय यूरिया विलयन) के विनिर्देश आईएसओ 22241-2006 या डीआईएन मानक-डीआईएन वी 70070 के भाग 1 और भाग 2 के अनुसार होंगे।

(11) डीजल वाहनों में उपाबंध 1 में नियम 115 के उप-नियम (9) में दिए गए अनुसार विभिन्न नॉमिनल प्रवाहों के लिए प्रकाश अवशोषण गुणांक के रूप में व्यक्त किए जाने पर जब पूरे लोड पर स्थिर गति में परीक्षण किया जाता है, तो दिखाई देने वाले प्रदूषकों(धुआँ) का उत्सर्जन धुआँ घनत्व की सीमा मात्रा से अधिक नहीं होगा। ये धुआँ सीमाएँ सुधार कारक के बिना हैं और वायुमंडलीय कारक को 0.98 से 1.02 तक बनाए रखने के लिए इंजनों का परीक्षण उन्हें वातनुकूलित हवा की आपूर्ति करके किया जाता है।

(12) इंजन शक्ति, शक्ति मापी पर मापी जाएगी और मापी गई शक्ति और समय-समय पर यथा संशोधित ए आई एस 137 के अनुसार मापी गई है, समय-समय पर यथा संशोधित ए आई एस 137 में विनिर्दिष्ट शक्ति के अनुपालन में होगी।

(13) द्वितीय प्रकार का परीक्षण: इस उपखंड में विनिर्दिष्ट सभी पी आई ईंजन से सुयुक्त वाहन यान नियम 115 के उप-नियम (2) के खंड (i) में यथा लागू उपबंधों का अनुपालन करेंगे।

(14) मुक्त त्वरण धुआँ घनत्व: इस उपखंड में विनिर्दिष्ट सभी डीजल चालित यान नियम 115 के उपनियम (2) के खंड (iii) में यथा लागू उपबंधों का अनुपालन करेंगे।

(15) ह्रास घटक निम्न तालिका में दिए गए अनुसार होगा:-

सारणी

ह्रास घटक नीचे दिए गए अनुसार होगा: बीएस VI

इंजन श्रेणी	निरूपित ह्रास घटक						
	सीओ	टीएचसी	एनएमएचसी	एनओएक्स	एचसी+एनओएक्स	कणिका तत्व(पीएम)	कण संख्या(पीएन)
सकारात्मक प्रज्वलन	1.5	1.3	1.3	1.6	-	1.0	1.0 ⁽¹⁾
संपीडन प्रज्वलन	1.5	-	-	1.1	1.1	1.0	1.0

- (i) वैकल्पिक रूप से, यान विनिर्माता एआईएस 137 के अनुसार ह्रास घटक के मूल्यांकन के लिए 160,000 किमी के एक यान एजिंग(उम्र बढ़ने) परीक्षण या बेंच एजिंग स्थायित्व परीक्षण का विकल्प चुन सकते हैं।
- (ii) यह परीक्षण चलने वाले यान द्वारा एआईएस 137 के अनुसार एक परीक्षण ट्रैक, एक सड़क, या एक चैसिस डायनामोमीटर या इंजन परीक्षण बेंच पर किया जा सकता है।

(iii) 10वें और 11 वें चक्कर में अधिकतम चक्कर गति क्रमशः 72 किमी प्रति घंटा और 90 किमी प्रति घंटा होगी।

(iv) उपरोक्त एजिंग परीक्षण नियम 126 में विनिर्दिष्ट एक अनुमोदित परीक्षण एजेंसी द्वारा किया जाना चाहिए।

(16) उत्सर्जन नियंत्रण हेतु यान ऐसी ऑन-बोर्ड निदान(बीएस VI- ओबीडी) प्रणालियों से लैस होंगे जिनमें एआईएस 137 में निर्दिष्ट प्रणाली के अनुसार कंप्यूटर की मेमोरी में संग्रहीत फॉल्ट कोड के जरिए खराबी के ऐसे संभावित क्षेत्र की पहचान करने की क्षमता होनी चाहिए जिनकी विफलता के परिणामस्वरूप निम्न तालिका में दी गई सीमा से अधिक उत्सर्जन होगा:-

(i) 1 अप्रैल 2020 को या उसके बाद निर्मित बीएस VI वाहनों के लिए ओबीडी सीमा:

सारणी 1

ऑन-बोर्ड निदान(बीएस VI-1 ओबीडी) सीमा: बीएस VI

		रेफरन्स द्रव्यमान (आरएम) (किलोग्राम)	सीओ (मिलीग्राम/ किलोमीटर)		एनएमएचसी (मिलीग्राम/किलोमीटर)		एनओएक्स (मिलीग्राम/किलोमीटर)		पीएम (मिलीग्राम/किलोमीटर)	
श्रेणी	श्रेणी		पी आई	सी आई	पीआई	सीआई	पी आई	सी आई	पी आई ¹	सी आई
एम (एम1 और एम2)	-	समस्त	1900	1750	170	290	150	180	25	25
एन1	I	आरएम ≤ 1305	1900	1750	170	290	150	180	25	25
	II	1305 < आरएम ≤ 1760	3400	2200	225	320	190	220	25	25
	III	1760 < आरएम	4300	2500	270	350	210	280	30	30
एन2	-	समस्त	4300	2500	270	350	210	280	30	30

(1) सकारात्मक प्रज्वलन के लिए, कण द्रव्यमान सीमाएँ केवल उन वाहनों पर लागू होती हैं जिनमें डायरेक्ट इंजेक्शन इंजन है।

(ii) 1 अप्रैल 2023 को या उसके बाद निर्मित बीएस VI वाहनों के लिए ओबीडी सीमा:

सारणी 2

ऑन-बोर्ड निदान(बीएस VI-2 ओबीडी) सीमा: बीएस VI

		संदर्भ द्रव्यमान (आरएम) (किलोग्राम)	सीओ (मिलीग्राम/किलोमीटर)		एनएमएचसी/ (मिलीग्राम/किलोमीटर)		एनओएक्स (मिलीग्राम/किलोमीटर)		पीएम (मिलीग्राम/किलोमीटर)	
श्रेणी	श्रेणी		पी आई	सी आई	पीआई	सीआई	पीआई	सी आई	पी आई ¹	सी आई
एम (एम1 और एम2)	-	समस्त	1900	1750	170	290	90	140	12	12
एन1	I	आरएम ≤ 1305	1900	1750	170	290	90	140	25	12
	II	1305 < आरएम ≤ 1760	3400	2200	225	320	110	180	12	12
	III	1760 < आरएम	4300	2500	270	350	120	220	12	12
एन2	-	समस्त	4300	2500	270	350	120	220	12	12

(1) सकारात्मक प्रज्वलन के लिए, कण द्रव्यमान केवल उन वाहनों पर लागू होती हैं जिनमें डायरेक्ट इंजेक्शन इंजन है।

(17) 1 अप्रैल 2023 को या उसके बाद निर्मित बीएस VI वाहनों के लिए इन-यूज प्रदर्शन अनुपात(आईयूपीआर), ओबीडी प्रणालियों की एक विशिष्ट मोटर एम का इन-यूज प्रदर्शन अनुपात(आईयूपीआर) निम्न होगा:

आईयूपीआर_{एम} = अंश/विभाजक

(i) अंश और विभाजक की तुलना हमें इस बात का संकेत देती है कि यान संचालन के सापेक्ष एक विशिष्ट मॉनिटर कितनी बार काम करता है। आईयूपीआर को ट्रैक करने हेतु विस्तृत अपेक्षाएं एआईएस 137 में दी गई हैं।

(ii) यदि एआईएस 137 में विनिर्दिष्ट अपेक्षाओं के अनुसार यान एक विशिष्ट मॉनिटर एम से लैस है, तो सभी मॉनिटर्स एम के लिए आईयूपीआर_{एम} का मान 0.1 के बराबर या उससे अधिक होगा।

(18) वाहनों का सेवा में अनुपालन एआईएस 137 में निर्धारित प्रक्रिया के अनुसार होगा और वह समय-समय पर संशोधित होगा।

(19) टाइप अनुमोदन के दौरान और 1 अप्रैल, 2020 से सी ओ पी लागू होने पर आंकड़े एकत्रित करने के लिए पीईएमएस का इस्तेमाल करते हुए रियल वर्ल्ड ड्राइविंग साइकल उत्सर्जन का माप लिया जाएगा। और 1 अप्रैल, 2023 से रियल वर्ल्ड साइकिल अट्रिब्यूट अनुसूचना लागू होगी। विस्तृत प्रक्रिया ए आई एस – 137 तथा समय-समय पर यथा संशोधित में अधिकृत की जाती है।

(ii) भारत स्टेज VI (बीएस- VI) के श्रेणी एम और एन के ऐसे वाहनों के लिए मास उत्सर्जन मानक निम्न है जिनका सकल यान वजन 3500 किलोग्राम से अधिक है और जो 1 अप्रैल 2020 को या उसके बाद निर्मित हैं-

सारणी 1

एम और एन श्रेणी के वाहनों के लिए सीमा मूल्य:- बीएस- VI

	सीमा मूल्य							
	सीओ (मिलीग्राम/कि लोवॉटअवर)	टीएचसी (मिलीग्राम/कि लोवॉटअवर)	एनएमएचसी (मिलीग्राम/कि लोवॉटअवर)	सीएच ₄ (मिलीग्राम/कि लोवॉटअवर)	एनओ ₄ (मिलीग्राम/कि लोवॉटअवर)	एन एच ₃ (pp m)	पीएम द्रव्यमान (मिलीग्राम/कि लोवॉटअवर)	पीएम संख्या (संख्याएँ/कि लोवॉटअवर)
डब्ल्यूएचएस सी(सीआई)	1500	130			400	10	10	8.0 x 10 ¹¹
डब्ल्यूएचटी सी(सीआई)	4000	160	-----	----	460	10	10	6.0 x 10 ¹¹
डब्ल्यूएचटी सी(पीआई)	4000	---	160	500	460	10	10	6.0 x 10 ¹¹

टिप्पण :

पीआई = सकारात्मक प्रज्वलन

सीआई = संपीड़न प्रज्वलन

एम1, एन1, एम2 और एन2 श्रेणी वाले ऐसे वाहनों के लिए जिनका संदर्भ द्रव्यमान 2840 किलोग्राम से अधिक नहीं है, विनिर्माता के अनुरोध पर, इस नियम के उप-नियम(18) के अनुसार टाइप अनुमोदन प्रदान किया जा सकता है।

यदि एक ऐसे यान का चैसिस डायनामोमीटर पर टाइप अनुमोदन के लिए परीक्षण किया जाता है जिसका रेफरन्स द्रव्यमान 2610 किलोग्राम तक है, तो विनिर्माता उसके 3500 किलोग्राम के जीवीडब्ल्यू से अधिक वेरियन्ट्स के लिए 2840 किलोग्राम तक के संदर्भ द्रव्यमान के लिए टाइप अनुमोदन के एक्सटेंशन की माँग कर सकता है। ऐसे मामलों में इंजन डायनामोमीटर पर द्रव्यमान उत्सर्जन परीक्षण की अपेक्षा नहीं होगी।

सारणी 2

बीएस- VI के लिए परीक्षण अपेक्षा की प्रयोजनीयता

	सकारात्मक-प्रज्वलन इंजन				संपीडन-प्रज्वलन इंजन			ड्यूल ईंधन इंजन
	गैसोलीन (ई10)	सीएनजी/ जैव- मीथेन/ बायो गैस/ एल एन जी	एलपीजी	ई85	डीजल (बी7)	इथेनॉल (ईडी95)	बायोडीजल सौ प्रतिशत ⁽¹⁾ तक मिश्रित होता है	डीजल+ (सीएनजी/एलएनजी)
गैसीय प्रदूषक	हां	हां	हां	हां	हां	हां	हां	हाँ ⁽²⁾
कण द्रव्यमान	हां	हां	हां	हां	हां	हां	हां	हाँ ⁽²⁾
पीएम संख्या	हां	हां	हां	हां	हां	हां	हां	हाँ ⁽²⁾
सहनशीलता	हां	हां	हां	हां	हां	हां	हां	हाँ ⁽²⁾
ओबीडी	हां	हां	हां	हां	हां	हां	हां	हाँ ⁽²⁾
बंद चक्र उत्सर्जन(डब्ल्यूएनटीई)	--	--	--	--	हां	हां	हां	हाँ ⁽²⁾
टाइप अनुमोदन पर पीईएमएस प्रदर्शन परीक्षण	हां	हां	हां	हां	हां	हां	हां	हाँ ⁽²⁾
सेवाकालीन अनुरूपता	हां	हां	हां	हां	हां	हां	हां	हाँ ⁽²⁾

(1) 7 प्रतिशत तक जैव डीजल मिश्रण वाले वाहनों/इंजनों को संदर्भ डीजल(बी7) के साथ टेस्ट किया जाएगा और 7 प्रतिशत से अधिक जैव डीजल मिश्रण वाले वाहनों का परीक्षण संबंधित मिश्रणों के साथ किया जाएगा।

(2) ड्यूल ईंधन इंजन के लिए परीक्षण प्रयोज्यता अपेक्षाएं डब्ल्यूएचटीसी परीक्षण-चक्र के गर्म भाग पर नापे जाती हैं और गैस ऊर्जा अनुपात(जीईआर) पर निर्भर करती हैं। जीईआर वर्गीकरण एआईएस 137 और समय-समय पर यथा संशोधित के अनुसार होगा।

टिप्पण:-

- (1) परीक्षण इंजन डायनामोमीटर पर किया जाएगा।
- (2) संपीडन प्रज्वलन इंजन से लैस वाहनों के मामले में, गैस और कण उत्सर्जन डब्ल्यूएचएससी और डब्ल्यूएचटीसी चक्रों के अनुसार एआईएस137 में वर्णित प्रक्रिया के अनुरूप मापे जाते हैं।
- (3) सकारात्मक प्रज्वलन इंजनों से युक्त वाहनों के मामले में, गैसीय और कण उत्सर्जनों को डब्ल्यूएचटीसी चक्र के अनुसार एआईएस137 में वर्णित प्रक्रिया के अनुरूप मापा जाएगा।
- (4) संदर्भ ईंधनों के लिए विनिर्देश नीचे दिए गए हैं-

- (क) प्राकृतिक गैस में इस्तेमाल किया जाने वाला रेफरन्स प्राकृतिक गैस ईंधन या जैव-मीथेन मोनो-ईंधन या द्वि-ईंधन यान उपाबंध IV-ठ (जी 20 जी 23 जी 25) के अनुसार होंगे।
- (ख) एलपीजी मोनो-ईंधन में इस्तेमाल होने वाला संदर्भ एलपीजी ईंधन या द्वि-ईंधन यान उपाबंध IV ड (ईंधन ए और ईंधन बी) के अनुसार होंगे। हालांकि, सीएनजी/एलपीजी के लिए रेफरन्स ईंधनों की गैर-उपलब्धता के मामले में, बीआईएस 15958:2000 के अनुसार व्यावसायिक रूप से उपलब्ध सीएनजी और बीआईएस 14861:2000 के अनुसार उपलब्ध एलपीजी को टाइप अनुमोदन और उत्पादन की अनुरूपता के लिए इस्तेमाल किया जाएगा।
- (ग) रेफरन्स इथेनॉल ईंधन(ईडी95) उपाबंध IV-द में यथा विनिर्दिष्ट होगा।
- (घ) रेफरन्स गैसोलीन ईंधन(ई5) उपाबंध IV-ध में होगा।
- (ङ.) रेफरन्स डीजल ईंधन (बी7) को उपाबंध IV-न में यथा विनिर्दिष्ट होगा।
- (च) रेफरन्स ईंधन बायोगैस (बायो-मिथेन) आई एन 16007 : 2013 और समय-समय पर यथा संशोधित के अनुसार होगा।
- (5) उत्पादन परीक्षण प्रक्रिया(सीओपी) की अनुरूपता एआईएस 137 में यथा वर्णित होगी।
- (6) उत्पादन की अनुरूपता (सीओपी) आवृत्ति और नमूने निम्न प्रकार होंगे:-
- प्रत्येक इंजन मॉडल के लिए उसके वेरियन्ट्स सहित उत्पादकता की अनुरूपता की अवधि एक साल की होगी।
 - जहाँ छह महीने में उत्पादन की मात्रा वेरियन्ट सहित प्रति मॉडल 250 से कम है, वहाँ नियम 126-ए में अंतर्विष्ट उपबंध लागू होंगे।
- (7) वाणिज्यिक ईंधनों के लिए विनिर्देश निम्नानुसार होंगे:-
- वाणिज्यिक गैसोलीन ईंधन उपाबंध IV-प और समय-समय पर यथासंशोधित के अनुरूप होगा।
 - वाणिज्यिक सीएनजी और वाणिज्यिक एलपीजी के लिए विनिर्देश क्रमशः बीआईएस 15958:2000 और बीआईएस 14861 :2000 और समय-समय पर यथासंशोधित के अनुसार होंगे।
 - वाणिज्यिक डीजल में इस्तेमाल किया जाने वाला बायोडीजल आईएस 15607 और समय-समय पर यथासंशोधित के अनुसार होगा।
 - 7 प्रतिशत तक बायोडीजल मिश्रण वाले वाणिज्यिक डीजल ईंधन के विनिर्देश उपाबंध IV-फ और समय-समय पर यथासंशोधित के अनुसार होंगे।
 - वाणिज्यिक ई85 और ईडी95 के लिए विनिर्देश भारतीय मानकों में यथा विनिर्दिष्ट के अनुसार होंगे।
 - वाणिज्यिक बायोगैस (बायो मिथेन) के लिए विनिर्देश आई एस 16087:2013 और समय-समय पर यथासंशोधित के अनुसार होंगे।
- (8) नियम 115 के उप-नियम (9) के उपाबंध 1 के अनुसार सीआई इंजन वाहनों के लिए, दिखाई देने वाले प्रदूषकों(धुआँ) का उत्सर्जन धुएँ के घनत्व के सीमा मूल्य से अधिक नहीं होना चाहिए। ये धुआँ सीमाएँ सुधार कारक के बिना है और वायुमंडलीय कारक के मूल्य को 0.98 से 1.02 के बीच बनाए रखने के लिए इंजनों का वातानुकूलित हवा की आपूर्ति कर के परीक्षण किया जाता है।
- (9) इंजन पावर को डायनामोमीटर पर नापा जाता है और नापी गई पावर एआईएस137 में यथा विहित प्रक्रिया के अनुसार विनिर्दिष्ट और परीक्षित पावर के अनुसार होनी चाहिए।
- (10) निष्क्रिय उत्सर्जन और धुआँ घनत्व निम्नानुसार होगा:-
- इस उप-नियम में विनिर्दिष्ट किए गए पीआई इंजन वाले यान नियम 115 के उप-नियम (2) के खंड (i) का अनुपालन करेंगे।
 - इस उप-नियम में विनिर्दिष्ट किए गए सीआई इंजन वाले यान नियम 115 के उप-नियम (2) के खंड (ii) का अनुपालन करेंगे।
- (11) गिरावट कारक -
- गिरावट कारक नीचे दी गई तालिका के अनुसार होंगे:-

सारणी 1

बीएस- VI के लिए गिरावट कारक

परीक्षण चक्र	सीओ	टीएचसी ¹	एनएमएचसी ²	सीएच ⁴	एनओएक्स	एनएच ³	पीएम द्रव्यमान	पीएम संख्या
डब्ल्यूएचटीसी	1.3	1.3	1.4	1.4	1.15	1.0	1.05	1.0
डब्ल्यूएचएससी	1.3	1.3	---	---	1.15	1.0	1.05	1.0

(1) एक संपीडन प्रज्वलन इंजन के मामले में लागू होता है।

(2) एक सकारात्मक प्रज्वलन इंजन के मामले में लागू होता है।

(ii) वैकल्पिक रूप से, यान विनिर्माता साधारण उपयोगी जीवन अवधि के लिए एआईएस 137 और समय-समय पर यथासंशोधित में वर्णित प्रक्रिया के अनुसार गिरावट कारक के मूल्यांकन के विकल्प का चयन कर सकते हैं-

गिरावट कारक के मूल्यांकन के लिए उपयोगी जीवन अवधि और न्यूनतम सेवा संचय अवधि नीचे सारणी में दी गई है

तालिका 2

न्यूनतम सेवा संचय अवधि- बीएस- VI

यान की श्रेणी जिसमें इंजन स्थापित किया जाएगा	उपयोगी जीवन अवधि	न्यूनतम सेवा अवधि संचय
एन1 श्रेणी वाहन	1,60,000 कि.मी. या 5 वर्ष	160,000 किमी
एन2 श्रेणी वाहन	3,00,000 कि.मी. या 6 वर्ष	188,000 किमी
एन3 वाहनों की श्रेणी जिसमें जीवीडब्ल्यू 16,000 किलोग्राम के बराबर या उससे कम होगा	3,00,000 कि.मी. या 6 वर्ष	188,000 किमी
एन3 वाहनों की श्रेणी जिसमें जीवीडब्ल्यू 16,000 किलोग्राम से अधिक होगा।	7,00,000 कि.मी. या 7 वर्ष	233,000 किमी
एम2 श्रेणी वाहन	1,60,000 कि.मी. या 5 वर्ष	160,000 किमी
एन3 वाहनों की श्रेणी जिसमें जीवीडब्ल्यू 7,500 किलोग्राम के बराबर या उससे कम होगा	3,00,000 कि.मी. या 6 वर्ष	188,000 किमी
एम3 वाहनों की श्रेणी जिसमें जीवीडब्ल्यू 7,500 किलोग्राम से अधिक होगा।	7,00,000 कि.मी. या 7 वर्ष	233,000 किमी

गिरावट कारक परीक्षण का मूल्यांकन अनुमोदित परीक्षण एजेंसी द्वारा किया जाएगा जैसा कि नियम 126 में विनिर्दिष्ट है।

(12) (क) टाइप अनुमोदन के दौरान और 1 अप्रैल, 2020 से सी और पी लागू होने पर आंकड़े एकत्रित करने के लिए पीईएमएस का इस्तेमाल करते हुए रियल वर्ल्ड ड्राइविंग साइकल उत्सर्जन का माप लिया जाएगा। और 1 अप्रैल, 2023 से रियल वर्ल्ड साइकिल उत्सर्जन अनुरूपता लागू होगी। विस्तृत प्रक्रिया ए आई एस - 137 तथा समय-समय पर यथा संशोधित में अधिकथित की जाती है।

(ख) पीईएमएस प्रदर्शन परीक्षण के लिए उपयोग किया गया तरल अनुमोदित यान इंजन प्रणाली की स्थापना के लिए नियत यान श्रेणी का प्रतिनिधित्व करेगा। यान एक प्रोटोटाइप यान या एक रूपान्तरित उत्पादन यान हो सकता है।

(ग) टाइप अनुमोदन पर पीईएमएस प्रदर्शन परीक्षण के लिए, यान को 1 अप्रैल, 2023 इन-सर्विस अनुपालन की अपेक्षाओं को पूरा करना पड़ेगा।

इस उप-खंड में विनिर्दिष्ट वाहनों को एआईएस137 और समय-समय पर यथा संशोधित में निर्धारित प्रक्रिया के अनुसार गैसीय और कण निकास उत्सर्जनों के लिए निम्न वर्ल्ड नॉट-टू-एक्सिड(डब्ल्यूएनटीई) ऑफ-साइकल प्रयोगशाला परीक्षण सीमा को पूरा करना होगा।

सारणी

परीक्षण चक्र	सीओ मिलीग्राम/किलोवाटअवर	टीएचसी मिलीग्राम/किलोवाटअवर	एनओएक्स मिलीग्राम/किलोवाटअवर	PM मिलीग्राम/किलोवाटअवर
डब्ल्यूएनटीई	2000	220	600	16

(14) इस उप-खंड में 1 अप्रैल, 2023 को या उसके पश्चात् निर्मित विनिर्दिष्ट यान के पास एआईएस137 और समय-समय पर यथा संशोधित में निर्धारित प्रक्रिया के अनुसार ऑन-बोर्ड निदान के इन-यूज प्रदर्शन के मूल्यांकन की क्षमता होगी।

(15) इस उप-खंड में इंजन फिट किए हुए ऐसे यान जो उत्सर्जन में कमी लाने के लिए एक रिजेंट का इस्तेमाल करते हैं, को एआईएस-137 और समय-समय पर यथा संशोधित में निर्धारित प्रक्रिया के अनुसार एनओएक्स नियंत्रण उपायों के सही संचालन को सुनिश्चित करना होगा।

(16) इस उप-खंड में विनिर्दिष्ट यान उत्सर्जन नियंत्रण हेतु एक ऑन-बोर्ड निदान प्रणाली(बीएस VI – ओबीडी 1 और बीएस-VI- ओबीडी 2) से युक्त होंगे जिसमें एआईएस 137 में वर्णित प्रक्रिया के अनुसार कंप्यूटर मेमोरी में संग्रहीत फॉल्ट कोड के जरिए खराबी के संभावित क्षेत्रों की पहचान करने की तब क्षमता होगी जब ऐसी विफलता के परिणामस्वरूप निम्न तालिक में दी गई सीमा से अधिक उत्सर्जन होंगे:-

(a) 1 अप्रैल 2020 को या उसके बाद निर्मित वाहनों के लिए बीएस VI ओ बी डी -1सीमा रेखा नीचे दिए गए अनुसार होगी:-

सारणी

ओबीडी सीमा रेखा:- (बीएस- VI- ओबीडी1)

	मिलीग्राम/किलोवाँचअवर में सीमा	
	एनओएक्स	पीएम द्रव्यमान
संपीडन प्रज्वलन इंजन	1500	प्रदर्शन निगरानी ⁽¹⁾
सकारात्मक प्रज्वलन इंजन	1500	--

(1) वॉल-फ्लो डीजल कण फिल्टर के लिए पालन मॉनीटरी एआईएस-137 के अनुसार और समय-समय पर यथा संशोधित के अनुसार होगी।

(ख) 1 अप्रैल 2023 को या उसके बाद निर्मित बीएस VI वाहनों के लिए बीएस VI-ओबीडी-2 सीमा रेखा नीचे दिए गए अनुसार होगी:-

सारणी

ओबीडी सीमा रेखा:- (बीएस- VI- ओबीडी-2)

	मिलीग्राम/किलोवाँचअवर में सीमा		
	एनओएक्स	पीएम द्रव्यमान	सीओ
संपीडन प्रज्वलन इंजन	1200	25	---
सकारात्मक प्रज्वलन इंजन	1200	--	7500

विनिर्माता के अनुरोध पर टाइप अनुमोदन को कार्यान्वयन से पहले बीएस- VI- ओबीडी-2 आवश्यकताओं के अनुपालन के लिए प्रदान किया जा सकता है।

(19)(i) 1 अप्रैल 2020 को या उसके बाद निर्मित दो पहिया यान मॉडलों के लिए उत्सर्जन मानक भारत स्टेज VI(बीएस VI) निम्नानुसार होनी चाहिए:-

सारणी 1

पी आई और सी आई इंजन युक्त दो पहिया वाहनों के लिए सीमा मूल्य: बीएस VI

	यान कक्षा	बीएस VI उत्सर्जन मानक							
		सीओ मिलीग्राम/ किलोमीटर	एचसी मिलीग्राम / किमी	एनओएक्स मिलीग्राम किलोमीटर	एनएमएचसी मिलीग्राम / किलोमीटर	पी एम मिलीग्राम/ किमी	ईवीपी मिलीग्राम परीक्षण	ओबीडी	स्थिरता माइलेज(किमी) टाइप 5
पीआई यान	1 और 2-1	1000	100	60	68	0.0045*	1500	स्टेज II	20000
	2-2	1000	100	60	68	0.0045*			
	3-1 और 3-2	1000	100	60	68	0.0045*			35000
सीआई वाहन	समस्त	500	100	90	68	0.0045	-		35000
	डीएफ(सभी वर्गों के लिए)	1.3	1.3 (एसआई) 1.1 (सीआई)	1.3 (एसआई) 1.1 (सीआई)	1.3 (एसआई) 1.1 (सीआई)	1.0 (सीआई)	300**	-	-

* केवल गैसोलीन डायरेक्ट इंजेक्शन (डीआई) इंजन के लिए

**300 मिलीग्राम परीक्षणके नियत डी एफ एस एस ई डी परीक्षणों के साथ जोड़े जाएंगे। विनिर्माता नियत डी एफ का विकल्प का ए आई एस 137 और समय समय पर यथा संशोधित में विनिर्दिष्ट प्रक्रिया के अनुसार वाष्पीकरण उत्सर्जन नियंत्रण युक्ति की एजिंग के लिए चयन कर सकता है।

सारणी 2 टाइप-अनुमोदन के लिए परीक्षण अपेक्षाओं की प्रयोज्यता: बीएस- VI											
	हाइब्रीड के साथ एसआई इंजन वाले यान								हाइब्रीड के साथ सीआई इंजन वाले यान		
	मोनो-ईंधन					द्वि-ईंधन		फ्लेक्स ईंधन	फ्लेक्स ईंधन	मोनो-ईंधन	ड्यूअल ईंधन
	गैसोलीन(ई10)	एलपी जी	एनजी/जैव मीथेन/बायोगैस/एस एन जी	एच 2	एचसीएन जी (हाइड्रोजन + सीएनजी)	गैसोलीन (ई5)	गैसोलीन (ई5)	गैसोलीन (ई5)	डीजल (बी7)	डीजल (बी7)	डीजल + सीएन जी
						एलपी जी	सीएनजी/जैव मीथेन	इथेनॉल(ई85)/ई100	सौ प्रतिशत तक (1)जैव डीजल		
गैसीय प्रदूषक टाइप I परीक्षण	हां	हां	हां	हां	हां	हां (दोनों ईंधन)	हां (दोनों ईंधन)	हां (दोनों ईंधन)	हां (दोनों ईंधन)	हां	हां
टाइप 1 परीक्षण कण द्रव्यमान	हां	नहीं	नहीं	नहीं	नहीं	हां (केवल गैसोलीन)	हां (केवल गैसोलीन)	हां (केवल गैसोलीन)	हां	हां	हां
ईडल उत्सर्जन टाइप II परीक्षण,	हां	हां	हां	नहीं	हां	हां (दोनों ईंधन)	हां (दोनों ईंधन)	हां (दोनों ईंधन)	हां (केवल बी 7)	हां	हां
क्रेक केस उत्सर्जन प्रकार III परीक्षण:	हां	हां	हां	हां	हां	हां	हां	हां	हां	हां	हां
वाष्पीकरण टाइप IV परीक्षण	हां	नहीं	नहीं	नहीं	नहीं	हां (केवल गैसोलीन)	हां (केवल गैसोलीन)	हां (केवल गैसोलीन)	नहीं	नहीं	नहीं
टिकाउपन टाइप V परीक्षण	हां	हां	हां	हां	हां	हां (केवल गैसोलीन)	हां (केवल गैसोलीन)	हां (केवल गैसोलीन)	हां	हां	हां
सीओ2 और ईंधन खपत	हां	हां	हां	हां	हां	हां (दोनों ईंधन)	हां (दोनों ईंधन)	हां (दोनों ईंधन)	हां (दोनों ईंधन)	हां	हां
आनबोर्ड डायग्नोसिस ओबीडी	हां	हां	हां	हां	हां	हां (केवल गैसोलीन)	हां (केवल गैसोलीन)	हां (केवल गैसोलीन)	हां	हां	हां
धूम्र अपारदर्शिता	नहीं	नहीं	नहीं	नहीं	नहीं	नहीं	नहीं	नहीं	हां (केवल बी 7)	हां	नहीं

(1) 7 प्रतिशत तक जैव डीजल मिश्रण वाले वाहनों/इंजनों को संदर्भ डीजल(बी7) के साथ टेस्ट किया जाएगा और 7 प्रतिशत से अधिक जैव डीजल मिश्रण वाले वाहनों का परीक्षण संबंधित मिश्रणों के साथ किया जाएगा।

(2) पी आई इंजनों की दशा में केवल इंजेक्शनइंजनों वाले वाहनों को लागू

(3) बायो-ईंधन चालन के लिए विकल्प वाले यान माडल और वेरियेन्ट वाले और दो लीटर से अनधिक क्षमता वाले लिम्प-होम गैसोलीन टैंक लगे दोपहिया वाहनों के गैसोलीन मोड में परीक्षण से छूट होगी।

(4) सीओ₂ उत्सर्जन और ईंधन खपत ए आई एस 137 और समय समय पर यथा संशोधित में दी गई प्रक्रिया के अनुसार मापा जाएगा।

जब बायो ईंधन यान फ्लैक्स ईंधन यान से सहयुक्त है, दोनों परीक्षण अपेक्षाएं लागू होगी। ई 100 के साथ परीक्षित यान ई 85 के साथ परीक्षित किया जाना आवश्यक नहीं होगा।

टिप्पण:-

(1) परीक्षण चैसिस डायनामोमीटर पर किया जाएगा।

(2) अंतिम उत्सर्जन परिणाम के लिए भार कारक और वाहनों का वर्गीकरण निम्नानुसार होगा:-

सारणी

वाहनों का वर्गीकरण और भार कारक

	वर्ग की परिभाषा	डब्ल्यू एम टी सी साइकिल	अंतिम उत्सर्जन परिणाम के लिए भार कारक
वर्ग 1	ऐसे यान जो निम्नलिखित विनिर्देशों को पूरा करते हैं वे वर्ग 1 में आते हैं: 50 सेमी ³ < इंजन क्षमता < 150 सेमी ³ और वीमैक्स ≤ 50 किमी/घंटा अथवा इंजन क्षमता < 150 सेमी ³ और 50 किमी/घंटा < वीमैक्स < 100 किमी/घंटा	भाग 1 कम गति ठंड के बाद भाग 1 कम गति गरम	भाग 1 कम गति ठंड 50 प्रतिशत होगा और भाग 1 कम गति गरम 50 प्रतिशत होगा
उप वर्ग 2-1	ऐसे यान जो निम्नलिखित विनिर्देशों को पूरा करते हैं, वे वर्ग 2-1 में आते हैं- इंजन क्षमता < 150 सेमी ³ और 100 किमी/घंटा ≤ वीमैक्स < 115 किमी/घंटा अथवा इंजन क्षमता ≥ 150 सेमी ³ और वीमैक्स < 115 किमी/घंटा	भाग 1 कम गति ठंड के बाद भाग 1 कम गति गरम	भाग 1 कम गति ठंड 50 प्रतिशत होगा और भाग 1 कम गति गरम 50 प्रतिशत होगा
उप वर्ग 2.2	ऐसे यान जो निम्नलिखित विनिर्देशों को पूरा करते हैं, वे वर्ग 2-2 में आते हैं- 115 किमी/घंटा ≤ वीमैक्स < 130 किमी/घंटा	भाग 1 ठंड के बाद भाग 2 गरम	भाग 1 ठंड 30% होगा और भाग 2 गरम 70% होगा
उप वर्ग 3-1	ऐसे यान जो निम्नलिखित विनिर्देशों को पूरा करते हैं, वे वर्ग 3-1 में आते हैं- 130 किमी/घंटा ≤ वीमैक्स < 140 किमी/घंटा	भाग 1 ठंड के बाद भाग 2 गरम के बाद भाग 3 कम गति	भाग 1 ठंड 25% होगा भाग 2 गरम 50% होगा और भाग 3 घटाकर 25% होगा
उप वर्ग 3-2	ऐसे यान जो निम्नलिखित विनिर्देशों को पूरा करते हैं, वे वर्ग 3-2 में आते हैं- वीमैक्स ≥ 140 किमी/घंटा उपवर्ग 3-2.	भाग 1 ठंड के बाद भाग 2 गरम के बाद भाग 3	भाग 1 ठंड 25% होगा भाग 2 गरम 50% होगा और भाग 3 25% होगा

(3) परीक्षण प्रक्रिया और ड्राइविंग चक्र जिसके अन्तर्गत वैकल्पिक टिकाऊपन और ओ बी डी भी है एआईएस 137 समय-समय पर यथा संशोधित के अनुसार होगी।

(4) संदर्भ ईंधन के विनिर्देश निम्न प्रकार होंगे:-

(क) रेफरन्स गैसोलीन ईंधन(ई10) उपाबंध IV-भ में यथा विनिर्दिष्ट अनुसार होगा।

(ख) रेफरन्स इथेनॉल ईंधन(ई85) उपाबंध IV-थ के अनुसार होगा।

(ग) रेफरन्स डीजल ईंधन(बी7) उपाबंध IV-न में यथा विनिर्दिष्ट अनुसार होगा।

- (घ) रेफरन्स ईथेनाल ईंधन (ई100) उपाबंध ध के अनुसार होगा।
- (ड.) प्राकृतिक गैस में इस्तेमाल किया जाने वाला संदर्भ प्राकृतिक गैस ईंधन या जैव-मीथेन मोनो-ईंधन या द्वि ईंधन यान उपाबंध IV-ठ (जी20, जी 23 और जी25) के अनुसार होगा।
- (च) एलपीजी मोनो-ईंधन में इस्तेमाल किया जाने वाला संदर्भ एलपीजी ईंधन या द्वि-ईंधन यान उपाबंध IV ड (ईंधन ए और ईंधन बी) के अनुसार होगा। हालांकि, सीएनजी/एलपीजी के लिए रेफरन्स ईंधनों की गैर-उपलब्धता के मामले में, बीआईएस 15958:2013 के अनुसार व्यावसायिक रूप से उपलब्ध सीएनजी और बीआईएस 14861:2000 के अनुसार उपलब्ध एलपीजी को टाइप अनुमोदन और उत्पादन की अनुरूपता के लिए इस्तेमाल किया जाएगा।
- (छ) हाइड्रोजन ईंधन वाहनों का परीक्षण उक्त नियमों के उपाबंध IV-ब में विनिर्दिष्ट संदर्भ ईंधन के साथ होगा।
- (ज) रेफरन्स ईंधन बायो-गैस (बायो मिथेन) आी एस 16087 2013 और समय समय पर यथा संशोधन के अनुसार होंगे-
- (5) वाणिज्यिक ईंधन के विनिर्देश निम्नानुसार होंगे
- वाणिज्यिक गैसोलीन ईंधन उपाबंध IV-फ के अनुरूप होगा।
 - वाणिज्यिक सीएनजी और वाणिज्यिक एलपीजी के लिए विनिर्देश क्रमशः बीआईएस 15958:2000 और बीआईएस 14861 :2000 के अनुसार होंगे।
 - वाणिज्यिक डीजल में इस्तेमाल किया जाने वाला बायोडीजल आईएस 15607 के अनुसार होगा।
 - 7 प्रतिशत तक बायोडीजल मिश्रण वाले वाणिज्यिक डीजल ईंधन के विनिर्देश उपाबंध IV-फ के अनुसार होंगे।
 - ई85 के लिए विनिर्देश यथा विनिर्दिष्ट भारतीय मानकों के अनुसार होंगे।
 - बायो गैस (बायो मिथेन के लिए विनिर्देश आई एस 16087 2013 और समय-समय पर यथा संशोधन के अनुसार होंगे।
- (6) यहाँ निर्दिष्ट गैसोलीन/सीएनजी/एलपीजी यान नियम 115 के उप-नियम 2 के खंड (1) के उपबंधों के अनुपालन में होंगे उप नियम में विनिर्दिष्ट सी आई इंजन वाले यान नियम 115 के उपनियम (2) के खंड (ii) के उपबंधों की अनुरूपता में होंगे। सी आई इंजन वाले यानों के लिए दर्शनीय प्रदुषकों (धूम्र) का उत्सर्जन नियम 115 के उपनियम (9) के उपाबंध 1 के अनुसार धूम्र घनत्व की मात्रा सीमा से अधिक नहीं होगी। ये धूम्र सीमाएं शुद्धि कारक को बिना है और इंजन कारक को 0.98 ले 1.02 तक रखते हुए इंजन को पूर्ति की गई वातानुकूलित वायु के साथ परिक्षित किया जाएगा।
- (7) क्रैंक केस वेंटिलेशन प्रणाली वातावरण में किन्हीं भी क्रैंक केस गैसों के उत्सर्जन की अनुमति नहीं देगी।
- (8) वैकल्पिक रूप से इस उप-नियम के तालिका 1 में उल्लिखित नियत डीएफ के लिए यान निर्माता एआईएस 137 समय-समय पर यथा संशोधित में वर्णित प्रक्रिया के अनुसार गिरावट कारक के मूल्यांकन का भी चयन कर सकते हैं।
- (9) उत्पादन की अनुपालन(सीओपी) परीक्षण प्रक्रिया नियम 115 के उप-नियम (12) के खंड(ड.) के अनुपालन में होगी। 2 डब्ल्यू वाहनों के लिए विशिष्ट संयंत्र से उत्पादि, यान माडलों का कम से कम 50% यादृच्छक रूप से डीलर की अवस्थित या भाडारगार से चयन किया जाएगा।
- (10) ईंजन की शक्ति ईंजन डायनामोमीटर पर मापी जाएगी और मापी गई शक्ति ए आई एस 137 और समय-समय पर यथासंशोधित में विहित प्रक्रिया के अनुसार विनिर्दिष्ट और परीक्षित होगी।
- (11) टाइप अनुमोदन हेतु प्रस्तुत किए गए यान को परीक्षण से पहले कम से कम 1000 किमी तक चला हुआ होना चाहिए।
- (12) दो पहिया यान उत्सर्जन नियंत्रण के लिए ऑन-बोर्ड निदान(ओबीडी) प्रणालियों से युक्त होंगे जिनमें एआईएस 137 में दी गई प्रक्रिया के अनुसार कंप्यूटर मेमोरी में संग्रहीत फॉल्ट-कोड्स के जरिए खराबी के संभावित क्षेत्रों की पहचान करने की क्षमता होगी।

उत्सर्जन नियंत्रण के लिए ऑन-बोर्ड निदान(ओबीडी) प्रणालियाँ निम्न तालिका में यथा-विनिर्दिष्ट होंगी-

सारणी 1

ओबीडी कार्य और सम्बद्ध

मॉनिटरिंग आइटम	ओबीडी स्टेज I (बीएस VI) 1 अप्रैल, 2020	ओबीडी स्टेज II (बीएस VI) 1 अप्रैल, 2023
सभी उत्सर्जन संबंधित पावर ट्रेन घटक के लिए सर्किट निरंतरता(यदि युक्त है)	✓	✓
एमआईएल(खराबी सूचक लैंप) के बाद तय की दूरी ऑन	✓	✓
इलेक्ट्रॉनिक वाष्पीकरण पर्ज नियंत्रण उपकरण का विद्युत कनेक्शन काटना(यदि युक्त हो और सक्रिय हो)	✓	✓
उत्प्रेरक कनवर्टर मॉनिटर	x	✓
ईजीआर प्रणाली मॉनिटरिंग	x	✓
खराबी का पता लगना	x	✓
ऑक्सीजन सेंसर गिरावट	x	✓

13. 1 अप्रैल, 2023 को या उसके पश्चात् विनिर्मित बी एल VI यानों के लिए इन-यूज परफोरमेंस अनुपात (आई यू पी आर), ओ बी डी प्रणाली के विनिर्दिष्ट मानीटर एम का इन-यूज पालन अनुपात (आई यू पी आर) निम्नलिखित होगा

$$\text{आई यू पी आर} = \frac{\text{अंश}}{\text{हर}}$$

अंश और हर की तुलना यह संकेत देती है कि किस प्रकार विनिर्दिष्ट मानीटर यान के प्रचालन से आपरेटिव संबंधित होता है। आर यू पी आर को खोजने के लिए विस्तृत अपेक्षाएं ए आई एस 137 में दी गई हैं यदि ए ओ एस 137 में विनिर्दिष्ट अपेक्षाओं के अनुसार यान विनिर्दिष्ट मानीटर एम से सुसज्जित है आई यू पी आर एम सभी एम मानीटरों के लिए 0.1 के बराबर या से ज्यादा होगा

सारणी 2

बीएस VI के लिए ऑन-बोर्ड(ओबीडी) निदान उत्सर्जन सीमा रेखा

1 अप्रैल, 2023 से लागू

यान कक्षा	ओबीडी स्टेज II /गैसोलीन			
	सीओ (मिलीग्राम/किलोमीटर)	एनएमएचसी (मिलीग्राम/किलोमीटर)	एनओएक्स (मिलीग्राम/किलोमीटर)	पीएम (मिलीग्राम/किलोमीटर)
1 & 2-1	1900	0250	0300	0050
2-2	1900	0250	0300	0050
3-1 & 3-2	1900	0250	0300	0050
यान कक्षा	ओबीडी स्टेज II /डीजल			
	सीओ (ग्राम/किमी)	एनएमएचसी (ग्राम/किलोमीटर)	एनओएक्स (ग्राम/किलोमीटर)	पीएम (ग्राम/किलोमीटर)
समस्त	1900	0320	0540	0050

(1) पी आई इंजन की दशा, केवल सीधे इंजेक्शन इंजन वाले यानों को लागू।

(ii) ऊपर पैरा 19, i) में विनिर्दिष्ट के अलावा दो पहिया वाहनों के लिए स्पाक इग्निशन इंजनों के साथ मास उत्सर्जन मानक(भारत स्टेज VI)- (सीसी ≤ 50 और बीमैक्स ≤ 50 किमी/घंटा से युक्त वाहनों) निम्न तालिका के अनुसार होंगे:

सारणी

प्रदूषक	टीए=सीओपी मानदंड(मिलीग्राम/किमी)	गिरावट कारक (डी.एफ.)	परीक्षण चक्र(टी=0 सेकंड पर कोल्ड स्टार्ट)
सीओ	050	1.2	एआईएस 137 के अनुसार आईडीसी
एचसी	035	1.2	
एनओएक्स	015	1.2	

टिप्पण:-

- (1) यहाँ विनिर्दिष्ट गैसोलीन/सीएनजी/एलपीजी यान नियम 115 के उप-नियम (2) के खंड (i) के अनुपालन में होंगे
- (2) रेफरन्स गैसोलीन ईंधन(ई5) उपाबंध IV-भ में यथा विनिर्दिष्ट होगा।
- (3) रेफरन्स प्राकृतिक गैस ईंधन जिसे प्राकृतिक गैस या जैव-मीथेन मोनो ईंधन या द्वि-ईंधन यान में इस्तेमाल किया जाता है, उपाबंध IV-ठ (जी20 जी 23 और जी25) के अनुसार होगा।
- (4) एलपीजी मोनो-ईंधन में इस्तेमाल होने वाला रेफरन्स एलपीजी ईंधन या द्वि-ईंधन यान उपाबंध IV ड.(ईंधन ए और ईंधन बी) के अनुसार होंगे। हालांकि, सीएनजी/एलपीजी के लिए रेफरन्स ईंधनों की गैर-उपलब्धता के मामले में, बीआईएस 15958:2000 के अनुसार व्यावसायिक रूप से उपलब्ध सीएनजी और बीआईएस 14861:2000 के अनुसार उपलब्ध एलपीजी को टाइप अनुमोदन और उत्पादन की अनुरूपता के लिए इस्तेमाल किया जाएगा। रेफरन्स ईंधन बायो गैस (बायो -मिथेन) आई एस 16087:2013 और समय- समय. यथा संशोधित के अनुसार होंगे।
- (5) उक्त यान पर उक्त उप-नियम के अंतिम परंतुक के सिवाए नियम 115 के उप-नियम (12) का खंड 'क', खंड (ग) का उप-खंड (i), खंड (ड.) और खंड (च) के उपबंध लागू होंगे।
- (6) सीसी ≤ 50 और वीमैक्स ≤ 50 किमी/घंटा वाले वाहनों के ड्राइविंग चक्र भारतीय ड्राइविंग चक्र(आईडीसी) होंगे और गैसोलीन दो पहिया वाहनों के मामले में निकास गैस नमूना(एग्जोस्ट गैस सैंपलिंग) को प्रारंभ में शुरू होगा।
- (7) ईंजन की शक्ति ईंजन डायनामोमीटर पर मापी जाएगी और मापी गई शक्ति ए आए एस 137 और समय-समय पर यथासंशोधित में विहित प्रक्रिया के अनुसार विनिर्दिष्ट और परीक्षित होगी।
- (20) 1 अप्रैल 2020 को या उसके बाद निर्मित तिपहिया यान मॉडलों के लिए मास उत्सर्जन मानक भारत स्टेज VI(बीएस VI) निम्नानुसार होनी चाहिए:-

सारणी 1

पीआई और सीआई इंजन से युक्त तिपहिया यान: बीएस VI

पीआई इंजन युक्त यान							
	सीओ मिलीग्राम/किमी	एचसी मिलीग्राम/ किमी	एनओएक्स मिलीग्राम/ किमी	ईवीपी मिलीग्राम/ परीक्षण	ओबीडी	स्थिरता माइलेज(किमी) टाइप V	परीक्षण चक्र(टी=0 सेकंड पर कोल्ड स्टार्ट)
सीमा	0440	435	130	1500	स्टेज II	35000	आईडीसी एआईएस 137
डी.एफ.	1.20	1.2	1.2	--	--	--	

सीआई इंजन से युक्त यान							
	सीओ मिलीग्राम/ किमी	एचसी मिली ग्राम/ किमी	एनओएक्स मिलीग्राम/किमी	पी एम मिली ग्राम/ किमी	ओबीडी	स्थिरता माइलेज (किमी) टाइप V	परीक्षण चक्र(टी=0 सेकंड पर कोल्ड स्टार्ट)
सीमा	220	200	160	25	स्टेज II	35000	आईडीसी एआईएस 137
डी.एफ.	1.10	1.00	1.00	1.20	--	--	

तालिका 2

टाइप-अनुमोदन के लिए परीक्षण अपेक्षाओं की प्रयोज्यता: बीएसVI

	हाइब्रीड के साथ पीआई इंजन वाले यान								हाइब्रीड के साथ सीआई इंजन वाले यान		
	मोनो-ईंधन					द्वि-ईंधन		फ्लेक्स ईंधन	मोनो-ईंधन	द्वि-ईंधन	
	गैसोलीन (ई 5)	एलपी जी	सीएनजी/जैव मीथेन/बायोगैस/एल एन जी	एच 2	एच सी एन जी (हाईड्रोजन + सी एन जी)	गैसोलीन (ई5)	गैसोलीन (ई5)	गैसोलीन (ई5)	डीजल (बी7)	डीजल (बी7)	डीजल+सीएन जी
						एलपी जी	सीएनजी/जैव मीथेन	इथेनॉल(ई8 5)	100 प्रतिशत तक जैवडीजल (1)		
गैसोलीन प्रदुषक टाइप I परीक्षण	हां	हां	हां	हां	हां	हां (दोनों ईंधन)	हां (दोनों ईंधन)	हां (दोनों ईंधन)	हां (दोनों ईंधन)	हां	हां
टाइप 1 परीक्षण कण द्रव्यमान	हां	नहीं	नहीं	नहीं	नहीं	नहीं	नहीं	नहीं	हां (दोनों ईंधन)	हां	हां
ईडल उत्सर्जन टाइप II परीक्षण	हां	हां	हां	हां	हां	हां (दोनों ईंधन)	हां (दोनों ईंधन)	हां (दोनों ईंधन)	हां (दोनों ईंधन)	हां	हां
क्रैक केस (प्रकार III परीक्षण:)	हां	हां	हां	हां	हां	हां	हां	हां	हां	हां	हां
वाष्पीकरण उत्सर्जन (टाइप IV परीक्षण)	हां	नहीं	नहीं	हां	हां	हां (केवल गैसोलीन)	हां (केवल गैसोलीन)	हां (केवल गैसोलीन)	नहीं	ना	ना
टिकाऊपन टाइप V परीक्षण	हां	हां	हां	हां	हां	हां (केवल गैसोलीन)	हां (केवल गैसोलीन)	हां (केवल गैसोलीन)	हां (केवल बी 7)	हां	हां
सीओ2 और ईंधन खपत	हां	हां	हां	नहीं	नहीं	हां (दोनों ईंधन)	हां (दोनों ईंधन)	हां (दोनों ईंधन)	हां (दोनों ईंधन)	हां	हां
ओबीडी स्टेज II	हां	हां	हां			हां (केवल गैसोलीन)	हां (केवल गैसोलीन)	हां (केवल गैसोलीन)	हां (केवल बी 7)	हां	हां
धूम्र अपारदर्शिता	नहीं	नहीं	नहीं	नहीं	नहीं	नहीं	नहीं	नहीं	हां (केवल बी 7)	नहीं	नहीं

- (1) 7 प्रतिशत तक जैव डीजल मिश्रण वाले वाहनों/इंजनों को संदर्भ डीजल(बी7) के साथ टेस्ट किया जाएगा और 7 प्रतिशत से अधिक जैव डीजल मिश्रण वाले वाहनों का परीक्षण संबंधित मिश्रणों के साथ किया जाएगा। पी आई इंजनों की दशा में केवल इंजेक्शनइंजनों वाले वाहनों को लागू
- (2) पी आई इंजनों की दशा में केवल इंजेक्शनइंजनों वाले वाहनों को लागू

- (3) बायो-ईजन चालन के लिए विकल्प वाले यान माडल और वेरियेन्ट वाले और दो लीटर से अनधिक क्षमता वाले लिम्प-होम गैसोलीन टैंक लगे दोपहिया वाहनों के गैसोलीन मोड में परीक्षण से छूट होगी।
- (4) सी ओ उत्सर्जन और ईंधन खपत ए आई एस 137 और समय समय पर यथा संशोधित में दी गई प्रक्रिया के अनुसार मापा जाएगा।

जब बायो ईंधन यान फल्क्स ईंधन यान से सहयुक्त है, दोनों परीक्षण अपेक्षाएं लागू होगी। ई 100 के साथ परिश्रित यान ई 85 के साथ परिश्रित किया जाना आवश्यक नहीं होगा।

टिप्पण:-

1. परीक्षण चेसिस डायनामोमीटर पर किया जाएगा।
2. ड्राइविंग चक्र सहित परीक्षण सीएमवी उप-नियम(12) में दिए गए अनुसार होगा जिसमें यह उपान्तरण होगा कि उपाबंध II में निर्दिष्ट किए गए इंजन स्टार्ट अप प्रक्रिया के अनुसार गैसोलीन और डीजल तिपहिया वाहनों के मामले में निकास गैस सैंपलिंग प्रारंभ में शुरू होना चाहिए।
3. इस उप-नियम के अंतिम परंतुक के सिवाय नियम 115 के उप-नियम (12) के खंड (क), (ग), (घ), (ड.) और (च) के उपबंध, उक्त यानों पर लागू होंगे।
4. रेफरन्स ईंधन के विनिर्देश निम्नानुसार होंगे:
 - (क) संदर्भ गैसोलीन ईंधन(ईएस) उपाबंध IV-ध में यथा विनिर्दिष्ट होगा। संदर्भ इथेनॉल ईंधन(ई85) उपाबंध IV-थ यथा विनिर्दिष्ट होगा।
 - (ख) संदर्भ डीजल ईंधन(बी7) उपाबंध IV-न में यथा विनिर्दिष्ट होगा।
 - (ग) प्राकृतिक गैस में इस्तेमाल किया जाने वाला यथा विनिर्दिष्ट प्राकृतिक गैस ईंधन या जैव-मीथेन मोनो-ईंधन या द्वि ईंधन यान उपाबंध IV-ठ (जी20 जी 23 और जी25) के अनुसार होगा।
 - (घ) एलपीजी मोनो-ईंधन में इस्तेमाल किया जाने वाला रेफरन्स एलपीजी ईंधन या द्वि-ईंधन यान उपाबंध IV ड (ईंधन ए और ईंधन बी) के अनुसार होगा। हालांकि, सीएनजी/एलपीजी के लिए रेफरन्स ईंधनों की गैर-उपलब्धता के मामले में, बीआईएस 15958:2000 के अनुसार वाणिज्यिक रूप से उपलब्ध सीएनजी और बीआईएस 14861:2000 के अनुसार उपलब्ध एलपीजी को टाइप अनुमोदन और उत्पादन की अनुरूपता के लिए उपयोग किया जाएगा।
 - (ड.) संदर्भ ईजन बायो गैस (बायो-मिथेन) आई एस 16087:2013 और समय-समय पर यथा संशोधित के अनुसार होगा।
5. वाणिज्यिक ईंधन के विनिर्देश निम्नानुसार होंगे:-
 - (i) वाणिज्यिक गैसोलीन ईंधन उपाबंध IV-प के अनुसार होगा।
 - (ii) वाणिज्यिक सीएनजी और वाणिज्यिक एलपीजी के लिए विनिर्देश क्रमशः बीआईएस 15958:2000 और बीआईएस 14861 :2000 के अनुसार होंगे।
 - (iii) वाणिज्यिक डीजल में इस्तेमाल किया जाने वाला बायोडीजल आईएस 15607 के अनुसार होगा।
 - (iv) वाणिज्यिक डीजल ईंधन के विनिर्देश उपाबंध IV-फ के अनुसार होंगे।
 - (v) कमर्शियल्स ई85 के लिए विनिर्देश यथा विनिर्दिष्ट समय-समय पर यथा संशोधित भारतीय मानकों के अनुसार होंगे।
 - (vi) वाणिज्यिक बायोगैस (बायो-मिथेन) के लिए विनिर्देश आई एस 16087 :2013 और समय-समय पर यथा संशोधित के अनुसार होंगे।
6. उत्पादन के अनुपालन (सीओपी) के प्रयोजनों के लिए सन्नियमों में कोई छूट नहीं होगी।
7. उत्पादन की अनुपालन(सीओपी) परीक्षण प्रक्रिया एआईएस 137 और समय-समय पर यथा संशोधित में यथा वर्णित होगी। 2 डब्ल्यू वाहनों के लिए विशिष्ट संयंत्र से उत्पादि, यान माडलों का कम से कम 50% यादृच्छक रूप से डीलर की अवस्थित या भाडारगार से चयन किया जाएगा।

8. सारणी 1 में उल्लिखित स्थिर डीएफ के विकल्प के रूप में यान निर्माता ए आईएस 137 में वर्णित प्रक्रिया के अनुसार गिरावट कारक के मूल्यांकन का चयन कर सकते हैं।
9. ईजन की शक्ति ईजन डायनामोमीटर पर मापी जाएगी और मापी गई शक्ति ए आई एस 137 और समय-समय पर यथासंशोधित में विहित प्रक्रिया के अनुसार विनिर्दिष्ट और परीक्षित होगी।
10. टाइप अनुमोदन के लिए चुना गया यान परीक्षण से पूर्व 1000 किमी तक चला हुआ होना चाहिए।
11. (क) यहाँ विनिर्दिष्ट सी आई यान नियम 115 के उप-नियम (2) के खंड (ii) के उपबंधों का अनुपालन करेंगे।
(ख) यहां विनिर्दिष्ट एस आई यान नियम 115 के उप-नियम (2) के खंड (i) के उपबंधों का अनुपालन करेंगे।
12. क्रैंक केस वेंटिलेशन प्रणाली वातावरण में किन्हीं भी क्रैंक केस गैसों के उत्सर्जन की अनुमति नहीं देगी। परीक्षण प्रक्रिया एआईएस 137 के अनुसार होगी।
13. गैसोलीन चालित वाहनों के लिए वाष्पीकरणीय उत्सर्जन 1.5 ग्राम/परीक्षण से अधिक नहीं होगा। परीक्षण प्रक्रिया एआईएस 137 के अनुसार होगी।
14. उत्सर्जन नियंत्रण के लिए तिपहिया यान ऑन-बोर्ड निदान(ओबीडी) प्रणालियों से युक्त होंगे जिनमें एआईएस 137 में दी गई प्रक्रिया के अनुसार कंप्यूटर मेमोरी में संग्रहीत फॉल्ट-कोड्स के जरिए खराबी के संभावित क्षेत्रों की पहचान करने की क्षमता होगी।
उत्सर्जन नियंत्रण के लिए ऑन-बोर्ड निदान (ओबीडी) प्रणालियाँ नीचे तालिका में यथा विनिर्दिष्ट होंगी:-

सारणी 1

ओबीडी कार्य और सम्बद्ध

मॉनिटरिंग आइटम	ओबीडी स्टेज II (बीएस VI) 1 अप्रैल, 2020	ओबीडी स्टेज II (बीएसVI) 1 अप्रैल, 2023
सभी उत्सर्जन संबंधित पावर ट्रेन घटक के लिए सर्किट निरंतरता(यदि युक्त है)	✓	✓
एमआईएल(खराबी सूचक लैंप) के बाद तय की दूरी ऑन	✓	✓
इलेक्ट्रॉनिक वाष्पीकरण पर्ज नियंत्रण उपकरण का विद्युत कनेक्शन काटना(यदि युक्त हो और सक्रिय हो)	✓	✓
उत्प्रेरक कनवर्टर मॉनिटर	✓	✓
ईजीआर प्रणाली मॉनिटरिंग	✓	✓
खराबी का पता लगाना	✓	✓
ऑक्सीजन सेंसर गिरावट	✓	✓

सारणी 2

बीएसVI के लिए ऑन-बोर्ड(ओबीडी) निदान उत्सर्जन सीमा रेखा

1 अप्रैल, 2023 से लागू

यान	ओबीडी स्टेज II गैसोलीन	
	सीओ (मिलीग्राम/किलोमीटर)	एनओएक्स (मिलीग्राम/किलोमीटर)
गैसोलीन	880	425
	ओबीडी स्टेज II डीजल यान	
डीजल	सीओ (ग्राम/किलोमीटर)	एनओएक्स (ग्राम/किलोमीटर)
	440	300

उपाबंध IVन (नियम 115(18) देखें)				
रेफरन्स डीजल ईंधन (बी7) की तकनीकी विशिष्टताएं				
मानदंड	इकाई	सीमा ¹		परीक्षण का तरीका
		न्यूनतम	अधिकतम	
सिटेन सूचकांक		46.0		ईएन आईएसओ 4264
सिटेन संख्या ²		52.0	56.0	ईएन आईएसओ 5165
15 डिग्री सेल्सियस पर घनत्व	किमी/मीटर ³	833.0	837.0	ईएन आईएसओ 12185
आसवन:				
- 50 प्रतिशत प्वाइंट	डिग्री सेल्सियस	245.0	—	ईएन आईएसओ 3405
- 95 प्रतिशत प्वाइंट	डिग्री सेल्सियस	345.0	360.0	ईएन आईएसओ 3405
- अंतिम क्थनांक	डिग्री सेल्सियस	—	370.0	ईएन आईएसओ 3405
फ्लैश प्वाइंट	डिग्री सेल्सियस	55	—	ईएन आईएसओ 2719
क्लाउड प्वाइंट	डिग्री सेल्सियस	-	-10	ईएन 23015
40 डिग्री सेल्सियस पर विस्कोसिटी	एमएम ² /एस	2.30	3.30	ईएन आईएसओ 3104
पॉलिसाइक्लिक एरोमेटिक हाइड्रोकार्बन्स	% एम/एम	2.0	4.0	ईएन 12916
सल्फर सामग्री	मिलीग्राम/किलोग्राम	—	10.0	ईएन आईएसओ 20846 ईएन आईएसओ 20884
कॉपर जंग 3 घंटे, 50 डिग्री सेल्सियस		—	वर्ग 1	ईएन आईएसओ 2160
कॉनरेडसन कार्बन अवशेष(10% डीआर)	% एम/एम	—	0.20	ईएन आईएसओ 10370
राख के अवयव	% एम/एम	—	0.010	ईएन आईएसओ 6245
कुल संदूषण	मिलीग्राम/किलोग्राम	-	24	ईएन 12662
पानी की मात्रा	मिलीग्राम/किलोग्राम	—	200	ईएन आईएसओ 12937
एसिड संख्या	मिलीग्राम केओएच/ग्राम	—	0.10	ईएन आईएसओ 6618
चिकनापन(एचएफआरआर 60 डिग्री सेल्सियस पर वियर स्कैन व्यास)	माइक्रोन	—	400	ईएन आईएसओ 12156
ऑक्सीडेशन स्थिरता @ 110 डिग्री सेल्सियस ³	एच	20.0		ईएन 15751
फेम ⁴	% वी/वी	6.0	7.0	ईएन 14078

- 1 विनिर्देशों में उद्धृत मान 'सही मान' हैं। आईएसओ 4259 पेट्रोलियम उत्पादों के शर्तों के सीमा मान की स्थापना- परीक्षण के तरीकों के संबंध में प्रीसिशन डाटा के निर्धारण और अनुप्रयोग को लागू किया गया है, और एक न्यूनतम मूल्य को तय करने करते समय, शून्य से 2आर अधिक के न्यूनतम अंतर को ध्यान में रखा गया है; एक अधिकतम और न्यूनतम मूल्य को तय करते समय, न्यूनतम अंतर 4 आर है(आर=पुनरुत्पादनीयता) यह उपाय, जो तकनीकी कारणों से आवश्यक है यदि पूरा नहीं होता, तो ईंधन के निर्माता को तब भी शून्य मूल्य का लक्ष्य रखना चाहिए जहाँ नियत अधिकतम राशि 2आर है और अधिकतम और न्यूनतम सीमाओं के कोटेशन के मामले में औसत मूल्य का लक्ष्य रखना चाहिए। यदि यह स्पष्ट करने की आवश्यकता पड़ती है कि एक ईंधन विनिर्देशों की आवश्यकताओं को पूरा करता है या नहीं, तो आईएसओ 4259 की शर्तें लागू की जाएंगी।
- 2 सीटेन संख्या की सीमा 4आर की न्यूनतम सीमा की अपेक्षाओं के अनुसार नहीं है। हालांकि, ईंधन आपूर्तिकर्ता और ईंधन उपयोगकर्ता के बीच के विवाद के मामले में, ऐसे विवादों को सुलझाने के लिए आईएसओ 4259 की शर्तों का उपयोग किया जा सकता है बशर्ते आवश्यक सूक्ष्मता प्राप्त करने के लिए एकल निर्धारण के बजाय पर्याप्त संख्या में फिर से माप लिए गए हैं।
- 3 हालांकि, ऑक्सीकरण स्थिरता को नियंत्रित किया गया है, फिर भी संग्रहण का जीवनकाल सीमित हो सकता है। भंडारण के तरीकों और जीवनकाल के बारे में आपूर्तिकर्ता से सलाह माँगी जाएगी।
- 4 फेम सामग्री को ईएन 14214 के विनिर्देशों को पूरा करना होगा।

उपाबंध - IV प

(नियम 115(19) देखें)

वाणिज्यिक गैसोलीन ईंधन की विशिष्टताएं

विशेषताएँ	इकाई	आवश्यकताएँ	
		नियमित	प्रीमियम
रंग, दिखावट		नारंगी	लाल
घनत्व@ 15 ⁰ सेल्सियस	किलोग्राम/मीटर ³	720-775	720-775
आसवन:			
क) 70 डिग्री सेल्सियस तक वसूली(ई70)	% मात्रा	10-55 (गर्मी)	10-58 (अन्य महीने)
ख) 100 डिग्री सेल्सियस तक वसूली(ई100)	% मात्रा	40-70	40-70
ग) 150 डिग्री सेल्सियस तक वसूली(ई150)	% मात्रा	75 न्यूनतम	75 न्यूनतम
घ) अंतिम क्वथानांक (एफबीपी), अधिकतम	⁰ सेल्सियस	210	210
ड.) अवशिष्ट, अधिकतम	% मात्रा	2	2
अनुसंधान ऑक्टेन संख्या(आरओएन) न्यूनतम		91	95
मोटर ऑक्टेन संख्या(एमओएन), न्यूनतम		81	85
गम सामग्री (विलायक बॉशड), अधिकतम	मिलीग्राम/100मिली	4	4
ऑक्सीडेशन स्थिरता, न्यूनतम	मिनट	360	360
सल्फर, कुल, अधिकतम	मिलीग्राम/किलोग्राम	10	10
सीसा सामग्री(जैसे सीसा), अधिकतम	ग्राम/लीटर	0.005	0.005
रीड वाष्प दबाव(आरवीपी)@ 38 ⁰ सीC, अधिकतम	केपीए	67	67
वाष्प लॉक सूचकांक(वीएलआई)			
क) ग्रीष्मकाल, अधिकतम		1050	1050
ख) अन्य महीने, अधिकतम		1100	1100
बेंजीन सामग्री, अधिकतम	% मात्रा	1	1
3 घंटों के लिए कॉपर स्ट्रिप जंग, @ 50 ⁰ सी, अधिकतम	रेटिंग	वर्ग 1	वर्ग 1
ओलेफिन सामग्री, अधिकतम	% मात्रा	21	18
एरोमैटिक सामग्री, अधिकतम	% मात्रा	35	35
ऑक्सीजन सामग्री, अधिकतम	% द्रव्यमान	2.7	2.7
ऑक्सीजेनेट सामग्री			
क) मीथेनॉल, अधिकतम	% मात्रा	3	3
ख) इथेनॉल, अधिकतम	% मात्रा	10	10
ग) आईसो-प्रोपाइल अल्कोहोल, अधिकतम	% मात्रा	10	10
घ) आईसो-ब्यूटाइल अल्कोहोल, अधिकतम	% मात्रा	10	10
ड.) तृतीयक-ब्यूटाइल अल्कोहोल, अधिकतम	% मात्रा	7	7
च) प्रति अणु 5 से अधिक कार्बन परमाणु से युक्त ईथर्स, अधिकतम	% मात्रा	15	15
छ) अन्य ऑक्सीजेनेट्स, अधिकतम	% मात्रा	8	8
टिप्पण :			
1. परीक्षण के ढंग और अन्य प्रावधान और ऊपर दी गई अपेक्षाओं के साथ ब्यौरे भारतीय मानक ब्यूरो द्वारा जारी किए जाएंगे।			
2. पूर्वोक्त राज्यों में 01.04.2023 तक एरोमैटिक सामग्री,(अधिकतम) की 40 प्रतिशत तक अनुमति दी जाएगी।			

उपाबंध - IV फ

(नियम 115(19) देखें)

वाणिज्यिक डीजल ईंधन की विशिष्टताएं

विशेषताएँ	इकाई	आवश्यकताएँ
ऐश, अधिकतम	% द्रव्यमान	0.01
10 प्रतिशत अवशेष पर कार्बन अवशेष (रैस्मबॉटम), अधिकतम	% द्रव्यमान	0.3 योज्य के बिना
सीटन संख्या(सीएन), न्यूनतम		51
सीटन सूचकांक(सीआई), न्यूनतम		46
आसवन:		
95% मात्रा की वसूली ⁰ सी, अधिकतम	⁰ सेल्सियस	360
फ्लैश प्वाइंट:		
a) एबेल, न्यूनतम	⁰ सेल्सियस	35
काइनमैटिक्स विसकोसिटी @ 40 ⁰ सेल्सियस	सीएसटी	2.0-4.5
घनत्व@ 15 ⁰ सेल्सियस	किमी/मीटर ³	845
कुल सल्फर, अधिकतम	मिलीग्राम/किलोग्राम	10
पानी की मात्रा, अधिकतम	मिलीग्राम/किलोग्राम	200
कोल्ड फिल्टर प्लगिंग बिंदु(सीएफपीपी)		
क) ग्रीष्मकाल, अधिकतम	⁰ सेल्सियस	18
ख) सर्दी, अधिकतम	⁰ सेल्सियस	6
कुल संदूषण, अधिकतम	मिलीग्राम/किलोग्राम	24
ऑक्सीडेशन स्थिरता, अधिकतम	ग्राम/मीटर ³	25
पॉलीसाइक्लिक एरोमेटिक हाइड्रोजन (पीएएच), अधिकतम	% द्रव्यमान	8
चिकनापन, करेक्टेड वीयर स्कार व्यास @ 60 ⁰ सी, अधिकतम	माइक्रोन (माइक्रोन)	460
3 घंटों के लिए कॉपर स्ट्रिप जंग, @ 50 ⁰ सी	रेटिंग	वर्ग-1
फेम सामग्री अधिकतम	% वी/वी	7.0
टिप्पण :		
1. परीक्षण के ढंग और अन्य उपबंध/ ऊपर दी गई अपेक्षाओं के साथ ब्यौरे भारतीय मानक ब्यूरो द्वारा जारी किए जाएंगे।		
2. पूर्वोक्त राज्यों में 01.04.2023 तक सीटन संख्या (सीएन), न्यूनतम की 48 तक अनुमति दी जाएगी।		

उपाबंध - IV ब

(नियम 115(18) देखें)

रेफरन्स हाइड्रोजन ईंधन के तकनीकी विनिर्देश

विशेषताएँ	इकाइयाँ	सीमाएं		परीक्षण तरीके
		न्यूनतम	अधिकतम	
हाइड्रोजन शुद्धता	% मोल	98	100	आईएसओ 14687-1
कुल हाइड्रोकार्बन	μमोल/मोल	0	100	आईएसओ 14687-1
पानी ¹	μमोल/मोल	0	²	आईएसओ 14687-1

ऑक्सीजन	µमोल/मोल	0	2	आईएसओ 14687-1
आर्गन	µमोल/मोल	0	2	आईएसओ 14687-1
नाइट्रोजन	µमोल/मोल	0	2	आईएसओ 14687-1
सीओ	µमोल/मोल	0	1	आईएसओ 14687-1
सल्फर	µमोल/मोल	0	2	आईएसओ 14687-1
स्थायी कण ³				आईएसओ 14687-1

- (1) कन्डेंस नहीं करना है
- (2) संयुक्त पानी, ऑक्सीजन, नाइट्रोजन, आर्गन: 1.900 µमोल/मोल
- (3) हाइड्रोजन में धूल, रेत, मिट्टी, गोंद, तेल या अन्य कोई ऐसा पदार्थ इतनी मात्रा में न हो ताकि यान का ईंधन भरने का उपकरण(इंजन) खराब हो।

उपाबंध IV-भ

नियम 115 देखें

रेफरन्स ईंधन (ई-5) की तकनीकी विशिष्टाएँ

मानदंड	इकाई	सीमा ¹		परीक्षण का ढंग
		न्यूनतम	अधिकतम	
अनुसंधान ऑक्टेन संख्या, आरओएन ²		95.0		ईएन 25164/ पी आर ईएनआईएसओ 5164
मोटर ऑक्टेन संख्या, एमओएन ²		85.0		ई एन 25163/ पी आर ईएनआईएसओ 5163
15 डिग्री सेल्सियस पर घनत्व	किमी/मीटर ³	743.0	756.0	ईएनआई3675 / ईनआईएसओ 12185
वाष्प दबाव (डीवीपीई)	केपीए	56.0	60.0	ईएनआई एस ओ 13016-1 (डी वी डी ई)
पानी की मात्रा	% एम/एम	0.015		ए एस टी एम ई 1064
आसवन:				
- 70 डिग्री सेल्सियस पर वाष्पीकरण किया	% वी/वी	24.0	44.0	ईएन आईएसओ 3405
- 100 डिग्री सेल्सियस पर वाष्पीकरण किया	% वी/वी	48.0	60.0	ईएन आईएसओ 3405
- 150 डिग्री सेल्सियस पर वाष्पीकरण किया	% वी/वी	82.0	90.0	ईएन आईएसओ 3405
- अंतिम क्वथनांक	डिग्री सेल्सियस	190	210	ईएन आईएसओ 3405
अवशिष्ट	% वी/वी	—	2.0	ईएन आईएसओ 3405
हाइड्रोकार्बन विश्लेषण:				
- ओलेफिन	% वी/वी	3.0	13.0	ए एस टी एम डी 1319
- एरोमेटिक	% वी/वी	29.0	35.0	ए एस टी एम डी 1319
- बेंजीन	% वी/वी	-	1.00	ईएन 12177
- सैच्युरेट्स	% वी/वी	रिपोर्ट		ए एस टी एम डी 1319
कार्बन/हाइड्रोजन अनुपात		रिपोर्ट		
कार्बन/ऑक्सीजन अनुपात		रिपोर्ट		
प्रेरण अवधि ³	मिनट	480	—	ईएन आईएसओ 7536
ऑक्सीजन सामग्री ⁴	% एम/एम	रिपोर्ट		ईएन 1601
विद्यमान गम	मिलीग्राम/मिली	—	0.04	ईएन आईएसओ 6246

सल्फर सामग्री ⁵	मिलीग्राम/किलोग्राम	—	10	ईएन आईएसओ 20846/ ईएन आईएसओ 20884
कॉपर जंग		—	वर्ग 1	ईएन आईएसओ 2160
सीसा सामग्री	मिलीग्राम/लीटर	—	5	ईएन 237
फोस्फोरस सामग्री ⁶	मिलीग्राम/लीटर	—	1.3	एसटीएम डी 3231
इथेनॉल ⁴	% वी/वी	9.0	5.3	ईएन 1601/ईएन13132

- 1 विनिर्देशों में उद्धृत मान 'सही मान' हैं। आईएसओ 4259 पेट्रोलियम उत्पादों के शर्तों के सीमा मान की स्थापना- परीक्षण के तरीकों के संबंध में प्रीसिशन डाटा के अवधारण और अनुप्रयोग को लागू किया गया है, और एक न्यूनतम मूल्य को तय करने करते समय, शून्य से 2आर अधिक के न्यूनतम अंतर को ध्यान में रखा गया है; एक अधिकतम और न्यूनतम मूल्य को तय करते समय, न्यूनतम अंतर 4 आर है (आर=पुनरुत्पादनीयता) यह उपाय, जो तकनीकी कारणों से आवश्यक है यदि पूरा नहीं होता, तो ईंधन के विनिर्माता को तब भी शून्य मूल्य का लक्ष्य रखना चाहिए जहाँ नियत अधिकतम राशि 2आर है और अधिकतम और न्यूनतम सीमाओं के कोटेशन के मामले में औसत मूल्य का लक्ष्य रखना चाहिए। यदि यह स्पष्ट करने की आवश्यकता पड़ती है कि एक ईंधन विनिर्देशों की अपेक्षाओं को पूरा करता है या नहीं, तो आईएसओ 4259 की शर्तें लागू की जाएँगी।

ईएन 228:2008 के अनुसार अंतिम परिणाम की गणना करने हेतु एमओएन और आरओएन के लिए 0.2 के सुधार कारक को घटाया जाएगा।

- 2 आमतौर पर रिफाइनरी गैसोलीन धाराओं को स्थिर करने हेतु इस्तेमाल किए जाने वाले ऑक्सीडेशन अवरोधक और धातु डीएक्टीवेटर्स ईंधन में पाए जा सकते हैं, लेकिन इसमें डिटर्जेंट/फैलानेवाले एडिटिव्स और विलायक तेल नहीं मिलाए जायेंगे।
- 3 टाइप 1 परीक्षण के लिए इस्तेमाल किए जाने वाले ईंधन की वास्तविक सल्फर सामग्री रिपोर्ट की जाएगी
- 4 इथेनॉल केवल एक ही ऐसा ऑक्सीजनेट है जिसे जानबूझकर संदर्भ ईंधन में मिलाया जाता है। इस्तेमाल किया जाने वाला इथेनॉल ईएन 15376 के अपालन में होगा।
- 5 इस संदर्भ ईंधन में जानबूझकर फास्फोरस, लोहा, मैंगनीज, या सीसा युक्त किन्हीं यौगिकों की मिलावट नहीं होगी।

[सं. आरटी-11028/20/2015-एमवीएल]

अभय दामले, संयुक्त सचिव

टिप्पण : मूल नियम भारत के राजपत्र, असाधारण, भाग II, खंड 3, उप-खंड (i) में सा.का.नि. 590(अ) तारीख 2 जून, 1989 द्वारा प्रकाशित किए गए थे और सा.का.नि. 880(अ) तारीख 14.09.2016 द्वारा उनका अंतिम संशोधन किया गया।

MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

NOTIFICATION

New Delhi, the 16th September, 2016

G.S.R. 889(E).—Whereas, the draft rules further to amend the Central Motor Vehicles Rules, 1989, were published as required under sub-section (1) of section 212 of the Motor Vehicles Act, 1988 (59 of 1988) vide notifications of Government of India in the Ministry of Road Transport and Highways vide number G.S.R. 187 (E) dated the 19th February, 2016, in the Gazette of India, Extraordinary, Part II, Section 3, Sub-section (i), inviting objections and suggestions from all persons before the expiry of thirty days from the date on which copies of the Gazette containing the said notification were made available to public;

Whereas, copies of the said Gazette notification were made available to the public on the 19th February, 2016;

And whereas, the objections and suggestions received from the public in respect of the said draft rules have been considered by the Central Government;

Now, therefore, in exercise of the powers conferred by section 110 of the Motor Vehicles Act, 1988 (59 of 1988), the Central Government hereby makes the following rules further to amend the Central Motor Vehicles Rules, 1989, namely:-

- (1) These rules may be called the Central Motor Vehicles (11th Amendment) Rules, 2016.
- (2) They shall come into force on the date of their publication in the Official Gazette.
- In the Central Motor Vehicles Rules, 1989, in rule 115,-
 - (A) in sub-rule (2),-
 - (a) in clause (i), in the proviso, for the entry "Bharat Stage-IV", wherever it occurs, the entry "Bharat Stage IV or Bharat Stage VI" shall, respectively, be substituted;
 - (b) in clause (ii), in the Table, for the entry "Bharat Stage-IV", wherever it occurs, the entry "Bharat Stage IV or Bharat Stage VI" shall, respectively, be substituted;

(B) in sub-rule (7), in the proviso, for the entry “Bharat Stage-IV”, the entry “Bharat Stage IV or Bharat Stage VI ” shall be substituted;

(C) after sub-rule (17), the following sub-rules shall be inserted, namely,-

“(18) (i) The Emission Standards for Bharat Stage VI (BS-VI) for category M and N vehicles having Gross Vehicle Weight not exceeding 3500kg, manufactured on or after 1st April 2020 for all models, shall be as under :-

Table 1

Limit Values for M and N Category vehicles fitted with PI & CI Engines: BS VI

Category	Class	Reference Mass (RM) (kg)	Mass of Carbon Monoxide (CO)		Mass of Total Hydrocarbons (THC)		Mass of Non-Methane Hydrocarbons (NMHC)		Mass of Oxides of Nitrogen (NOx)		Combined Mass of Hydrocarbons and Oxides of Nitrogen (THC + NOx)		Mass of Particulate Matter (PM)		Number of Particles (PN)	
			L1 (mg/km)		L2 (mg/km)		L3 (mg/km)		L4 (mg/km)		L2 + L3 (mg/km)		L5 (mg/km)		L6 (numbers/km)	
			PI	CI	PI	CI	PI	CI	PI	CI	PI	CI	PI ⁽¹⁾	CI	PI ⁽¹⁾⁽²⁾	CI
M(M1 & M2)	-	All	1000	500	100	-	68	-	60	80	-	170	4.5	4.5	6.0 X 10 ¹¹	6.0 X 10 ¹¹
N1	I	RM ≤ 1305	1000	500	100	-	68	-	60	80	-	170	4.5	4.5	6.0 X 10 ¹¹	6.0 X 10 ¹¹
	II	1305 < RM ≤ 1760	1810	630	130	-	90	-	75	105	-	195	4.5	4.5	6.0 X 10 ¹¹	6.0 X 10 ¹¹
	III	1760 ≤ RM	2270	740	160	-	108	-	82	125	-	215	4.5	4.5	6.0 X 10 ¹¹	6.0 X 10 ¹¹
N2	-	All	2270	740	160	-	108	-	82	125	-	215	4.5	4.5	6.0 X 10 ¹¹	6.0 X 10 ¹¹

PI = Positive Ignition, CI = Compression Ignition

(3) For positive ignition, particulate mass and number of particles limit shall apply only to vehicles with direct injection engines.

(4) Until three years after date of implementation for new type approvals and new vehicles, particle number emission limit of 6.0 X 10¹² #/km shall apply to BS VI gasoline direct injection vehicles upon choice of the manufacturer.

Note: This Regulation shall apply to vehicles of categories M1, M2, N1 and N2 with a reference mass not exceeding 2,610 kg.

At the manufacturer's request, type approval granted under this Regulation may be extended from vehicles mentioned above to M1, M2, N1 and N2 vehicles with a reference mass not exceeding 2,840 kg and which meet the conditions laid down in this notification.

Table 2

Application of Test Requirements for Type-Approval – BS VI

	Vehicles with Positive Ignition Engines including Hybrids									Vehicles with Compression Ignition Engines including Hybrids		
	Mono Fuel					Bi- Fuel ⁽¹⁾			Flex Fuel ⁽¹⁾	Flex Fuel	Mono Fuel	Dual Fuel
Reference Fuel	Gasoline (E5)	LP G	CNG / Bio-Methane/Bio-Gas/LNG	Hydrogen (ICE) ³	H ₂ CNG (Hydrogen + CNG)	Gasoline (E5)	Gasoline (E5)	Gasoline (E5)	Gasoline (E5)	Diesel (B7)	Diesel (B7)	Diesel + CNG
						LPG	CNG / Bio-Methane	Hydrogen (ICE) ³	Ethanol (E85) / (E100)			
Gaseous Pollutants (Type 1 Test)	Yes	Yes	Yes	Yes ²	Yes	Yes (Both Fuels)	Yes (Both Fuels)	Yes (Both Fuels) ²	Yes (Both Fuels)	Yes	Yes	Yes
Particulate Mass and	Yes ⁴	-	-	-	-	Yes(Gasoline)	Yes (Gasoline)	Yes (Gasoline)	Yes(Both)	Yes	Yes	Yes

Particulate Number (Type I Test)						e only)	e only)	Only)	Fuels)			
Idle Emissions (Type II Test)	Yes	Yes	Yes	-	Yes	Yes (Both Fuels)	Yes (Both Fuels)	Yes (Gasoline Only)	Yes (Both Fuels)	-	-	-
Crankcase Emissions (Type III Test)	Yes	Yes	Yes	--	Yes	Yes (gasoline only)	Yes (gasoline only)	Yes (gasoline only)	Yes(gasoline only)	-	-	-
Evaporative Emissions (Type IV test)	Yes	-	-	-	-	Yes (Gasoline only)	Yes (Gasoline only)	Yes (Gasoline Only)	Yes (Gasoline only)	-	-	-
Durability (Type V Test)	Yes	Yes	Yes	Yes	Yes	Yes (Gasoline only)	Yes (Gasoline only)	Yes (Gasoline Only)	Yes (Gasoline only)	Yes (B7 only)	Yes	Yes
In-Service Conformity	Yes	Yes	Yes	Yes	Yes	Yes (both fuels)	Yes (both fuels)	Yes (gasoline only)	Yes (both fuels)	Yes(B7 only)	Yes	Yes
On-Board Diagnostics and IUPRm	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
⁽⁶⁾ CO ₂ emission and fuel consumption	Yes	Yes	Yes	Yes	Yes	Yes (Both fuels)	Yes (Both fuels)	Yes (Both fuels)	Yes (Both fuels)	Yes (Both fuels)	Yes	Yes
Smoke Opacity	--	--	--	--	--	--	--	--	--	Yes	Yes	--
Engine Power	Yes	Yes	Yes	Yes	Yes	Yes (Both fuels)	Yes (Both fuels)	Yes (Both fuels)	Yes (Both fuels)	Yes	Yes	Yes

- (1) When a bi-fuel vehicle has flex fuel option, both test requirements are applicable. Vehicle tested with E100 need not to be tested for E85.
- (2) Only NO_x emissions shall be determined when the vehicle is running on Hydrogen.
- (3) Reference Fuel is 'Hydrogen for Internal Combustion Engine' as Specified in Annexure IV-W.
- (4) For Positive ignition, particulate mass and number limits for vehicles with positive ignition engines including hybrids shall apply only to vehicles with direct injection engines.
- (5) Vehicle fuelled with Bio diesel blends up to 7% will be tested with reference diesel (B7) & vehicles fuelled with Bio diesel blends above 7% will be tested with respective blends.
- (6) CO₂ emission and fuel consumption shall be measured as per procedure laid down in AIS 137 and as amended time to time.

Notes.-

- (1) The test shall be on Chassis Dynamometer.
- (2) The test including driving cycle shall be as provided in sub-rule (10) with the modifications that-
 - (i) the exhaust gas sampling should start at the initiation of the engine start up procedure referred to in Annexure IV-E and as amended from time to time as per AIS-137;
 - (ii) the driving cycle shall be at a maximum speed of 90 km/hour referred to in Annexure IV-E and as amended from time to time as per AIS-137.
- (3) There shall be no relaxation of norms for Conformity of Production (COP) purposes and procedure for compliance shall be as per AIS137 as amended from time to time.
- (4) Specifications for Reference Fuels shall be as below:-
 - (a) Reference natural gas fuel used in Natural Gas or Bio-Methane mono-fuel or bi-fuel vehicles shall be as per Annexure IV-L (G20, G23 and G25).
 - (b) Reference LPG fuel used in LPG mono-fuel or bi-fuel vehicles shall be as per Annexure IV M (Fuel A and Fuel B), however, in case of non-availability of reference fuels for CNG / LPG, the commercially available CNG as per BIS 15958:2012 and LPG as per BIS 14861:2000 as amended from time to time shall be used for the purpose of Type Approval and Conformity of Production.

- (c) The reference ethanol fuel (E85) shall be as per the Annexure IV-Q.
 - (d) The Reference Gasoline fuel (E5) shall be as specified in Annexure IV-X.
 - (e) The Reference Diesel fuel (B7) shall be as specified in Annexure IV-T.
 - (f) Hydrogen Fuel vehicles shall be tested with reference fuel specified in the Annexure IV-W to said rules.
 - (g) The reference fuel Biogas (Bio-methane) shall be as per IS 16087:2013 and as amended time to time.
- (5) Crankcase ventilation system shall not permit the emission of any of the crankcase gases in to the atmosphere.
- (6) Evaporative emission shall not be more than 2.0g/test from Gasoline fuelled vehicles. The evaporative emission test procedure for gasoline fuelled vehicles shall be as per the procedure specified in AIS 137 and as amended from time to time.
- (7) The Conformity of Production (COP) testing procedure shall be as described in AIS 137 and as amended from time to time.
- (8) Conformity of Production (COP) frequency and samples as under :-
- (i) The Conformity of Production period for each vehicle model including its variant(s) shall be once a year.
 - (ii) Where production volume in six months is less than 250 per model including its variants, the provisions contained in the provisos to rule 126-A shall apply.
 - (iii) All these tests shall be conducted with the reference fuel as specified in this sub-rule. However, at the manufacturer's request, test may be carried out with commercial fuel.
 - (iv) For vehicles approved as per this sub-rule, at least 50% of Vehicle models, rounded to nearest integer value, produced from particular plant per year shall be selected randomly from dealer's location or warehouse.
- (9) Specifications for Commercial Fuels as under :-
- (i) The Commercial Gasoline fuel shall be as per Annexure IV-U and as amended from time to time.
 - (ii) Specification for commercial CNG and commercial LPG shall be in accordance with BIS 15958:2012 and as per BIS 14861:2000 respectively and as amended from time to time.
 - (iii) Biodiesel used in commercial Diesel shall be as per IS 15607 as amended from time to time.
 - (iv) Specification for Commercial Diesel fuel shall be as per Annexure IV-V and as amended from time to time.
 - (v) Specifications for commercial E85 shall be as specified in accordance with the Indian Standards as amended from time to time.
 - (vi) Specification for commercial Biogas (Bio-methane) shall be as per IS 16087:2013 and as amended time to time.
- (10) Specifications of NOx reduction agent AUS 32 (Aqueous Urea Solution) shall conform to Part 1 and Part 2 of ISO 22241-2006 or DIN standard – DIN V 70070.
- (11) For Diesel vehicles, the emission of visible pollutants (smoke) shall not exceed the limit value of smoke density, when expressed as light absorption coefficient for various nominal flows as given in Annex I to sub-rule (9) of rule 115 when tested at constant speeds over the full load. These smoke limits are without correction factor and engines are to be tested with conditioned air supplied to the engine to maintain atmospheric factor at 0.98 to 1.02.
- (12) The engine power shall be measured on engine dynamometer and the measured power shall conform to the power specified in AIS 137 as amended from time to time, when tested as per the procedures laid down in AIS 137 as amended from time to time.
- (13) Type II Test: Vehicles fitted with PI engines specified in this sub-clause shall comply with the provisions of clause (i) of sub-rule (2) of rule 115 as applicable.
- (14) Free Acceleration Smoke: Vehicles fitted with CI engines specified in this sub-clause shall comply with the provisions of clause (ii) of sub-rule (2) of rule 115 as applicable.
- (15) Deterioration Factor shall be as given in the following Table :-

Table**Deterioration Factor shall be as given below: BS VI**

Engine Category	Assigned Deterioration Factor						
	CO	THC	NMHC	NOx	HC+NOx	Particulate Matter (PM)	Particle Number (PN)
Positive Ignition	1.5	1.3	1.3	1.6	-	1.0	1.0
Compression Ignition	1.5	-	-	1.1	1.1	1.0	1.0

- (i) Alternatively, the vehicle manufacturer may opt for a vehicle ageing test of 1,60,000 km or bench ageing durability test, for evaluating the Deterioration factor as per AIS 137 and as amended from time to time.
- (ii) This test may be performed by driving vehicle on a test track, on the road, or on a chassis dynamometer or Engine Test Bench as per AIS 137
- (iii) The maximum lap speed at 10th lap and at 11th lap shall be 72 km/hour and 90 km/hour respectively.
- (iv) The above ageing test should be carried out by the approved test agency specified in rule 126.
- (16) The vehicles shall be equipped with On-Board Diagnostic (BS VI - OBD) systems for emission control which shall have the capability of identifying the likely area of malfunction by means of fault codes stored in computer memory as per the procedure laid down in AIS 137 and as amended from time to time when that failure results in an increase in emission above the limits given in the following Tables below:—
- (i) OBD Threshold for BS VI vehicles manufactured on or after 1st April 2020:

Table 1
On-Board Diagnostic (BS VI- OBD-I) Threshold: BS VI

		Reference mass (RM) (kg)	CO (mg/km)		NMHC (mg/km)		NOx (mg/km)		PM (mg/km)	
Category	Class		PI	CI	PI	CI	PI	CI	PI ⁽¹⁾	CI
M(M1 & M2)	-	All	1900	1750	170	290	150	180	25	25
N1	I	$RM \leq 1305$	1900	1750	170	290	150	180	25	25
	II	$1305 < RM \leq 1760$	3400	2200	225	320	190	220	25	25
	III	$1760 < RM$	4300	2500	270	350	210	280	30	30
N2	-	All	4300	2500	270	350	210	280	30	30

⁽¹⁾For positive ignition, particulate mass limits apply only to vehicles with direct injection engines

- (ii) OBD Threshold for BS VI vehicles manufactured on or after 1st April 2023:

Table 2
On-Board Diagnostic (BS VI OBD-II) Threshold: BS VI

		Reference mass (RM) (kg)	CO (mg/km)		NMHC/ (mg/km)		NOx (mg/km)		PM (mg/km)	
Category	Class		PI	CI	PI	CI	PI	CI	PI ⁽¹⁾	CI
M(M1 & M2)	-	All	1900	1750	170	290	90	140	12	12
N1	I	$RM \leq 1305$	1900	1750	170	290	90	140	12	12
	II	$1305 < RM \leq 1760$	3400	2200	225	320	110	180	12	12
	III	$1760 < RM$	4300	2500	270	350	120	220	12	12
N2	-	All	4300	2500	270	350	120	220	12	12

⁽¹⁾For positive ignition, particulate mass apply only to vehicles with direct injection engines

- ### Table 1

	<i>Limit values</i>							
	CO (mg/kWh)	THC (mg/kWh)	NMHC (mg/kWh)	CH ₄ (mg/kWh)	NO _x (mg/kWh)	NH ₃ (ppm)	PM mass (mg/kWh)	PM number (numbers/kWh)
WHSC (CI)	1500	130	----	----	400	10	10	8.0 x 10 ¹¹
WHTC (CI)	4000	160	-----	----	460	10	10	6.0 x 10 ¹¹
WHTC (PI)	4000	----	160	500	460	10	10	6.0 x 10 ¹¹

If a vehicle is tested for type approval on Chassis Dynamometer having Reference Mass up to 2610 kg, manufacturer may seek type approval extensions up to reference mass of 2840 kg for its variants exceeding GVW of 3500 kg. In such cases mass emission testing on Engine Dynamometer shall not be required.

Applicability of Test Requirements for BS-VI

[illegible]

⁽¹⁾The vehicles/ engines fuelled with bio diesel blends up to 7% shall be tested with reference diesel (B7) and vehicles fuelled with Bio diesel blends above 7% will be tested with respective blends.

⁽²⁾The test applicability requirements for dual fuel engine is depending on the Gas Energy Ratio (GER) measured over the hot part of the WHTC test-cycle. GER classification shall be as per AIS 137 and as amended from time to time.

Notes.-

- (1) The test shall be done on engine dynamometer.
- (2) In case of vehicles equipped with Compression Ignition engines, the gaseous and particulate emissions shall be measured as per WHSC and WHTC cycles as per procedure described in AIS 137 as amended from time to time.
- (3) In case of vehicles equipped with positive Ignition engines, the gaseous and particulate emissions shall be measured as per WHTC cycle as per procedure described in AIS 137 and as amended from time to time.
- (4) Specifications for Reference fuels are as below:-
 - (a) Reference natural gas fuel used in Natural Gas or Bio-Methane mono-fuel or bi-fuel vehicles shall be as per Annexure IV-L (G20, G23 and G25)
 - (b) Reference LPG fuel used in LPG mono-fuel or bi-fuel vehicles shall be as per Annexure IV M (Fuel A and Fuel B). However, in case of non-availability of reference fuels for CNG / LPG, the commercially available CNG as per BIS 15958:2012 and LPG as per BIS 14861:2000 as amended from time to time shall be used for the purpose of Type Approval and Conformity of Production.
 - (c) The reference ethanol fuel (ED95) shall be as specified in Annexure IV-R.
 - (d) The Reference Gasoline fuel (E5) shall be in Annexure IV-X.
 - (e) The Reference Diesel fuel (B7) shall be as specified in Annexure IV-T.
 - (f) The reference fuel Biogas (Bio-methane) shall be as per IS 16087:2013 and as amended time to time.
- (5) The Conformity of Production (COP) testing procedure shall be as described in AIS 137 as amended from time to time.
- (6) The Conformity of Production (COP) frequency and samples shall be as under:-
 - (i) The conformity of Production period for each engine model including its variant(s) shall be once a year.
 - (ii) Where production volume in six month is less than 250 per model including its variant(s), the provisions contained in the provisos to rule 126-A shall apply.
- (7) Specifications for Commercial fuels shall be as under:-
 - a. The Commercial Gasoline fuel shall be as per Annexure IV-U and as amended from time to time.
 - b. Specification for commercial CNG and commercial LPG shall be in accordance with BIS 15958:2012 and as per BIS 14861:2000 respectively and as amended from time to time.
 - c. Biodiesel used in commercial Diesel shall be as per IS 15607 as amended from time to time.
 - d. Specification for Commercial Diesel fuel up to 7% of bio diesel blend shall be as per Annexure IV-V and as amended from time to time.
 - e. Specifications for commercial E85 and ED95 shall be as specified in accordance with the Indian Standards as amended from time to time.
 - f. Specification for commercial Biogas (Bio-methane) shall be as per IS 16087:2013 and as amended time to time.
- (8) For CI engine vehicles, the emission of visible pollutants (smoke) shall not exceed the limit value of smoke density, as per Annexure I to sub-rule (9) of rule 115. These smoke limits are without correction factor and engines are to be tested with conditioned air supplied to the engine to maintain atmospheric factor of 0.98 to 1.02.
- (9) The engine power shall be measured on engine dynamometer and the measured power shall conform to the power specified and tested as per procedures prescribed in AIS 137 as amended time to time.
- (10) Idle emissions and Smoke Density shall be as under:-
 - a. The vehicles equipped with PI engine specified in this sub- rule shall comply with the provisions of clause (i) of sub-rule (2) of rule 115.
 - b. The Vehicles equipped with CI engine specified in this sub- rule shall comply with the provisions of clause (ii) of sub-rule (2) of rule 115.
- (11) Deterioration Factors.-
 - (i) Deterioration factors shall be as given in the Table below:

Table 1
Deterioration Factors for BS-VI

Test cycle	CO	THC ¹	NMHC ²	CH ₄ ²	NO _x	NH ₃	PM mass	PM number
WHTC	1.3	1.3	1.4	1.4	1.15	1.0	1.05	1.0
WHSC	1.3	1.3	---	---	1.15	1.0	1.05	1.0

⁽¹⁾Applies in case of a compression ignition engine.

⁽²⁾Applies in case of a positive ignition engine.

(ii) Alternatively, the vehicle manufacturers may opt for evaluation of deterioration factor over normal useful life period as per procedure described in AIS 137 and as amended time to time.

Useful life period and minimum service accumulation period for evaluation of deterioration factor given in Table below:-

Table 2
Minimum service accumulation period – BS-VI

Category of vehicle in which engine will be installed	Useful Life Period	Minimum service accumulation period
Category N1 vehicles	1,60,000 km or 5 years	1,60,000 km
Category N2 vehicles	3,00,000 km or 6 years	1,88,000 km
Category N3 Vehicles with GVW equal to or less than 16,000 kg	3,00,000 km or 6 years	1,88,000 km
Category N3 Vehicles with GVW above 16,000 kg	7,00,000 km or 7 years	2,33,000 km
Category M2 vehicles	1,60,000 km or 5 years	1,60,000 km
Category M3 Vehicles with GVW equal to or less than 7,500 kg	3,00,000 km or 6 years	1,88,000 km
Category M3 Vehicles with GVW above 7,500 kg	7,00,000 km or 7 years	2,33,000 km

The evaluation of deterioration factor test shall be carried out by the approved test agency specified in rule 126.

(12) (a) During type approval and COP applicable from 1st April, 2020, emission measurement on vehicles using PEMS shall be carried out on road for data collection and from 1st April, 2023 in-service conformity factor shall be applicable. The detailed procedure is laid down in AIS 137 and as amended from time to time

(b) The type approval vehicle used for the PEMS demonstration test shall be representative for the vehicle category intended for the installation of the engine system. The vehicle may be a prototype vehicle or an adapted production vehicle.

(c) For PEMS demonstration test at type approval, vehicle shall meet the requirements of in-service compliance from 1st April, 2023.

(13) The vehicles specified in this sub-clause shall meet the following World Not-To-Exceed (WNTe) Off-cycle laboratory testing limits for gaseous and particulate exhaust emissions, and as per procedure laid down in AIS 137 and as amended time to time:-

Test cycle	CO mg/kWh	THC mg/kWh	NO _x mg/kWh	PM mg/kWh
WNTe	2000	220	600	16

(14) The vehicles specified in this sub-clause manufactured on or after 1st April, 2023 shall have the capability of assessing the in-use performance of on-board diagnostic, as per procedure laid down in AIS 137 and as amended time to time.

- (15) The vehicles specified in this sub-clause fitted with engine, which rely on the use of a reagent in order to reduce emissions, shall ensure the correct operation of NOx control measures, as per procedure laid down in AIS 137 and as amended time to time.
- (16) The vehicles specified in this sub- rule shall be equipped with an On-Board Diagnostic system (BS VI OBD-I and BS-VI OBD-II) for emission control which shall have the capability of identifying the likely area of the malfunctions by means of fault codes stored in computer memory and communicating that information off-board, as per procedure described in AIS 137, when that failure results in an increase in emission above the limits given in the following Tables below:-

(a) BSVI- OBD-I threshold for BS VI vehicles manufactured on or after 1st April 2020 shall be as given below:-

Table 1
OBD threshold Limits: (BS-VI OBD-I)

	Limit in mg/kWh	
	NOx	PM Mass
Compression ignition engines	1500	Performance Monitoring ⁽¹⁾
Positive Ignition engines	1500	--

⁽¹⁾ Performance monitoring for wall—flow diesel particulate filter shall be as per AIS-137 and as amended time to time.

(b) BS-VI-OBD-II threshold for BS VI vehicles manufactured on or after 1st April 2023 shall be as given below:-

Table 2
OBD threshold Limits: (BS-VI OBD-II)

	Limit in mg/kWh		
	NOx	PM Mass	CO
Compression ignition engines	1200	25	---
Positive Ignition engines	1200	--	7500

At the manufacturer's request type approval may be granted for compliance to BS-VI OBD-II requirements before its implementation

(19) (i) The Emission Standards for Bharat Stage-VI (BS-VI) for two wheelers vehicle models manufactured on or after 1st April 2020 shall be as per Tables below:-

Table 1
Limit Values for Two wheelers fitted with PI & CI engines: BSVI

	Vehicle Class	BS VI Emission Norms							
		CO mg/km	HC mg/km	NOx mg/km	NMHC mg/km	PM mg/km	EVAP mg/test	OBD	Durability mileage (km) Type V
PI Vehicles	1 & 2-1	1000	100	60	68	4.5*	1500	STAGE II	20000
	2-2	1000	100	60	68	4.5*			35000
	3-1 & 3-2	1000	100	60	68	4.5*			
CI Vehicles	All	500	100	90	68	4.5*	-	-	35000
	DF (for all classes)	1.3	1.3 (SI) 1.1 (CI)	1.3 (SI) 1.1 (CI)	1.3 (SI) 1.1 (CI)	1.0 (CI)	300**	-	-

* Applicable to gasoline direct injection (DI) engines only.

**Fixed DF of 300 mg/test shall be added to SHED test results. Alternative to fixed DF, manufacture may opt for ageing of evaporative emission control devices as per procedure specified in AIS 137 and as amended time to time.

Table 2
Application of Test Requirements for Type-Approval: BS-VI

	Vehicle with SI engines including hybrids									Vehicles with CI engines including hybrids		
	Mono-fuel					Bi-fuel ⁽³⁾			Flex-fuel	Flex-fuel	Mono-fuel	Dual Fuel
	Gasoline (E5)	LPG	CNG/Bio methane/ Bio-Gas/LNG	H ₂	HCNG (Hydrogen + CNG)	Gasoline (E5)	Gasoline (E5)	Gasoline (E5)	Gasoline (E5)	Diesel (B7)	Diesel (B7)	Diesel + CNG
						LPG	CNG/ Bio methane	H ₂	Ethanol (E85)/ E100	Up to 100% ⁽¹⁾ Biodiesel		
Gaseous pollutant Type I test	Yes	Yes	Yes	Yes	Yes	Yes (both fuels)	Yes (both fuels)	Yes (Both fuels)	Yes (both fuels)	Yes (Both fuels)	Yes	Yes
⁽²⁾ Type I test Particulate mass	Yes	No	No	No	No	Yes (gasoline only)	Yes (gasoline only)	Yes (gasoline only)	Yes (gasoline only)	Yes	Yes	Yes
Idle emission (Type II)	Yes	Yes	Yes	No	Yes	Yes (both fuels)	Yes (both fuels)	Yes (gasoline only)	Yes (both fuels)	Yes (B7 only)	Yes	Yes
Crankcase emission (Type III test)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Evaporative emission (Type IV test)	Yes	No	No	No	No	Yes (gasoline only)	Yes (gasoline only)	Yes (gasoline only)	Yes (gasoline only)	No	No	No
Durability (Type V test)	Yes	Yes	Yes	Yes	Yes	Yes (gasoline only)	Yes (gasoline only)	Yes (gasoline only)	Yes (gasoline only)	Yes (B7 only)	Yes	Yes
⁽⁴⁾ CO ₂ & Fuel consumption	Yes	Yes	Yes	Yes	Yes	Yes (both fuels)	Yes (both fuels)	Yes (Both fuels)	Yes (both fuels)	Yes (Both fuels)	Yes	Yes
On board diagnosis OBD	Yes	Yes	Yes	Yes	Yes	Yes (gasoline only)	Yes (gasoline only)	Yes (gasoline only)	Yes (gasoline only)	Yes (B7 only)	Yes	Yes
Smoke Opacity	No	No	No	No	No	No	No	No	No	Yes (B7 Only)	Yes	No

⁽¹⁾ Vehicles fuelled with bio diesel blends up to 7% shall be tested with reference diesel (B7) and vehicles fuelled with Bio diesel blends above 7% will be tested with respective blends.

⁽²⁾ In case of PI engines, applicable only to vehicles with direct Injection engines.

⁽³⁾ Vehicles models and variants having option for Bi-fuel operation and fitted with limp-home gasoline tank of capacity not exceeding two litres on two wheelers shall be exempted from test in gasoline mode.

⁽⁴⁾ CO₂ emission and fuel consumption shall be measured as per procedure laid down in AIS 137 and as amended time to time.

When bi-fuel vehicle is combined with a flex fuel vehicle, both test requirements are applicable. Vehicle tested with E100 need not to be tested with E85.

Notes. -

- (1) The test shall be on Chassis Dynamometer.
- (2) Classification of vehicles and weighting factor for the final emission result shall be as given below:-

Table
Classification of vehicles and weighting factor

	Definition of class	WMTC Cycles	Weighting factors for final emission results
Class 1	Vehicles that fulfil the following specifications belong to class 1: $50 \text{ cm}^3 < \text{engine capacity} < 150 \text{ cm}^3$ and $v_{\max} \leq 50 \text{ km/h}$ or $\text{engine capacity} < 150 \text{ cm}^3$ and $50 \text{ km/h} < v_{\max} < 100 \text{ km/h}$	Part 1 Reduced Speed cold followed by Part 1 Reduced Speed Hot	Part 1 Reduced Speed cold shall be 50% and Part 1 Reduced Speed Hot shall be 50%
Sub Class 2-1	Vehicles that fulfil the following specifications belong to class 2-1: $\text{Engine capacity} < 150 \text{ cm}^3$ and $100 \text{ km/h} \leq v_{\max} < 115 \text{ km/h}$ or $\text{Engine capacity} \geq 150 \text{ cm}^3$ and $v_{\max} < 115 \text{ km/h}$	Part 1 Reduced Speed cold followed by Part 2 Reduced Speed Hot	Part 1 Reduced Speed cold shall be 50% and Part 2 Reduced Speed Hot shall be 50%
Sub Class 2.2	Vehicles that fulfil the following specifications belong to class 2-2: $115 \text{ km/h} \leq v_{\max} < 130 \text{ km/h}$	Part 1 cold followed by Part 2 Hot	Part 1 cold shall be 50% and Part 2 hot shall be 50%.
Sub Class 3-1	Vehicles that fulfil the following specifications belong to class 3-1: $130 \text{ km/h} \leq v_{\max} < 140 \text{ km/h}$	Part 1 cold followed by Part 2 Hot followed by Part 3 reduced speed	Part 1 cold shall be 25% Part 2 Hot shall be 50% and Part 3 reduced shall be 25%
Sub Class 3-2	Vehicles that fulfil the following specifications belong to class 3-2: $v_{\max} \geq 140 \text{ km/h}$ subclass 3-2.	Part 1 cold followed by Part 2 Hot followed by Part 3	Part 1 cold shall be 25% Part 2 Hot shall be 50% and Part 3 shall be 25%

- (3) The test procedure and driving cycle for all test types including alternative durability and OBD shall be as per AIS 137 and as amended time to time.
- (4) Specification of Reference Fuels shall be as under:-
- The Reference Gasoline fuel (E5) shall be as specified in Annexure IV-X.
 - The reference ethanol fuel (E85) shall be as per Annexure IV-Q.
 - The Reference Diesel fuel (B7) shall be as specified in Annexure IV-T.
 - The reference ethanol fuel (E100) shall be as per Annexure IV-S
 - Reference natural gas fuel used in Natural Gas or Bio-Methane mono-fuel or bi-fuel vehicles shall be as per Annexure IV-L (G20, G23 and G25).
 - Reference LPG fuel used in LPG mono-fuel or bi-fuel vehicles shall be as per Annexure IV M (Fuel A and Fuel B). However, in case of non-availability of reference fuels for CNG / LPG, the commercially available CNG as per BIS 15958:2012 and LPG as per BIS 14861:2000 as amended from time to time shall be used for the purpose of Type Approval and Conformity of Production.
 - Hydrogen Fuel vehicles shall be tested with reference fuel specified in the Annexure IV-W to said rules.
 - The reference fuel Biogas (Bio-methane) shall be as per IS 16087:2013 and as amended time to time.
- (5) Specifications of Commercial Fuels shall be as under:-
- The Commercial Gasoline fuel blend shall be as per Annexure IV-U.
 - Specification for commercial CNG and commercial LPG shall be in accordance with BIS 15958:2012 and as per BIS 14861:2000 respectively.
 - Biodiesel used in commercial Diesel shall be as per IS 15607.
 - Specification for Commercial Diesel fuel shall be as per Annexure IV-V.

- e) Specifications for commercial E85 shall be as specified in accordance with the Indian Standards.
- f) Specification for Biogas (Bio-methane) shall be as per IS 16087:2013 and as amended time to time.
- (6) Gasoline/CNG/LPG vehicles specified herein shall comply with the provisions of clause (i) of sub-rule (2) of rule 115. The Vehicle equipped with CI engine specified in sub rule shall comply with the provision of clause (ii) of sub-rule (2) of rule 115. For vehicles fitted with CI engine, the emission of visible pollutants (smoke) shall not exceed the limit value of smoke density, as per Annexure I to sub-rule (9) of rule 115. These smoke limits are without correction factor and engines are to be tested with conditioned air supplied to the engine to maintain atmospheric factor of 0.98 to 1.02.
- (7) Crankcase ventilation system shall not permit the emission of any of the crankcase gases in to the atmosphere.
- (8) Alternatively, to the fixed DF mentioned in Table 1 of this sub-rule, the vehicle manufacturers may opt for evaluation of deterioration factor as per procedure described in AIS 137 and as amended time to time.
- (9) Conformity of Production (COP) test procedure shall be as per clause (e) of sub-rule (12) of rule 115. For 2W vehicles, at least 50% of Vehicle models produced from particular plant shall be selected randomly from dealer's location or warehouse.
- (10) The engine power shall be measured on engine dynamometer and measured power shall conform to the power specified and tested as per procedure prescribed in AIS 137 and as amended time to time.
- (11) The vehicle presented for Type approval shall have been run for at least 1000 km before the test.
- (12) The Two wheeler vehicles shall be equipped with On-Board Diagnostic (OBD) systems for emission control which shall have the capability of identifying the likely area of malfunction by means of fault codes stored in computer memory as per the procedure laid down in AIS 137.

The On-Board Diagnostic (OBD) systems for emission control shall be as specified in the following Tables:

Table 1
OBD Functions and associate

Monitoring Items	OBD Stage I (BS VI) 1st April, 2020	OBD Stage II (BS VI) 1st April, 2023
Circuit continuity for all emission related power train component (if equipped)	√	√
Distance travelled since MIL(Malfunction indicator lamp) ON	√	√
Electrical disconnection of Electronic evaporative purge control device (if equipped and if active)	√	√
Catalytic converter monitoring	X	√
EGR system monitoring	√	√
Misfire detection	X	√
Oxygen sensor deterioration	X	√

- (13) In-use performance ratio (IUPR) for BS VI vehicles manufactured on or after 1st April 2023, the in-use performance ratio (IUPR) of a specific monitor M of the OBD systems shall be:

$$IUPR_M = \text{Numerator} / \text{Denominator}$$

Comparison of Numerator and Denominator gives an indication of how often a specific monitor is operating relative to vehicle operation. Detailed requirements for tracking IUPR are given in AIS 137.

If, according to the requirements specified in AIS 137, the vehicle is equipped with a specific monitor M, IUPRM shall be greater or equal to 0.1 for all monitors M.

Table 2**On-board (OBD) diagnostics emission thresholds for BSVI****Applicable from 1st April, 2023**

Vehicle Class	OBD Stage II/Gasoline			
	CO mg/km	NMHC mg/km	NOx mg/km	PM mg/km
1 & 2-1	1900	250	300	50 ⁽¹⁾
2-2	1900	250	300	50 ⁽¹⁾
3-1 & 3-2	1900	250	300	50 ⁽¹⁾
Vehicle Class	OBD Stage II /Diesel			
	CO mg/km	NMHC mg/km	NOxmg/km	PM mg/km
All	1900	320	540	50

(1) In case of P.I. engines, applicable only to vehicles with direct injection engines.

(ii) The Emission Standards (Bharat Stage VI) for two wheelers with Spark Ignition engines other than those specified in para (19), (i) above: (Vehicles with cc \leq 50 and Vmax \leq 50 km/hr) shall be as per the below table:

Table

Pollutant	TA=COP norms mg/km	Deterioration Factor (D.F.)	Test Cycle (Cold Start at T=0 sec)
CO	500	1.2	IDC as per AIS137
HC	350	1.2	
NOx	150	1.2	

Notes:

- (1) Gasoline/ CNG/ LPG vehicles specified herein shall comply with the provisions of clause (i) of sub- rule (2) of rule 115
- (2) The Reference Gasoline fuel (E5) shall be as specified in Annexure IV-X.
- (3) Reference natural gas fuel used in Natural Gas or Bio-Methane mono-fuel or bi-fuel vehicles shall be as per Annexure IV-L (G20, G23 and G25).
- (4) Reference LPG fuel used in LPG mono-fuel or bi-fuel vehicles shall be as per Annexure IV M (Fuel A and Fuel B). However, in case of non-availability of reference fuels for CNG / LPG, the commercially available CNG as per BIS 15958:2012 and LPG as per BIS 14861:2000 as amended from time to time shall be used for the purpose of Type Approval and Conformity of Production. The reference fuel Biogas (Bio-methane) shall be as per IS 16087:2013 and as amended time to time.
- (5) The provision clause (a) sub-clause (i) of clause (c), clause (e) and clause (f) of sub-rule (12) of clauses (a), (c)(i), (e) and (f) for sub-rule 12 of rule 115, except the proviso therein, shall be applicable to the said vehicle.
- (6) The driving cycle for Vehicles with cc \leq 50 and Vmax \leq 50 km/hr shall be Indian Driving Cycle (IDC) and the exhaust gas sampling shall start at the initiation of cycle in case of gasoline two wheeler vehicles.
- (7) The engine power shall be measured on engine dynamometer and the measured power shall conform to the power specified and tested as per procedure prescribed in AIS 137 and as amended time to time.
- (20) The Emission Standards Bharat Stage VI (BS VI) for Three wheelers vehicle models manufactured on or after 1st April 2020 shall be as under:-

Table 1
Three wheelers fitted with PI and CI Engines: BS VI

Vehicle with PI engines								
	CO mg/km		HC+NOx mg/km	NOx mg/km	EVAP mg/test	OBD	Durability mileage (km) Type V	Test Cycle (Cold Start at T=0 sec)
Limit	440		435	130	1500	Stage II	35000	IDC AIS137
D.F.	1.20		1.2	1.2	--	--	--	

Vehicle with CI engines								
	CO mg/km		HC+Nox mg/km	NOx mg/km	PM mg/km	OBD	Durability mileage (km) Type V	Test Cycle (Cold Start at T=0 sec)
Limit	220		200	160	25	Stage II	35000	IDC AIS137
D.F.	1.10		1.0	1.00	1.20	--	--	

TABLE 2
Application of Test Requirements for Type-Approval : BS-VI

	Vehicle with PI engines including hybrids								Vehicles with CI engines including hybrids		
	Mono-fuel					Bi-fuel ⁽³⁾		Flex-fuel	Flex-fuel	Mono-fuel	Dual Fuel
	Gasoline (E5)	LP G	CNG/Bio methane/ Bio-Gas/LNG	H ₂	HCNG (Hydrogen + CNG)	Gasoline (E5)	Gasoline (E5)	Gasoline (E5)	Diesel (B7)	Diesel (B7)	Diesel + CNG
						LPG	CNG/ Bio methane	Ethanol (E85)	Biodiesel up to 100% ⁽¹⁾		
Gaseous pollutant (Type I test)	Yes	Yes	Yes	Yes	Yes	Yes (both fuels)	Yes (both fuels)	Yes (both fuels)	Yes (Both fuels)	Yes	Yes
⁽²⁾ Type I test Particulate mass	Yes	No	No	No	No	No	No	No	Yes (Both fuels)	Yes	Yes
Idle emission (Type II test)	Yes	Yes	Yes	Yes	Yes	Yes (both fuels)	Yes (both fuels)	Yes (both fuels)	Yes (Both fuels)	Yes	Yes
Crankcase emission (Type III test)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Evaporative emission (Type IV test)	Yes	No	No	Yes	Yes	Yes (gasoline only)	Yes (gasoline only)	Yes (gasoline only)	No	No	No
Durability (Type V test)	Yes	Yes	Yes	Yes	Yes	Yes (gasoline only)	Yes (gasoline only)	Yes (gasoline only)	Yes (B7 only)	Yes	Yes

⁽⁴⁾ CO ₂ & Fuel consumption	Yes	Yes	Yes	No	No	Yes (both fuels)	Yes (both fuels)	Yes (both fuels)	Yes (both fuels)	Yes	Yes
OBD Stage II	Yes	Yes	Yes			Yes (gasoline only)	Yes (gasoline only)	Yes (gasoline only)	Yes (B7 only)	Yes	Yes
Smoke Opacity	No	No	No	No	No	No	No	No	Yes (B7 only)	No	No

⁽¹⁾Vehicles fuelled with bio diesel blends up to 7% shall be tested with reference diesel (B7) and vehicles fuelled with Bio diesel blends above 7% will be tested with respective blends.

⁽²⁾In case of PI engines, applicable only to vehicles with direct Injection engines.

⁽³⁾ Vehicles models and variants having option for Bi-fuel operation and fitted with limp-home gasoline tank of capacity not exceeding three litres on three wheelers shall be exempted from test in gasoline mode.

⁽⁴⁾CO₂ emission and fuel consumption shall be measured as per procedure laid down in AIS 137 and as amended time to time.

When bi-fuel vehicle is combined with a flex fuel vehicle, both test requirements are applicable. Vehicle tested with E100 need not to be tested with E85.

Notes -

1. The test shall be on Chassis Dynamometer.
2. The test including driving cycle shall be as provided in CMV sub-rule (12) with the modifications that
 - i) The exhaust gas sampling should start at the initiation in case of gasoline and diesel three wheeler as per the engine start up procedure referred to in Annexure II.
3. The provision of clauses (a),(c), (d), (e)and(f)of sub-rule (12)ofrule115,excepttheprovisotherein at the end of this sub rule, shall be applicable to the said vehicles.
4. Specifications of Reference Fuels:
 - (a) The Reference Gasoline fuel (E5) shall be as specified in Annexure IV-X. The reference Ethanol fuel (E85) shall be as per the Annexure IV-Q.
 - (b) The Reference Diesel fuel (B7) shall be as specified in Annexure IV-T.
 - (c) Reference natural gas fuel used in Natural Gas or Bio-Methane mono-fuel or bi-fuel vehicles shall be as per Annexure IV-L (G20, G23 and G25).
 - (d) Reference LPG fuel used in LPG mono-fuel or bi-fuel vehicles shall be as per Annexure IV M (Fuel A and Fuel B), however, in case of non-availability of reference fuels for CNG / LPG, the commercially available CNG as per BIS 15958:2000 and LPG as per BIS 14861:2012 as amended from time to time shall be used for the purpose of Type Approval and Conformity of Production.
 - (e) Reference fuel Biogas (Bio-methane) shall be as per IS 16087:2013 and as amended time to time.
5. Specifications of Commercial Fuels shall be as under:-
 - i) The Commercial Gasoline fuel shall be as per Annexure IV-U.
 - ii) Specification for commercial CNG and commercial LPG shall be in accordance with BIS 15958:2012 and as per BIS 14861:2000 respectively.
 - iii) Biodiesel used in commercial Diesel shall be as per IS 15607.
 - iv) Specification for Commercial Diesel fuel shall be as per Annexure IV-V.
 - v) Specifications for commercial E85 shall be as specified in accordance with the Indian Standards as amended from time to time.
 - vi) Specification of commercial Biogas (Bio-methane) shall be as per IS 16087:2013 and as amended time to time.
6. There shall be no relaxation of norms for Conformity of Production (COP) purposes.
7. The Conformity of Production (COP) testing procedure shall be as described in AIS 137 and as amended time to time. For 3W vehicles, at least 50% of Vehicle models produced from particular plant shall be selected

randomly from dealer's location or warehouse.

8. Alternative to fixed DF mention in Table 1, the vehicle manufacturers may opt for evaluation of deterioration factor as per procedure described in AIS 137.
9. The engine power shall be measured on engine dynamometer and the measured power shall confirm to the power specified and tested as per procedure prescribed in AIS 137 and as amended time to time.
10. The vehicle presented for Type approval shall have been run for 1000km before the test.
11. (a) C.I. vehicles specified herein shall comply with the provisions of clause (ii) of sub-rule(2) of rule 115.
(b) S.I. Vehicles specified herein shall comply with the provision of clause (i) of sub-rule (2) of rule 115.
12. Crank case ventilation system shall not permit the emission of any of the crankcase gases into the atmosphere. Test procedure shall as per AIS 137.
13. Evaporative emission for gasoline driven vehicles shall not be more than 1.5 g/test. Test procedure shall as per AIS 137.
14. The Three wheeler vehicles shall be equipped with On-Board Diagnostic (OBD) systems for emission control which shall have the capability of identifying the likely area of malfunction by means of fault codes stored in computer memory as per the procedure laid down in AIS 137.

The On-Board Diagnostic (OBD) systems for emission control shall be as specified in the below Tables:-

Table 1
OBD Functions and associate

Monitoring Items	OBD Stage I (BS VI) 1 st April, 2020	OBD Stage II (BS VI) 1 st April, 2023
Circuit continuity for all emission related power train component (if equipped)	√	√
Distance travelled since MIL(Malfunction indicator lamp) ON	√	√
Electrical disconnection of Electronic evaporative purge control device (if equipped and if active)	√	√
Catalytic converter monitoring	X	√
EGR system monitoring	X	√
Misfire detection	X	√
Oxygen sensor deterioration	X	√

Table2 : On-board (OBD) diagnostics emission thresholds for BSVI
Applicable from 1st April, 2023

Vehicle	OBD Stage II Gasoline	
	CO mg/km	NOx mg/km
Gasoline	880	425
	OBD Stage II Diesel Vehicles	
Diesel	CO mg/km	NOx mg/km
	440	300

ANNEXURE IV-T [See Rule 115 (18)]
Technical specifications of the reference Diesel Fuel (B7)

Parameter	Unit	Limits ¹		Test method
		Minimum	Maximum	
Cetane Index		46.0		EN ISO 4264
Cetane number ²		52.0	56.0	EN ISO 5165
Density at 15 °C	kg/m ³	833.0	837.0	EN ISO 12185
Distillation:				
- 50% point	°C	245.0	—	EN ISO 3405
- 95% point	°C	345.0	360.0	EN ISO 3405
- final boiling point	°C	—	370.0	EN ISO 3405
Flash point	°C	55	—	EN ISO 2719
Cloud point	°C	-	-10	EN 23015
Viscosity at 40 °C	mm ² /s	2.30	3.30	EN ISO 3104
Polycyclic aromatic hydrocarbons	% m/m	2.0	4.0	EN 12916
Sulphur content	mg/kg	—	10.0	EN ISO 20846 EN ISO 20884
Copper corrosion 3hrs, 50 °C		—	Class 1	EN ISO 2160
Conradson carbon residue (10 % DR)	% m/m	—	0.20	EN ISO 10370
Ash content	% m/m	—	0.010	EN ISO 6245
Total contamination	mg/kg	-	24	EN 12662
Water content	mg/kg	—	200	EN ISO 12937
Acid number	mg KOH/g	—	0.10	EN ISO 6618
Lubricity (HFRR wear scan diameter at 60 °C)	µm	—	400	EN ISO 12156
Oxidation stability @ 110 °C ³	h	20.0		EN 15751
FAME ⁴	% v/v	6.0	7.0	EN 14078

- 1 The values quoted in the specifications are 'true values'. In establishment of their limit values the terms of ISO 4259 Petroleum products – Determination and application of precision data in relation to methods of test have been applied and in fixing a minimum value, a minimum difference of 2R above zero has been taken into account; in fixing a maximum and minimum value, the minimum difference is 4R (R = reproducibility). Notwithstanding this measure, which is necessary for technical reasons, the manufacturer of fuels shall nevertheless aim at a zero value where the stipulated maximum value is 2R and at the mean value in the case of quotations of maximum and minimum limits. Should it be necessary to clarify whether a fuel meets the requirements of the specifications, the terms of ISO 4259 shall be applied.
- 2 The range for cetane number is not in accordance with the requirements of a minimum range of 4R. However, in the case of a dispute between fuel supplier and fuel user, the terms of ISO 4259 may be used to resolve such disputes provided replicate measurements, of sufficient number to achieve the necessary precision, are made in preference to single determinations.
- 3 Even though oxidation stability is controlled, it is likely that shelf life will be limited. Advice shall be sought from the supplier as to storage conditions and life.
- 4 FAME content to meet the specification of EN 14214.

ANNEXURE - IV U

[See rule 115(19)]

Specification of Commercial Gasoline Fuel

Characteristics	Unit	Requirements	
		Regular	Premium
Color, visual		Orange	Red
Density @ 15°C	Kg/m ³	720-775	720-775
Distillation :			
a) Recovery up to 70 °C (E 70)	% volume	10-55 (summer) 10-58 (other month)	10-55 (summer) 10-58 (other month)
b) Recovery up to 100 °C (E 100)	% volume	40-70	40-70
c) Recovery up to 150 °C (E 150)	% volume	75 min	75 min
d) Final Boiling Point (FBP), max	°C	210	210
e) Residue, max	% volume	2	2
Research Octane Number (RON) min		91	95
Motor Octane Number (MON), min		81	85
Gum content (solvent washed), max	mg/100ml	4	4
Oxidation Stability, min	minutes	360	360
Sulphur, total, max	mg/kg	10	10
Lead content (as Pb), max	g/l	0.005	0.005
Reid Vapour Pressure (RVP) @ 38°C, max	kPa	67	67
Vapour Lock Index (VLI)			
a) Summer, max		1050	1050
b) Other months, max		1100	1100
Benzene Content, max	% volume	1	1
Copper strip corrosion for 3 hrs @ 50°C, max	rating	Class 1	Class 1
Olefin content, max	% volume	21	18
Aromatics content, max	% volume	35	35
Oxygen content, max	% mass	3.7	4.5
Oxygenates Content			
a) Methanol, max	% volume	3	3
b) Ethanol, max	% volume	10	10
c) Iso-propyl alcohol, max	% volume	10	10
d) Iso-Butyl alcohol, max	% volume	10	10
e) Tertiary-butyl alcohol, max	% volume	7	7
f) Ethers containing 5 or more carbon atoms per molecule, max	% volume	15	15
g) Other oxygenates, max	% volume	8	8
Note:			
1. Test methods and other provisions and details along with the requirements as given above shall be issued by Bureau of Indian Standards.			
2. The Aromatics content, (max) shall be permitted up to 40% in North Eastern States till 01.04.2023			

ANNEXURE - IV V**[See rule 115(19)]****Specification of Commercial Diesel Fuel**

Characteristics	Unit	Requirements
Ash, max	% mass	0.01
Carbon Residue (Ramsbottom) on 10 % residue, max	% mass	0.3 without additives
Cetane number (CN), min		51
Cetane Index (CI), min		46
Distillation :		
95% vol. recovery at °C, max	°C	360
Flash point :		
a) Abel, min	°C	35
Kinematic Viscosity @ 40 °C	cst	2.0-4.5
Density @ 15 °C, max	kg/m ³	845
Total Sulphur, max.	mg/kg	10
Water content, max	mg/kg	200
Cold filter Plugging point (CFPP)		
a) Summer, max	°C	18
b) Winter, max	°C	6
Total contaminations, max	mg/kg	24
Oxidation stability, max	g/m ³	25
Polycyclic Aromatic Hydrocarbon (PAH), max	% mass	8
Lubricity, corrected wear scar diameter @ 60 °C, max	µm (microns)	460
Copper strip corrosion for 3 hrs @ 50°C	rating	Class – 1
FAME content max.	% v/v	7.0
Note :		
1. Test methods and other provisions / details along with the requirements as given above shall be issued by Bureau of Indian Standards.		
2. The Cetane number (CN),(min) shall be permitted up to 48 in North Eastern States till 01.04.2023		

ANNEXURE - IV W**[See rule 115(18)]****Technical Specification of Reference Hydrogen Fuel.**

Characteristics	Units	Limits		Test Method
		Minimum	Maximum	
Hydrogen Purity	% mole	98	100	ISO 14687-1
Total Hydrocarbon	µmol/mol	0	100	ISO 14687-1
Water ¹	µmol/mol	0	2	ISO 14687-1
Oxygen	µmol/mol	0	2	ISO 14687-1
Argon	µmol/mol	0	2	ISO 14687-1
Nitrogen	µmol/mol	0	2	ISO 14687-1
CO	µmol/mol	0	1	ISO 14687-1
Sulphur	µmol/mol	0	2	ISO 14687-1
Permanent Particulates ³				ISO 14687-1

⁽¹⁾Not to be condensed

⁽²⁾Combined water, oxygen, nitrogen, argon: 1.900 µmol/mol.

⁽³⁾The hydrogen shall not contain dust, sand, dirt, gums, oils or other substances in an amount sufficient to damage the fuelling station equipment of the vehicle (engine) being fuelled.

Annexure-IV X

See Rule 115

Technical specification for Reference fuel E-5

Parameter	Unit	Limits ¹		Test method
		Minimum	Maximum	
Research octane number, RON		95.0	-	EN25164/prENISO5164
Motor octane number, MON		85.0	-	EN25163/prENISO5163
Density at 15°C	kg/m ³	743	756	ENISO 3675/ENISO12185
Vapour pressure	kPa	56.0	60.0	ENISO 13016-1(DVPE)
Water content	% v/v		0.015	ASTME 1064
Distillation:				
–Evaporated at70°C	% v/v	24.0	44.0	ENISO3405
–Evaporated at100°C	% v/v	48.0	60.0	ENISO 3405
–Evaporated at150°C	% v/v	82.0	90.0	ENISO 3405
–Final boiling point	°C	190	210	ENISO 3405
Residue	% v/v	—	2.0	ENISO 3405
Hydro-carbon analysis:				
–Olefins	% v/v	3.0	13.0	ASTMD1319
–Aromatics	% v/v	29.0	35.0	ASTMD1319
–Benzene	% v/v	-	1.0	EN12177
–Saturates	% v/v	Report		ASTM1319
Carbon/hydrogen ratio		Report		
Carbon/oxygen ratio		Report		
Induction period ²	minutes	480	-	ENISO 7536
Oxygen content ⁴	% m/m	Report		EN1601
Existent gum	mg/ml	-	0.04	ENISO 6246
Sulphur content ³	mg/kg	-	10	ENISO 20846/ENISO20884
Copper corrosion		-	Class 1	ENISO 2160
Lead content	mg/l	-	5	EN237
Phosphorus content	mg/l	-	1.3	ASTMD3231
Ethanol ⁵	% v/v	4.7	5.3	EN1601/EN 13132

¹ The values quoted in the specifications are "truevalues". For establishing the limit values, the terms of ISO4259:2006 (Petroleum products— Determination and application of precision data in relation to methods of test) have been applied and for fixing a minimum value, a minimum difference of 2 R above zero has been taken into account; for fixing a maximum and minimum value, the minimum difference is 4R (R=reproducibility).

Notwithstanding this measure, which is necessary for technical reasons, the fuel manufacturer shall nevertheless aim at a zero value where the stipulated maximum value is 2R and at the mean value when quoting maximum and minimum limits. Should it be necessary to clarify whether a fuel meets the requirements of the specifications, the terms of ISO4259:2006 shall be applied.

- ²The fuel may contain oxidation inhibitors and metal deactivators normally used to stabilize refinery petrol streams, but detergent/dispersive additives and solvent oils shall not be added.
- ³The actual sulphur content of the fuel used for the type I test shall be reported.
- ⁴Ethanol meeting the specification of prEN15376 is the only oxygenate that shall be intentionally added to the reference fuel.
- ⁵There shall be no intentional addition to this reference fuel of compounds containing phosphorus, iron, manganese or lead.

[No. RT-11028/ 20/2015-MVL]

ABHAY DAMLE, Jt. Secy.

Note :-The principal rules were published in the Gazette of India , Extraordinary, Part II, section 3, sub-section (i) vide G.S.R. 590(E) dated the 2nd June, 1989 and last amended vide G.S.R. .880(E) dated the 14th September, 2016.

AMENDMENT NO. 2 (02/ 2019)

TO

**AIS-119 (Rev 1): 2016 Specific Constructional Requirements
for Sleeper Coaches**

1. Page 2/10, Clause No. 4.1.4

Substitute following text for existing text of clause No. 4.1.4

“4.1.4 The minimum height of lower edge of the sliding part of the window aperture shall be 200 mm from the top of berth in the uncompressed state. In case of fixed glass type windows, rigid structure shall be provided till 200 mm height from the top of berth in the uncompressed condition.”

2. Page 3/10, Clause No. 4.4.1.2

Substitute following text for existing text of clause No. 4.4.1.2

“4.4.1.2 Berth layout shall be 1x2 type or 1x1 type for berth orientation along the longitudinal axis of the vehicle. Pictorial illustration is given in Fig.1 of Appendix I. In case of rear engine buses, the lower berth lay out shall ensure that, no berth will be located on top of the engine compartment to avoid safety against fire risk and discomfort from noise and vibration.”

3. Page 4/10, Modify clause No. 4.4.4.7

Substitute following text for existing text of clause No. 4.4.4.7

“4.4.4.7 Height of lower berth including uncompressed cushion from the floor shall be 200 - 400 mm.”

4. Clause No. 5.2.1

Substitute following text for existing text of clause No. 5.2.1

“5.2.1 Minimum Number of Emergency Exits shall be four. One of them shall be emergency door as per clause 2.2.4.1 and two of them shall be escape hatches as per 2.2.4.16 of AIS-052 (Rev. 1), as amended from time to time. Emergency door with collapsible steps shall be permitted. Remaining emergency exit can be window or door meeting the requirements of clause 2.2.4 of AIS-052 (Rev.1), as amended from time to time.

Location of Emergency door shall be provided at the rear face in line with the gangway of the Bus (at the end of the gangway) or at the middle of the bus in opposite side of the service door or as per clause no. 2.2.4.5.1 of AIS-052 (Rev. 1), as amended from time to time.

In case of rear engine buses, emergency door on rear face shall not be permitted. The location of emergency door shall be on opposite side of the service door and as per one of the options mentioned below:

- a) If the service door is located at front half or rear half the emergency door shall be at middle.

Or

- b) If the service door is located at front half, then emergency door shall be at rear half of the bus or vice a versa.

5. Page 7/10, Add new clause No. 5.3

“5.3 Fire Detection and Suppression System (FDSS):

All Sleeper coaches shall be fitted with the FDSS meeting the requirements of AIS-135:2016, as amended from time to time, from date of implementation of AIS-153.

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ON BEHALF OF
AUTOMOTIVE INDUSTRY STANDARDS COMMITTEE
UNDER

CENTRAL MOTOR VEHICLES RULES - TECHNICAL STANDING COMMITTEE
SET-UP BY

MINISTRY OF ROAD TRANSPORT & HIGHWAYS
(DEPARTMENT OF ROAD TRANSPORT & HIGHWAYS)
GOVERNMENT OF INDIA

6th February 2019

AMENDMENT NO. 1 28 September, 2016

TO

**AIS-119 (Rev 1): 2016 Specific Constructional Requirements for
Sleeper Coaches**

1. Page 4/15, clause No. 4.4.4.2.5 shall be substituted with following text:

“4.4.4.2.5 Clear distance between uncompressed lower berth and lower face of upper berth shall be 800 mm minimum. In case of ACX (air conditioned) Sleeper Coaches it will be minimum 600 mm near the sidewall and 800 mm at gangway side.”

2. Page 7/15, clause No. 5.2.1 shall be substituted with following text:

“5.2.1 Minimum Number of Emergency Exits shall be four. One of them shall be emergency door as per clause 2.2.4.1 and two of them shall be escape hatches as per 2.2.4.16 of AIS-052 (Rev. 1), as amended from time to time. Emergency door with collapsible steps shall be permitted. Remaining emergency exit can be window or door meeting the requirements of clause 2.2.4 of AIS-052 (Rev.1), as amended from time to time. Location of Emergency door shall be provided at the rear face in line with the gangway of the Bus (at the end of the gangway) or emergency door shall be provided as per clause no. 2.2.4.5.1 of AIS-052 (Rev. 1), as amended from time to time.”

3. Clause Nos. 5.1, 6.1, 7.1, 8.1 and 8.2

Substitute word “DLX” for “DCX”

4. Clause Nos. 4.4.1.2, 4.4.1.3 and 4.4.4.2.2

Substitute “2X1” for “1X2”

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CENTRAL MOTOR VEHICLES RULES - TECHNICAL STANDING COMMITTEE
SET-UP BY

MINISTRY OF ROAD TRANSPORT & HIGHWAYS
(DEPARTMENT OF ROAD TRANSPORT & HIGHWAYS)
GOVERNMENT OF INDIA

28 September, 2016

AUTOMOTIVE INDUSTRY STANDARD

**Specific Constructional Requirements
for Sleeper Coaches**

PRINTED BY
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ON BEHALF OF
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UNDER
CENTRAL MOTOR VEHICLE RULES – TECHNICAL STANDING COMMITTEE

SET-UP BY
MINISTRY OF ROAD TRANSPORT & HIGHWAYS
(DEPARTMENT OF ROAD TRANSPORT & HIGHWAYS)
GOVERNMENT OF INDIA

April 2016

Status chart of the standard to be used by the purchaser for updating the record

Sr. No.	Corrigenda.	Amendment	Revision	Date	Remark	Misc.
General remarks :						

INTRODUCTION

The Government of India felt the need for a permanent agency to expedite the publication of standards and development of test facilities in parallel when the work on the preparation of the standards is going on, as the development of improved safety critical parts can be undertaken only after the publication of the standard and commissioning of test facilities. To this end, the erstwhile Ministry of Surface Transport (MOST) has constituted a permanent Automotive Industry Standards Committee (AISC) vide order No.RT-11028/11/97-MVL dated September 15, 1997. The standards prepared by AISC will be approved by the permanent CMVR Technical Standing Committee (CTSC). After approval, the Automotive Research Association of India, (ARAI), Pune, being the Secretariat of the AIS Committee, has published this standard. For better dissemination of this information ARAI may publish this document on their Web site.

The Code of Practice for Bus Body Design and Approval, i.e. AIS-052 (Rev.1) as amended from time to time has been formulated and published. The testing and approval for body building of buses shall be in accordance with AIS-052 (Rev.1) as amended from time to time, which has been implemented. The AIS-052 (Rev.1) as amended from time to time has provided details about construction of buses suitable for seating and standee passengers. At the same time, there is an urgent need for framing guidelines for the construction of Sleeper Coaches in India, especially for the safety and comfort of sleeping passengers. In absence of a standard on sleeper coaches, presently some of the States are having their own guidelines on this subject. Under the circumstances, the CMVR - Technical Standing Committee at its 16th meeting, decided that suitable guidelines for sleeper coaches be drawn involving all the concerned stakeholders. The CMVR-TSC at its 18th meeting directed to collect available information on sleeper coaches from SIAM and also to go through different state rules available on the subject before finalizing the standard on sleeper coaches. Consequently, the CMVR-TSC at its 19th meeting broadly guided as under:

- i) Sleeper coaches would be considered as a special category under Type IV of the Bus Body Code Classification.
- ii) CIRT would also explore other options of foldable berth arrangement as existing in railways.
- iii) SIAM members would get written comments from their Body builders.
- iv) The safety corridors provided in the sleeper coaches should not be utilized for carriage of passengers.
- v) Fitment of air-conditioners to be made compulsory for sleeper coaches considering all aspects of safety of passengers during night travel, etc.
- vi) CIRT to continue the work and put up the recommendations.

It was discussed and decided in 32nd meeting of AISC to have a separate

standard for Sleeper Coaches in line with that of AIS-063, i.e. Requirements of School Buses. The Bus Body Code - AIS-052 (Rev.1) as amended from time to time is the basic standard and only special requirements would be covered in specific standard for sleeper coaches pertaining to the layout, dimensions, safety requirements, strength requirements and other technical requirements. However, the bus body building meant for sleeping passengers will have to be carried out as per the Bus Body Code, AIS-052 (Rev.1) as amended from time to time along with the CMVR provisions made in the subject standard.

Proposed standard for sleeper coaches was discussed in CMVR-TSC meetings as well as AISC meetings. Suggestions given by CMVR-TSC as well as AISC were discussed in the several panel meetings of the subject standard. Subject standard was drafted to ensure that the maximum benefit is achieved with respect to safety requirements.

AIS-119 was discussed for implementation in 43rd and 44th CMVR-TSC meetings. During the 43rd meeting it was concluded to relook into safety parameters like strength of superstructure, restraint system, berth layout etc. In 44th CMVR-TSC meeting progress was reported and requested panel to allow only longitudinal layout of berths and remove the transverse layout provision from current standard to consider the same in future revisions. Further, suggestions received from SIAM, VMs and Sleeper Coach Manufacturers, Test agencies and Bus Body Builders associations were studied and put up to the special panel meeting held on 13th Feb 2016. Revised standard AIS-119 was put up to the 45th CMVR – TSC meeting along with draft notification. 45th CMVR-TSC concluded to release the standard as Revision 1.

The AISC panel and Automotive Industry Standards Committee (AISC) responsible for preparation of this standard are given in Annexure II and Annexure III respectively.

Specific Constructional Requirements for Sleeper Coaches

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Specific Constructional Requirements of Sleeper Coaches

1.0 SCOPE

The standard lays down the Specific Constructional Requirements for Sleeper Coaches over and above the requirements laid for buses in “AIS-052 (Rev.1), as amended from time to time - Code of Practice for Bus Body Design and Approval”. This will apply to vehicles with equivalent seating capacity of 13 passengers and above excluding driver meant for sleeper coach application. These Specific Constructional Requirements are being laid down for the following reasons.

- (i) To maximize safety and minimize severity of injuries.
- (ii) To take care of specific needs related to sleeping passengers.

1.1 REFERENCES

- 1.1.1 AIS-052 (Rev.1) Code of Practice for Bus Body Design & Approval
- 1.1.2 IS 15061-2002 Automotive Vehicles - Flammability Requirements
- 1.1.3 AIS-023 Automotive Vehicles - Seats, their Anchorages and Head Restraints for Passenger Vehicles of Categories M2, M3 and Goods Vehicles of Category N – Specifications

2.0 DEFINITIONS

For the purpose of this standard definitions given in AIS-052 (Rev. 1) as amended from time to time, shall be applicable. In addition, the following definitions shall also apply.

- 2.1 **Sleeper Coach** means vehicles designed and constructed with additional provision/berth for passengers to sleep while travelling.
- 2.2 **Sleeper Berth** means berth intended to facilitate passengers for sleeping.
 - 2.2.1 **Lower Berth** means sleeper berth which is on the lower side/deck.
 - 2.2.2 **Upper Berth** means sleeper berth which is on the upper side/deck.
- 2.3 **Restraint System** means a device or system used to prevent occupants of the vehicle falling from berth.

3.0 CATEGORISATION OF SLEEPER COACHES

Sleeper coaches are special purpose buses which are designed and constructed specially to accommodate passengers to sleep, and are placed in category “Type IV” as per clause No. 2.0 of AIS-052 (Rev. 1) as amended from time to time. Sleeper Coaches can be of following configurations:

Special Type as per Bus Code (as per clause. No. 2.0 of AIS-052 (Rev.1) as amended from time to time)	General Type as per Bus Code (as per clause. No. 2.0 of AIS-052 (Rev.1) as amended from time to time)	Type of comfort (as per clause. No. 2.0 of AIS - 052 (Rev.1) as amended from time to time)
Type IV	Type III	DLX (Non Air Conditioned)
		ACX (Air Conditioned)

4.0 GENERAL SAFETY REQUIREMENTS

All the general safety requirements shall be as described and stipulated in Bus Body Code, AIS-052 (Rev.1), as amended from time to time. Besides this the following specific requirements are applicable to Sleeper Coaches.

4.1 Windows

- 4.1.1 The window panes shall be of sliding type for DLX (non-air conditioned) Sleeper Coaches. In case of ACX (air conditioned) Sleeper Coaches window panes can be sliding type or fixed glass windows.
- 4.1.2 Separate windows on sides of the bus for upper and lower berths shall be provided. Lower tier and upper tier shall have sliding windows for DLX (non-air conditioned) Sleeper Coaches. ACX (air conditioned) Sleeper Coaches can be fitted with fixed glass windows or separate split type glass windows as above.
- 4.1.3 The minimum width of window aperture shall be 700 mm (along the longitudinal axis).
- 4.1.4 The minimum height of lower edge of the sliding part of the window aperture shall be 200 mm from the top of berth in the uncompressed state.

4.2 Gangways

The gangways for sleeper coaches shall be designed and constructed as per clause No. 2.2.8 of AIS-052 (Rev. 1) as amended from time to time, applicable for Type III buses with diameter of Lower Cylinder (A) = 450 mm.

4.3 Hand Rails and Hand Holds

4.3.1 For sleeper coaches, provision of hand rails and hand holds in passage (gangways) is not applicable.

4.4 Seats and Berths

4.4.1 Layout

4.4.1.1 Upper tier shall be for the passengers intended to sleep and lower tier (floor tier) shall be for the passengers intended to sleep or sit.

4.4.1.2 Berth layout shall be 1x2 type or 1x1 type for berth orientation along the longitudinal axis of the vehicle. Pictorial illustration is given in Fig.1 of Appendix I.

4.4.1.3 Sleeper as well as seating layout shall be 1x2 type or 1x1 type.

4.4.2 The seating and sleeping passenger capacities shall be indicated in the Type Approval certificate for the bus body.

4.4.3 Seats

The seats specification stipulated in Bus Body Code AIS-052 (Rev.1), as amended from time to time, shall be followed. In case of differences between the values specified in Bus Body Code, AIS-052 (Rev.1), as amended from time to time and that of AIS-023, the values specified in AIS-023, as amended from time to time, shall be considered as final and binding.

4.4.3.1 Seats, if fitted in sleeper coaches, shall be installed facing forward, on the floor.

4.4.3.2 Seats, if fitted in Sleeper Coaches, shall be in accordance with clause No. 2.2.11 of AIS-052 (Rev. 1), as amended from time to time, applicable for ACX (air conditioned) and DLX (non-air conditioned) Type III buses along with the requirements stipulated in this standard.

4.4.3.3 Seat base height (T)

In case of sleeper coaches, if lower tier is used for seating and upper tier is used as a Sleeper, the height of the uncompressed seat cushion (T) i.e. the distance from the floor to the horizontal plane tangent to the front upper surface of the seat cushion shall be between 400 ± 50 mm.

4.4.3.4 Free height over seating position (Head room)

In case of sleeper coaches free height over seating position (Head Room) shall be 900 mm minimum between uncompressed seat cushion and lower face of upper berth.

4.4.4 Berths

4.4.4.1 In sleeper coaches the berth structure shall be welded/bolted or interlocked by suitable means in such a way that during the operation there shall not be any rattling or dislodging of berths. There shall not be any sharp edges causing injury to the occupants.

4.4.4.2 Dimensions of berth

Dimensions of the berth and clearances in case of sleeper-coaches shall be as specified below:

4.4.4.2.1 Length of the berth shall be minimum 1800 mm.

4.4.4.2.2 Width of the berth shall be minimum 600 mm for 1x2 layout and 560-750 mm for 1x1 layout.

4.4.4.2.3 The minimum thickness of berth cushion shall be 75 mm.

4.4.4.2.4 Height of lower berth including uncompressed cushion from the floor shall be 200 - 350 mm.

4.4.4.2.5 Clear distance between uncompressed lower berth and lower face of upper berth shall be 800 mm minimum at gangway side for all type of sleeper coaches and 600 mm minimum at side wall for ACX (air conditioned) Sleeper Coaches.

4.4.4.2.6 Clear distance between uncompressed upper berth and inner panel of the roof of the bus shall be minimum 800 mm. In case of ACX (air conditioned) Sleeper Coaches it will be minimum 500 mm near the sidewall and 800 mm at gangway side.

4.4.4.2.7 The berth shall be able to withstand a total load of 300 kg, wherein 100 kg load is applied on the area of 400 mm x 400 mm at three places namely one at center and two at extreme ends. After the test, there shall not be any visual deformation of the berth structure as well as breakage of berth anchorages. Computer simulation can be considered as an optional method for verification.

4.4.4.2.8 Each berth may be provided with a pillow. The pillow may be an integral part of the berth. The pillow shall be made of fire retardant material.

4.5 Access to Upper Berths

- 4.5.1 There shall be provision for the passengers to reach the upper berth with ease from the floor, for which a ladder shall be provided with at least two steps. The height of first step from the floor shall be at a distance of 250 mm to 350 mm and the second step shall be at a distance of ≤ 250 mm from the first step.
- 4.5.2 At least one handhold at suitable height along with ladder shall be provided for easy reach to upper berth. Handhold shall be rounded and free from sharp edges to reduce risk of injury to the occupants of the vehicle.

4.6 Restraint Systems

- 4.6.1 In case of sleeper coaches the restraint system shall be provided for both lower and upper berths to prevent occupants falling from the berth while bus is in motion. Restraint system provided shall cover at least 60% of the length of the berth. The restraint system shall be sufficiently rigid and shall withstand a normal force of at least 100 kgf when applied at the center of the restraint system. Computer simulation of restraints system rigidity can be accepted.
- 4.6.2 The restraint system shall not have any sharp corners, edges, causing any injury to the occupants.
- 4.6.3 Few illustrations of restraint system are given for reference as described in Fig. 2 at Appendix I.

4.7 Cabin Luggage

- 4.7.1 For sleeper coaches cabin luggage-keeping arrangement shall be provided under the sleeper berths of lower tier in such a way that, it is prevented from slipping in to the gangways. In case if lower tier is meant for sitting and upper tier meant for sleeping then separate suitable arrangement shall be provided for keeping the cabin luggage.

4.8 Design Seating and Sleeping Passenger Capacities

- 4.8.1 The design berth capacities shall be calculated based on the available floor area and the area required for individual berth.
- 4.8.2 The design seating capacity shall be calculated based on the available floor area and as per the requirements of individual passenger seat described in clause No. 2.2.11.4 of AIS-052 (Rev. 1) as amended from time to time.

4.9 Provisions for Differently Abled Passengers

- 4.9.1 At least one berth on lower tier nearer to the service door shall be reserved for Differently Abled Passengers.
- 4.9.2 A call bell shall be provided on the berth which is reserved for Differently Abled Passengers.

4.10 Pad Material

4.10.1 The pad materials shall be fire retardant Polyurethane Foam molded or plain.

4.11 Upholstery

4.11.1 The upholstery materials for sleeper coaches shall be fire retardant.

4.12 Flammability Requirements

4.12.1 Flammability requirements for the materials used in the construction of Sleeper Coaches such as plywood, pad material, upholstery, curtains, ABS, flooring material, side lining material, etc. shall be as per IS 15061:2002, as amended from time to time.

4.13 Other Features

The recommended features for Sleeper Coaches are given in the table below. However, features superior to the ones indicated in this table shall also be permitted.

Feature	Applicability
Head rest	✓*
Seat arm	✓*
Seat back –Reclining	✓*
Magazine pouch	✓
Folding table for food tray	✓*
Water bottle holding fixture	✓
Reading light for each berth	✓
* Applicable only when seating provided on lower tier	

5.0 TECHNICAL AND SAFETY REQUIREMENTS

5.1 Technical and safety requirements shall be as per Chapter 3 of AIS-052 (Rev.1), as amended from time to time, applicable for ACX (air conditioned) and DCX (non-air conditioned) buses of Type III category in addition to the following specific requirements applicable for Sleeper Coaches.

5.1.1 Body structure strength

5.1.1.1 Body structure strength test shall be carried out as per the clause 3.1 of Chapter 3 of AIS-052 (Rev.1), as amended from time to time, by referring to the special provision of survival space applicable for the longitudinal layout sleeper coaches by using the template given at Appendix I Fig. 3. However in case of provision for seating arrangement at lower tier, test condition and procedure shall be as per the clause 3.1 of Chapter 3 of AIS-052 (Rev.1) as amended from time to time.

5.1.2 Stability Test:

- 5.1.2.1 Test procedure shall be as applicable as per Chapter 3 clause. No. 3.2 of AIS-052 (Rev. 1), as amended from time to time. Each sleeper berth/ seat will be loaded with standard passenger weight of 75 kg, applied uniformly, while carrying out stability test.

5.2 Emergency Exit

- 5.2.1 Minimum Number of Emergency Exits shall be four. One of them shall be emergency door as per clause 2.2.4.1 and two of them shall be escape hatches as per 2.2.4.16 of AIS-052 (Rev. 1), as amended from time, to time. Collapsible emergency door shall be permitted.

Remaining emergency exit can be window or door meeting the requirements of clause 2.2.4 of AIS-052 (Rev.1), as amended from time to time.

Location of Emergency door shall be provided at the rear face in line with the gangway of the Bus (at the end of the gangway) or emergency door shall be provided as per clause no. 2.2.4.5.1 of AIS-052 (Rev. 1), as amended from time to time.

6.0 LIGHTING AND ILLUMINATION

- 6.1 Lighting and illumination requirements shall be as per Chapter 4 of AIS-052 (Rev. 1), as amended from time to time, applicable for ACX (air conditioned) and DCX (non-air conditioned) buses of Type III category, by considering following specific requirements applicable for sleeper coaches.

6.2 Passenger Compartment Lighting

- 6.2.1 Illumination shall be provided for each berth such that illumination level at each berth shall be in accordance with clause 4.1.2.4.1.3.3 of Chapter 4 of AIS-052 (Rev. 1) as amended from time to time, when it is measured at eye level of the occupying passenger i.e. 200 mm above the uncompressed berth surface and 500 mm above the seat base in case of seating passenger, if seats are provided.

7.0 ELECTRICAL EQUIPMENT AND WIRING

- 7.1 Electrical equipment and wiring requirements shall be as per Chapter 5 of AIS-052 (Rev. 1) as amended from time to time, applicable for ACX (air conditioned) and DCX (non-air conditioned) buses of Type III category.

8.0 TYPE APPROVAL AND COP PROCEDURE

- 8.1 Type Approval and COP procedure requirements shall be as per Chapter 7 of AIS-052 (Rev.1) as amended from time to time, applicable for ACX (air conditioned) and DCX (non-air conditioned) buses of Type III category.
- 8.2 Additional information on technical specifications specific to sleeper coaches which is to be furnished by the vehicle manufacturer/bus body builder as per Annexure I of this standard along with Table 22 of AIS-007 Rev. 5, as amended from time to time, applicable for ACX (air conditioned) and DCX (non-air conditioned) buses of Type III category as mentioned in AIS-052 (Rev. 1), as amended from time to time.

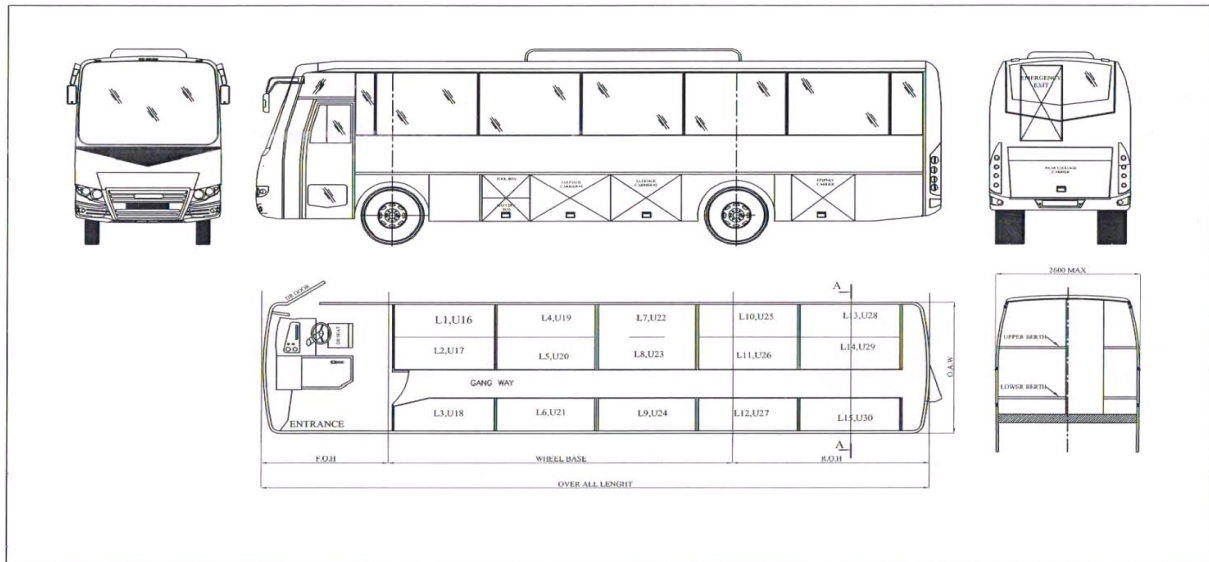
	<p align="center">ANNEXURE I</p> <p align="center">INFORMATION ON TECHNICAL SPECIFICATIONS SPECIFIC TO SLEEPER COACHES</p> <p align="center">(See 8.2)</p> <p align="center">(To be submitted by the Vehicle Manufacturer / Body Builder to the Test Agency)</p>	
1.0	Details of Body	
1.1	Special Category as per cl. 2.0 of AIS-052 (Rev.1) as amended from time to time	: Type IV
1.2	Basic category as per cl. 2.0 of AIS-052 (Rev.1) as amended from time to time	: Category Type III (Air conditioned (ACX) or Non air conditioned (DLX))
1.3	No. of seats	:
1.4	No. of berths	:
1.5	Berth orientation Along the Longitudinal axis of the Vehicle	:
1.6	Type of Layouts a. All berths b. Combination of berths and seats	:
1.7	Berth layout 1x1 or 1x2	:
1.8	Seat Layout 1x1 or 1x2	:

Test Agency	Vehicle Manufacturer/Body builder	Document No. (indicating also revision status)
Signature	Signature	
Name	Name	
Designation	Designation	
Date	Date	Sheet No. of_

Appendix 1

Fig. 1
Berth/ Seat Layouts

2 X 1 Layout: UPPER AS WELL AS LOWER TIER BERTHS.



2 X 1 Layout: UPPER TIER BERTHS & LOWER TIER SEATS.

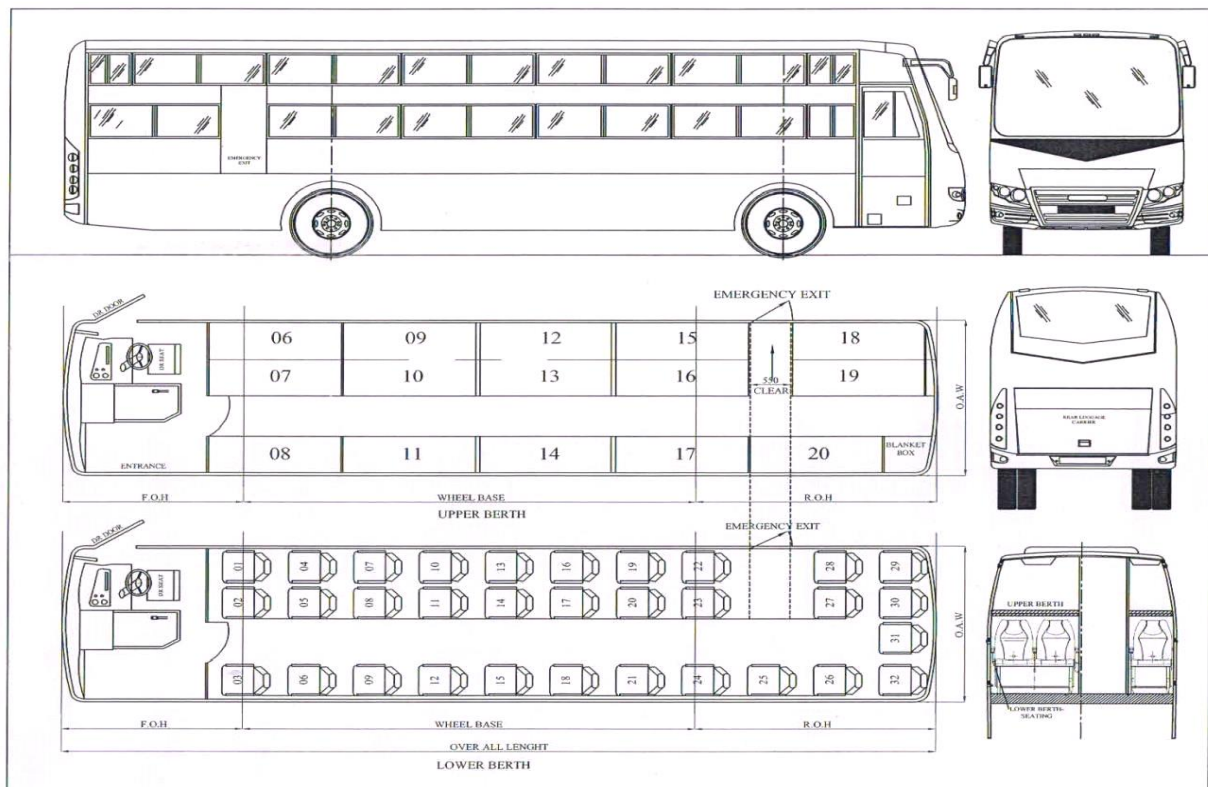


Fig 2:
Pictorial illustrations for Restraint Systems

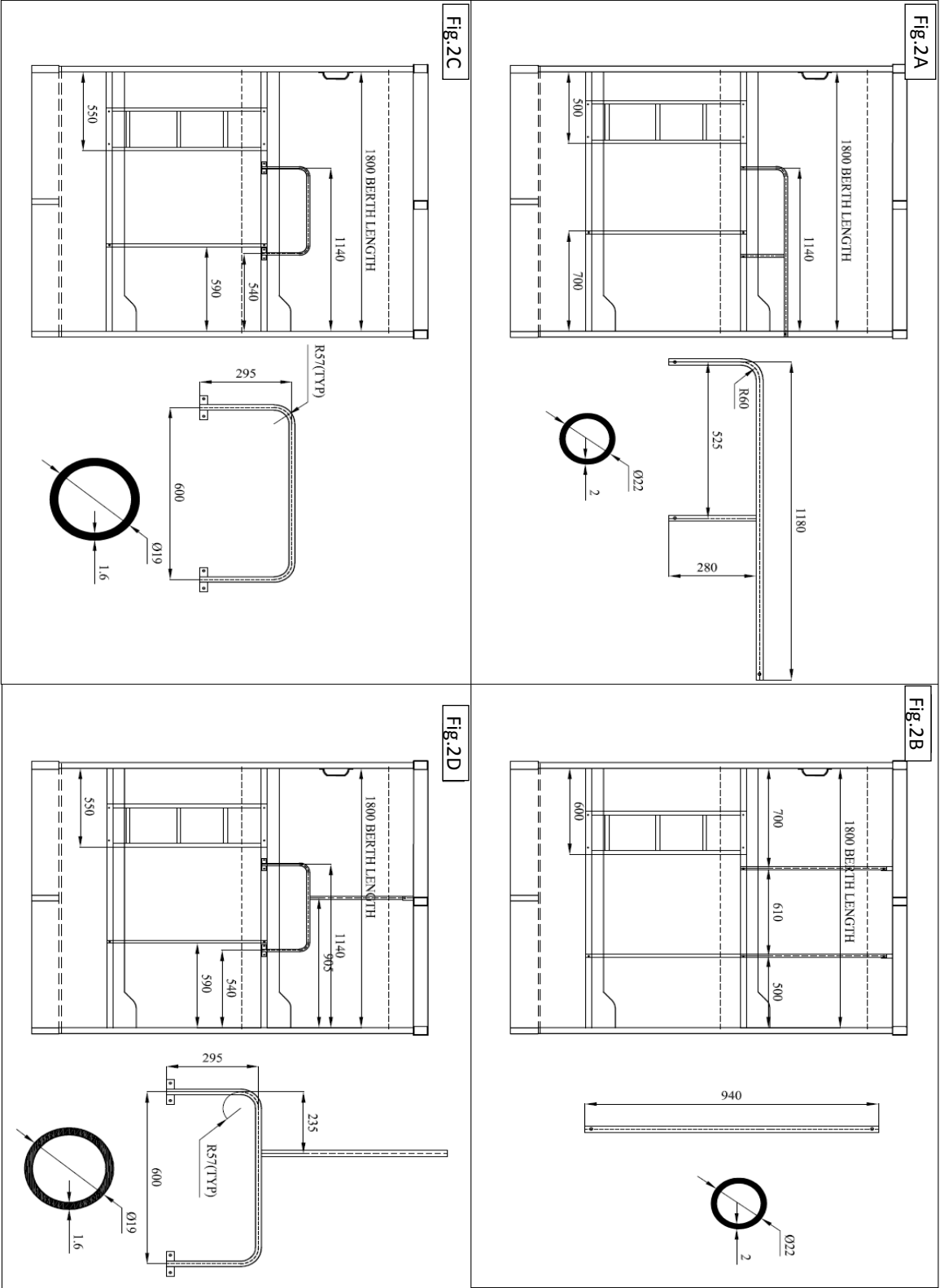
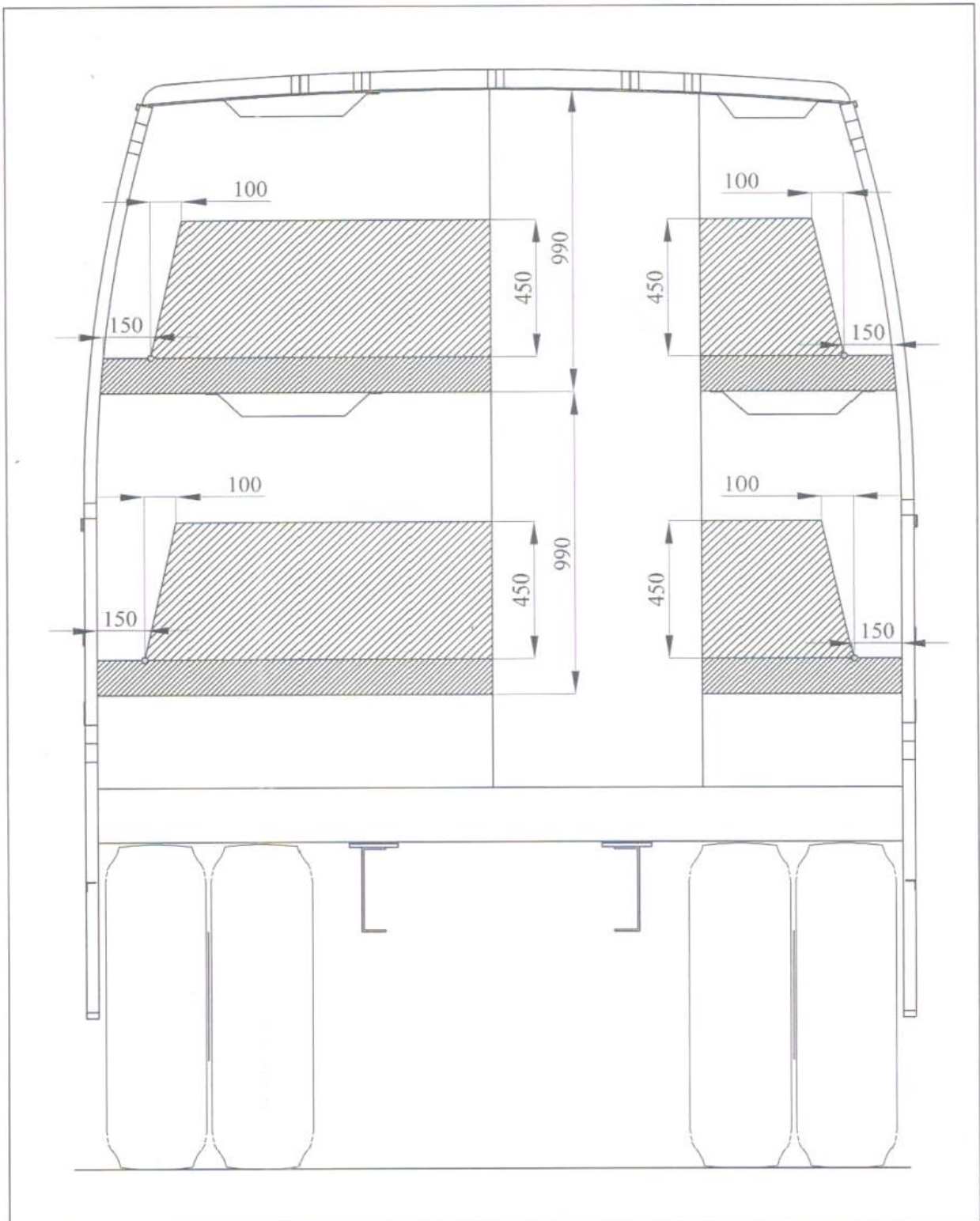


Fig 3:
Survival space template for Longitudinal Layout



ANNEXURE II Composition of AISC Panel on “Specific Constructional Requirements for Sleeper Coaches” (At the time of Publication of Revised Standard) *	
Convener	
Shri S. N. Dhole	Central Institute of Road Transport (CIRT)
Members	Representing
Shri D. P. Saste	Central Institute of Road Transport (CIRT)
Shri A. Akbar Badusha/ Shri V. P. Rawal /Shri K. B. Patil	The Automotive Research Association of India (ARAI)
Shri H N Bhalerao / Shri Ullas babu	Association of State Road Transport Undertakings (ASRTU)
Shri S. A. M. Shaikh	Vehicles Research & Development Establishment (VRDE)
Shri. S. Ravishankar/ Shri V. Faustino	SIAM (Ashok Leyland Ltd.)
Shri K. Naga Raju/ Shri V. G. Kulkarni	SIAM (M & M Ltd , Truck & Bus Division)
Shri Shrikant Joshi/ Shri S. S. Bhole	SIAM (Tata Motors Ltd.)
Shri Girish S. Kodolikar	SIAM (Force Motors Ltd)
Shri Karthik Sarma/ Shri Arun Uchila	SIAM (Volvo Buses India Pvt. Ltd.)
Shri Deepak Vashista/ Shri Sachin Bhat	SIAM (SML Isuzu Ltd.)
Shri Atul Pahade	SIAM (VE Commercial Vehicles Ltd.)
Shri Uday Harite	Automotive Component Manufacturers Association (ACMA)
Shri Z. A. Mujawar	Automotive Consultant (Independent)
Shri Uddhav Kate/ Shri Sunil B.Kolhe	Maharashtra SRTC
Shri M. C. Kelageri/ Shri F. C. Hiremath	Karnataka SRTC, Central office
Shri G. K. Nittali	North West KRTC, Central Office
Shri Shridhar Kalmadi	Corona Bus Manufacturers Pvt. Ltd.
Shri K. Srinivas Reddy / Shri Anudeep Kotte	Veera Vahana Udyog Pvt. Ltd.
Shri K. S. Wilkhu	Indian Association of Bus Manufacturers (IABM)

Shri Prasanna Patwardhan	Maharashtra Rajya Truck, Tempo, Tankers and Bus Vahatuk (MRTTTBV) Mahasangh
Shri Anil Garg/ Shri Deepak Naik/ Shri Ramesh Manien	School Bus Owners Association, Maharashtra
Shri Hareesh Tank/ Shri Ashok Kumar Rai	Collaborative Advance Research for Transportation (CART)
Shri Jayant Dixit / Shri G. L. Sharma	Shree Damodar Coach Crafts Pt. Ltd., Goa/ Shree Damodar Coach, Bangalore
Shri V. Radhakrishnan/ Shri A. Martin Raj	S.M. Kannappa Automobiles P Ltd.
Shri P. V. Kamat	M G Automobiles Pvt. Ltd.
Shri Prabhu Salageri	VRL Logistics Ltd.

* At the time of approval of Revision 1 of this Automotive Industry Standard (AIS)

ANNEXURE III (See Introduction) COMMITTEE COMPOSITION * Automotive Industry Standards Committee	
Chairperson	
Mrs. Rashmi Urdhwareshe	Director The Automotive Research Association of India, Pune
Members	Representing
Representative from	Ministry of Road Transport and Highways (Department of Road Transport and Highways), New Delhi
Representative from	Ministry of Heavy Industries and Public Enterprises (Department of Heavy Industry), New Delhi
Shri S. M. Ahuja	Office of the Development Commissioner, MSME, Ministry of Micro, Small and Medium Enterprises, New Delhi
Shri Shrikant R. Marathe	Former Chairman, AISC
Shri N. K. Sharma	Bureau of Indian Standards, New Delhi
Director/ Shri D. P. Saste (Alternate)	Central Institute of Road Transport, Pune
Director	Indian Institute of Petroleum, Dehra Dun
Director	Vehicles Research and Development Establishment, Ahmednagar
Representatives from	Society of Indian Automobile Manufacturers
Shri T. C. Gopalan	Tractor Manufacturers Association, New Delhi
Shri Uday Harite	Automotive Components Manufacturers Association of India, New Delhi

Member Secretary
 Shri A. S. Bhale
 General Manager
 The Automotive Research Association of India, Pune

* At the time of approval of this Automotive Industry Standard (AIS)

**AMENDMENT NO. 1
TO
AIS-052 (Revision 1):2008
Code of Practice for Bus Body Design and Approval**

1.0 Page 3/122, Chapter 1

Add new clause after the Cl. 1.1.15:

- 1.1.15.1 Provision of Air conditioning (AC) may optionally be provided in NDX / SDX buses

2.0 Page 10/122, Chapter 1

Add new definition after the Cl. 1.1.73:

- 1.1.74 **"Low floor vehicle"** means a vehicle in which at least 35 per cent of the area available for standing passengers (or of its forward section in the case of articulated vehicles) forms a single area without steps, reached through at least one service door by a single step from the ground.

3.0 Page 12/122, Chapter 2

3.1 Substitute following text for existing text:

“2.2.1.1.7.1 Minimum dimensions of service door apertures for buses other than Mini & Midi buses, shall be as follows (Ref. Fig 17) -
.....”

3.2 After the existing table, in second footnote substitute following text for the existing text

“# Door apertures between two axles in case of rear engine buses of type I (except AC fitted buses) category.”

4.0 Page 13/122, Chapter 2, Clause 2.2.2.1

Substitute “AC fitted” for “ACX”

5.0 Page 13/122, Chapter 2, Clause 2.2.2.2

Substitute following text for existing text:

“2.2.2.2 the minimum width of the window aperture shall be 550 mm”

6.0 Page 13/122, Chapter 2, Clause 2.2.2.3

Substitute following text for existing text:

“2.2.2.3 The minimum height of the window aperture shall be 550 mm for all buses and 450 mm for Midi and Mini buses. However, this dimension is not applicable to AC fitted buses. “

7.0 Page 13/122, Chapter 2, Clause 2.2.2.4

Substitute following text for existing text:

“2.2.2.4 In Type I NDX & SDX and Type II NDX buses other than Midi and Mini buses, the upper edge of the window aperture shall be at least at the height of 1700 mm from the gangway floor area. However, the height of the upper edge of the window aperture from the gangway floor shall be at least 1500 mm in the rear saloon area for rear engine buses.”

8.0 Page 13/122, Chapter 2, Clause 2.2.2.5

Substitute following text for existing text:

“2.2.2.5 In case of Midi and Mini NDX buses, the height of the upper edge of the window aperture from the gangway floor shall be at least 1300 mm for buses with standees provision and 1150 mm for buses with no standees provision.”

9.0 Page 13/122, Chapter 2, Clause 2.2.2.6

Substitute following text for existing text:

“2.2.2.6 The minimum dimensions of window aperture in case of AC fitted buses shall be as follows –

	Min. Dimensions (mm)	
	Other than Midi & Mini (AC fitted buses)	Midi & Mini (AC fitted buses)
Width	550	550
Height	700	450

10.0 Page 14/122, Chapter 2, Clause 2.2.4.5

Substitute following text for existing text:

“2.2.4.5 In case of more than one emergency exit, one of the emergency exit shall be situated in the front half of the vehicle, on the side opposite to the service door and the second emergency exit shall be either on the rear half or at the rear side of the bus.”

11.0 Page 15/122, Chapter 2, Clauses 2.2.4.12 and 2.2.4.12.2

Substitute “.....doors or Exits.....” for “.....doors / Exits.....”.

12.0 Page 16/122, Chapter 2, Clause 2.2.416.2

Substitute following text for existing text:

“ 2.2.4.16.1 Where escape hatches are provided the position shall be as specified below:

Number of Hatches	Position of the Hatches
One	Shall fall in the middle segment of the roof, when the entire roof is considered as three segments.
Two or more	Shall be separated by a distance of at least 2 m, when measured between the nearest edges of the aperture and in a line parallel with the longitudinal axis

Insert the following footnote at the end of the table –

Note : In case of buses accommodating CNG cylinders and AC units on the roof, escape hatch/s shall be positioned suitably.”

13.0 Page 17/122, Chapter 2, Clause 2.2.5.1, table, second row, 3rd column

13.1 Substitute “340 (1)(2)” for “340 (1)”

13.2 Substitute “180 mm” for “230 mm”

14.0 Page 20/122, Chapter 2, Clause 2.2.8.5

Substitute following text for existing text:

“2.2.8.5 Steps may be fitted in the gangway for access from low to high or high to low floor (excluding pedestal floor, wheel arch bays), provided -

- Height of the step is not less than 120 mm and not greater than 250 mm;
- Depth of the step is not less than 230 mm;
- Width of the step is same as the width of the gangway, at the top of the step.”

15.0 Page 20/122, Chapter 2, Clause 2.2.9.1

Substitute following text for existing text:

“2.2.9.1 Hand rails and hand holds shall meet AIS-046 requirement”

16.0 Page 22/122, Chapter 2, Clauses 2.2.11.1 and 2.2.11.2

Substitute following text for existing text:

“2.2.11.1 All the seats shall be installed facing forward, except in case of Type I buses

2.2.11.2 Seat Layout”

	Other than Mini & Midi Bus											Mini & Midi bus
Seat Lay out	Type I				Type II				Type III			
	NDX	SDX	DLX	ACX	NDX	SDX	DLX	ACX	SDX	DLX	ACX	
2X1												✓*
2X2	✓	✓	✓	✓			✓	✓		✓	✓	✓
3X2					✓	✓			✓			

* In Midi & Mini buses, where it is not possible to meet the gangway requirements with 2X2 seat layout, the 2X1 seat layout may be provided.

Note : i) In case of 2x1 and 3x2 seat layout, the rows with lower number of seats shall be on service door side.
ii) Seat layouts other than mentioned in aforesaid Table shall also be permitted provided that they meet AIS-023 requirements”

17.0 Page 25/122, Chapter 2, Clause 2.2.11.4.7.5

Substitute “1300 mm” for “1372 mm”

18.0 Page 27/122, Chapter 2, Clause 2.2.11.4.13.3

Substitute following text for existing text:

“2.2.11.4.13.3 Intrusion of Wheel arches (Ref. Fig. 11A & 11B):

Wheel arch intrusion shall be permitted in the case of Mini buses whose Gross Vehicle Weight (GVW) is less than 3.5 tons. However, in the case of a vehicle for upto 22 passengers excluding mini buses whose Gross Vehicle Weight (GVW) is less than 3.5 tons, intrusion of wheel arch shall be permitted, provided that one of the following two conditions is fulfilled.

19.0 Page 27/122, Chapter 2, Clause 2.2.11.4.13.3.2

Add following note after Cl. 2.2.11.4.13.3.2:

Note: In case of differences between the specifications stated above and that of AIS-023, the specifications of AIS-023 shall be considered as final and standing.

20.0 Page 27/122, Chapter 2, Clause 2.2.12.1

Substitute following text for existing text:

“2.2.12.1 All buses except Type I and Mini buses shall have cabin luggage racks. The Cabin Luggage Rack shall be optional in the Type I & Mini buses. The minimum dimensions of the cabin luggage rack shall be as given below.

	Type I	Type II and Type III	
		Mini and Midi	Other than Mini and Midi
Width from Side wall (in mm)	250	250	350
Height from Roof (in mm)	200	200	250

21.0 Page 29/122, Chapter 2, Clause 2.2.16.1.1.3

Substitute “....Dimensions....” for “.....height.....”

22.0 Page 29/122, Chapter 2, Clause 2.2.16.3.1 to 2.2.16.3.8

Substitute following text for existing text:

2.2.16.3.1 Driver door hand holds shall meet AIS-046 requirement

23.0 Page 35/122, Chapter 2, Clause 2.2.18.5, last row and 2nd column of table

Substitute “Astd x 6 x 10⁻⁶” for “Astd x 5 x 10⁻⁶”

24.0 Page 36/122, Chapter 2

Add new clauses 2.2.23 and 2.2.24

“2.2.23 External Projections:

2.2.23.1 The requirements of external projections shall be in accordance with IS: 13942 - 1994, as amended from time to time and as notified under Rule 124 of the Central Motor Vehicles Rules, 1989.

2.2.24 Interior Fittings :

2.2.24.1 The requirements of interior fittings shall be in accordance with AIS-047, as amended from time to time and as notified under Rule 124 of the Central Motor Vehicles Rules, 1989.”

25.0 Page 38/122, Chapter 2, table below Figure 1, 2nd row, 3rd column

Substitute “340(1)(2)” for “340 (1)”

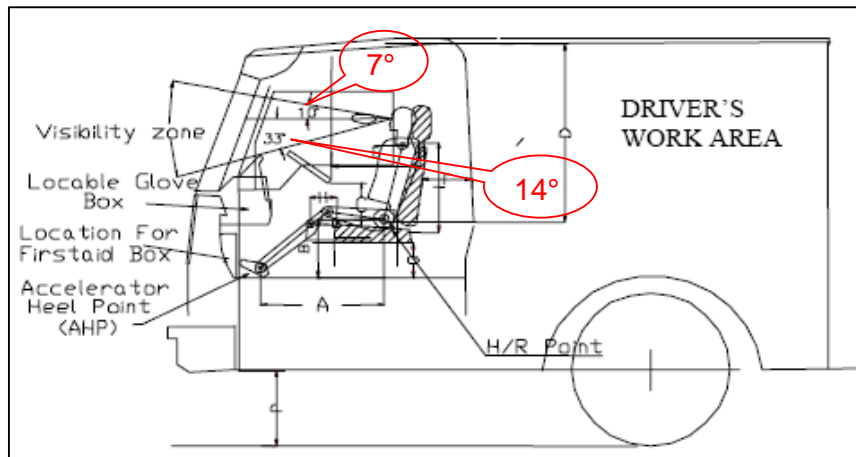
26.0 Page 38/122, Chapter 2, note */ below table

Substitute “180 mm” for “230 mm”

27.0 Page 47/122, Figure 11,
Delete dimension “1350”

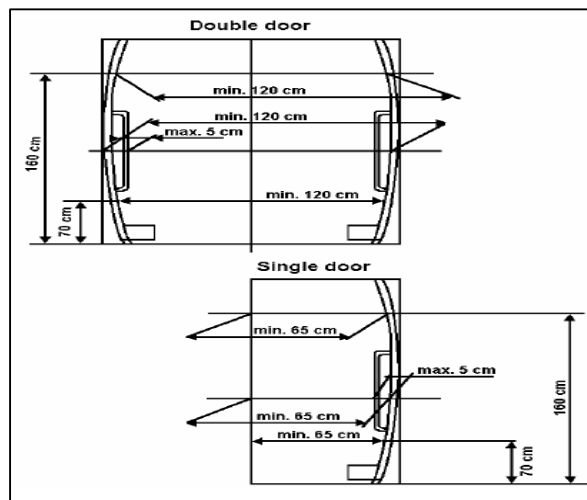
28.0 Page 51/122, Chapter 2, Figure 14

Substitute following Figure 14 for existing Figure 14



29.0 Page 53/122, Chapter 2

Add new following Figure 17 after Figure 16



30.0 Page 54/122, Chapter 3

Substitute “3.3 Reserved” for existing text.

31.0 Page 54/122, Chapter 3, Clause 3.4.2

Substitute following text for existing text:

“3.4.2 The external side of the door shall not have any projection. The hinges and door handles shall meet requirements as specified in IS13942:1994, as amended from time to time.”

32.0 Page 54/122, Chapter 3, Clause 3.4.4.3

Substitute following text for existing text:

“3.4.4.3 The control or device for opening a service door from the outside shall be located at a height of 1000 mm to 1500 mm from the ground level. The measurement shall be carried out in the unladen condition on level surface”.

33.0 Page 57/122, Chapter 3, Clause 3.4.5.2.3

Substitute following text for existing text:

3.4.5.2.3 Every emergency window shall:

3.4.5.2.3.1 either be capable of being easily and instantaneously operated from inside and from outside the vehicle by means of a device, or

3.4.5.2.3.2 be made of readily breakable safety glass. In such case a device shall be provided adjacent to each emergency window, available to the person in the vehicle for ready access for breaking the window. The window glass shall be made of safety glass as specified by Bureau of Indian Standards and shall readily break on impact when hit by a hammer in the event of an emergency.

34.0 Page 57/122, Chapter 3

Renumber clauses 3.4.5.2.5, 3.4.5.2.6, 3.4.5.2.7 as 3.4.5.2.4, 3.4.5.2.5, 3.4.5.2.6 respectively

35.0 Page 58/122, Chapter 3, Clause 3.4.5.3.2

Substitute following text for existing text:

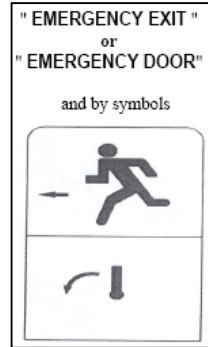
“3.4.5.3.2 Escape hatches shall be capable of being easily operated from inside and from outside the vehicle. However this requirement shall not be construed as precluding the possibility of locking the escape hatch for the purpose of securing the vehicle when unattended, provided that the escape hatch can always be opened from inside the vehicle.”

36.0 Page 58/122, Chapter 3, Clause 3.4.5.4

Substitute following text for existing text:

3.4.5.4 Marking of Emergency Exits

- 3.4.5.4.1 All emergency exits shall be prominently designated in red letters in English when viewed from inside. Concise operating instructions describing each motion necessary to unlatch and open the exit shall be displayed. These instructions shall be located within 150 mm of the release mechanism.



37.0 Page 60/122, Chapter 3, Clause 3.7.2, last line

Substitute “.....IS: 11739-1986 as amended from time to time.” for
“.....IS: 11739-1997.”

38.0 Page 61/122, Chapter 3, Clause 3.10.2

Delete clause 3.10.2

39.0 Page 65/122, Chapter 3, Clause 3.17.1

Substitute following text for existing text:

- “3.17.1 The quality of the surface treatment shall be tested according to the test methods specified in JIS D0202 or any equivalent standards including BIS Standard. (General Rules of Coating Films for Automotive Parts or equivalent Indian Standards using test panels.) The minimum quality requirements in table below shall be met for test criteria specified in para. 4 of JIS D0202. The compliance to this requirement shall be demonstrated by the body builder to the testing agencies.

Painted or coated panels	Quality
Surface Condition – Appearance	There must be no surface roughness, pin holes or other harmful defects.
Corrosion Resistance or Water / moisture resistance	96 (Hrs)
Oil Resistance (40 Deg. 24 hrs)h	No swelling, flaking, peeling, cracking, film softening nor

	appreciable change in lustre or colour		
Volatile Oil Resistance (Gasoline) (24 hrs)	No swelling, flaking, peeling, cracking, film softening nor appreciable change in lustre or colour		
Pencil Scratch Test	Shall resist HB or Harder		
Checker Mark : No of sections in which film remains intact (without peeling off) Grade 3 shall apply only to Copper and copper alloy bases, Aluminum and aluminum alloy bases and Zinc and Zinc alloy bases	Grade 1	Grade 2	Grade 3
	100	90 or more	60 or more

40.0 Page 67/122, Chapter 3, Clause 3.18.5.2, Table, Last column

Delete “A” and “B” and substitute “Midi bus” and “Mini bus”.

41.0 Page 69/122, Chapter 4, Clause 4.1.1

Substitute following text for existing text:

“4.1.1 External

4.1.1.1 External lighting and light-signaling devices of the bus shall comply with the Rules laid down under the Central Motor Vehicle Rules, 1989, and as amended from time to time.

4.1.1.2 All lighting and light-signaling devices shall be Type Approved”

42.0 Page 69/122, Chapter 4, Clause 4.1.2.1

Substitute following text for existing text:

“4.1.2.1 Lighting and light-signaling devices shall provide adequate illumination inside the bus for the safe operation by the driver and the passengers, during darkness and other conditions of reduced visibility.

43.0 Page 69/122, Chapter 4, Clause 4.1.2.2.2

Substitute following text for existing text:

4.1.2.2.2 The following lamps are to be placed at door apertures -
- Exit lamps

44.0 Page 69/122, Chapter 4, Clause 4.1.2.3.

Substitute following text for existing text:

“4.1.2.3 Type of Bulbs for lamp Assemblies

4.1.2.3.1 The following lamp assemblies can be illuminated either by incandescent bulbs or L.E.D (Light Emitting Diodes) or any other suitable light source –

- Tell-Tale lights
- Instrument lights
- Control unit lamps”

4.1.2.3.2 The following lamp assemblies can be illuminated by incandescent bulbs or any other suitable light source

- Electrical distribution centre lamp
- Locker lamp

4.1.2.3.3 The following lamp assemblies can be illuminated by incandescent bulbs or fluorescent bulbs or L.E.D. (Light Emitting Diodes) or any other suitable light source –

- Entrance lamps
- Cab lamp or courtesy lamp
- Passenger area lamp”

45.0 Page 70/122, Chapter 4, Clause 4.1.2.4.1

Substitute following text for existing text:

“4.1.2.4.1 Lighting requirements of the Lighting and light-signaling devices for the following sub groups:-

- Dash Board Tell tale lighting/Control lighting
- Driver Cabin lighting
- Passenger Compartment lighting
- Other Area lightings”

46.0 Page 70/122, Chapter 4, Clauses 4.1.2.4.1.1.2, 4.1.2.4.1.1.3 and 4.1.2.4.1.1.4

Substitute following text for existing text:

“4.1.2.4.1.1.2 The lighting devices used for dash board shall be discreet and shall not disturb the driver when driving in the dark.

4.1.2.4.1.1.3 The strength of the instrument lighting can be capable of regulation through a rheostat or any other suitable means, optionally.”

4.1.2.4.1.1.4 The luminance of all lamps provided for lighting instruments, controls inside the cabin shall at least 2 cd/m².”

47.0 Page 71/122, Chapter 4, Clauses 4.1.2.4.1.2.2 and 4.1.2.4.1.2.3

Substitute following text for existing text:

- 4.1.2.4.1.2.2 The lighting devices used for cabin interior should be sufficient enough for clearly distinguishing each component part of the cabin. The driver should be in a position to read signages written on the walls, door of the cabin. He should also be in position to read any instructions printed on paper.
- 4.1.2.4.1.2.3 The luminous flux of all the lamps provided for cabin lighting to light up the equipment, components and to read, shall not be less than 30 lux and shall not be more than 150 lux, when measured at 500 mm above the driver seat base”.

48.0 Page 71/122, Chapter 4, Clauses 4.1.2.4.1.3.2, 4.1.2.4.1.3.3 and 4.1.2.4.1.3.4

Substitute following text for existing text:

- “4.1.2.4.1.3.2 The lighting devices used for passenger area should ensure reading of signages inside the passenger area and other important signs like emergency signs. The illumination should light up handles, latches, knobs, rods, hand-holds, etc facilitating easy access to passenger. The illumination should be adequate for reading printed matter by the passenger
- 4.1.2.4.1.3.3 The illumination of these lamps shall not be less than 50 lux, when measured at any seating location of the bus and at 500 mm above the seat base.
- 4.1.2.4.1.3.4 At least two night lights shall be provided in the passenger compartment of all buses except Type I buses. The interior lighting shall be designed such that the glare and reflections caused does not affect the driver.”

49.0 Page 71/122, Chapter 4, Clause 4.1.2.4.1.4.2

Substitute following text for existing text:

- 4.1.2.4.1.4.2 Destination panel lighting: The front, rear and side (optional) of the vehicle shall be illuminated or self illuminated (e.g. LED based destination boards) in such a way that the inscription on the panel/board shall be visible at a distance of 30 metres.

50.0 Page 71/122, Chapter 4, Clause 4.1.2.4.1.4.3

Delete clause 4.1.2.4.1.4.3

51.0 Page 72/122, Chapter 4, Clause 4.2.1

Substitute following text for existing text:

- 4.2.1 The lighting and light-signaling devices fitted in buses shall be type approved for performance as well as installation requirements as notified under Central Motor Vehicles Rules, 1989 and as amended from time to time.

52.0 Page 73/122, Chapter 5, Clauses 5.1.1 and 5.1.3

Substitute following text for existing text:

5.1.1 All cables used shall be compliant with BIS / DIN / ISO / SAE / JIS or JASO or other equivalent standard and shall be able to withstand working temperature upto 70°C.

5.1.3 The conductor cross section shall be selected to carry the rated current as given below or according to one of the standards mentioned in para 5.1.1:-

Specification for Low Tension Wire for Automotive Application				
Allowable Current (A)	Number/ Diameter of wire in (mm)	Cross Sectional Area in (mm ²)	Outer Diameter (mm)	Finished Outer Diameter (mm)
9	7/0.32	0.5629	1.0	2.2
12	11/0.32	0.8946	1.2	2.4
15	16/0.32	1.267	1.5	2.7
20	26/0.32	2.081	1.9	3.1
28	41/0.32	3.287	2.4	3.8

Table 1. Electrical copper conductors for motor vehicles Single-core, untinned, PVC-insulated. Permissible working temperature: 70°C. ²⁾							
Nominal conductor cross-sectional area mm ²	Approx. number of individual strands ¹⁾	Maximum impedance per meter ¹⁾ at + 20°C m Ω/m	Maximum conductor diameter ¹⁾ mm	Nominal thickness of insulation ¹⁾ mm	Maximum external diameter of insulated wire ¹⁾ mm	Permissible continuous current (guide figure) ²⁾ at ambient temperature of	
						+ 30°C A	+ 50°C A
1	32	18.5	1.5	0.6	2.7	19	13.5
1.5	30	12.7	1.8	0.6	3.0	24	17.0
2.5	50	7.60	2.2	0.7	3.6	32	22.7
4	56	4.71	2.8	0.8	4.4	42	29.8
6	84	3.14	3.4	0.8	5.0	54	38.3
10	80	1.82	4.5	1.0	6.5	73	51.8
16	126	1.16	6.3	1.0	8.3	98	69.6
25	196	0.743	7.8	1.3	10.4	129	91.6
35	276	0.527	9.0	1.3	11.6	158	112
50	396	0.368	10.5	1.5	13.5	198	140
70	360	0.259	12.5	1.5	15.5	245	174
95	475	0.196	14.8	1.6	18.0	292	207
120	608	0.153	16.5	1.6	19.7	344	244

¹⁾ To DIN ISO 6722, Part 3.

²⁾ To DIN VDE 0298, Part 4.

53.0 Page 73/122, Chapter 5, Clause 5.2.1

Substitute following text for existing text:

- 5.2.1 Every electrical circuit shall be provided with fuse designed for the circuit. In case of multiple circuits a common fuse shall be permitted, subjected to suitable current capacity per circuit depending upon the individual electric load.

The current carrying capacity of the fuse shall be:

Rated Current of Fuse = 1.5 times the Load Current of the Electrical Equipment

54.0 Page 74/122, Chapter 5, Clause 5.3.3

Substitute following text for existing text:

- “5.3.3 Suitable connectors shall be used for external areas which are exposed to atmosphere to avoid water /moisture ingress during use.”

55.0 Page 74/122, Chapter 5, Clauses 5.4.3 and 5.4.5

Substitute following text for existing text:

- “5.4.3 Where the voltage exceeds 100 Volts RMS (Root Mean Square) in one or more electrical circuit, a manually operated isolation switch which is capable of disconnecting the circuit(s) from the main electrical supply shall be provided and shall be located inside the vehicle. Alternatively, electrically operated battery cut off switch may be provided.”
- 5.4.5 The isolation circuit shall have provision for bypassing circuits supplying mandatory external vehicle lighting i.e. besides the main isolation switch, individual isolation switches shall be used in series with main isolation switch, each for internal lighting and external mandatory lighting.

56.0 Page 74/122, Chapter 5, Clauses 5.5.2 and 5.5.4

Substitute following text for existing text:

- 5.5.2 The battery compartment shall be separated from the passenger compartment and if provided in driver's compartment, it shall be covered and well ventilated.
- 5.5.4 Isolation Switch: A manually or electrically operated isolation switch, which is capable of disconnecting the battery terminal from the electrical circuit, shall be provided.”

57.0 Page 75/122, Chapter 5, Clause 5.6

57.1 Substitute following text for existing text:

“5.6 Electrical Wiring and Circuits

- 5.6.1 The circuit diagram for the bus provided by OE vehicle manufacturer shall not be tampered”

57.2 Substitute following table for existing table

Table
Standards Related to Electric Equipment & Wiring

Description	Standard No.
Cables for Motor Vehicles	IS 2465 : 1984*
Cable Termination for Automobile Wiring Blade Type Connectors	IS 8395 : 1977 Part I*
Cable Termination for Automobile Wiring Bullet & Tube Type Connectors	IS 8395 : 1977 Part II*
Low Voltage Fuses	IS 13703 : 1993 Part I*
Colour Code of Electrical Wiring for major electrical circuits	IS 13313 : 1991 *
Cartridge Fuse links for Automobiles	IS 2577 : 1974* / JASO D601
Porcelain (Molded) Fuse links for Automobiles	IS 7528 : 1974*
Fuses for Automobiles	IS 4063 : 1982*
Piano key type switches for use in automobiles	IS 9433 : 1980*
Automobile Lamps	IS 1606 : 1979*
Electrical Circuits	IS 14381 : 1996*

* as amended from time to time

58.0 Page 80/122, Chapter 5, Clause 6.5.1.2

Substitute following text for existing text:

“6.5.1.2 The closing of the door at the measuring point is resisted by the clamping force not exceeding 150 N, the door shall reopen automatically to its fullest extent and remain open until a closing control is operated. The clamping force shall be measured using a test bar of section 60mm High 30mm wide and rounded at corners (R=5mm). The clamping force may be measured by the method specified in 6.5.2 or by any other equivalent method specified by the test agency. The peak clamping force may be higher than 150 N momentarily provided that it does not exceed 300 N. Alternatively, if the door can be easily reopened by hand, if the clamping force measured does not exceed 80 N when the door is between 30 and 120mm ajar, and 150 N when is between 120 mm and 400 mm ajar with the energy supply on.”

59.0 Page 83/122, Chapter 6, Clause 6.7

Delete entire clause 6.7 and renumber subsequent clauses:

60.0 Page 86/122, Chapter 6, Clause 6.9

Substitute following text for existing text:

6.9 Illumination :

6.9.1 Method of Measurement:

6.9.1.1 The light sources to illuminate the instrument lighting, tell-tale lighting and control unit lamps shall be capable of producing the luminance level as defined in 4.1.2.4.1.1.4. The suitable instrument may be used to measure the luminance level at different position of the instrument, tell-tale and control

unit and requirement of any point of measurement shall be as per 4.1.2.4.1.1.4. The uniformity of the luminance shall be maintained in each device. The gradiance of the luminance between the values measured at any two points of each device shall not exceed 2 times the minimum luminance measured at various points. Refer Para 4.1.2.4.1.1.4 for measurement requirements.

6.9.1.2 For measurements of illumination as per Para 4.1.2.4.1.2.3 and Para 4.1.2.4.1.3.3, a lux meter shall be employed. After switching on the individual lighting devices, in as installed condition, the lux meter shall be placed at the location specified in Para 4.1.2.4.1.2.3 and Para 4.1.2.4.1.3.3 and then the lux values shall be noted. These lux values shall fall within the prescribed limits

61.0 Page 86/122, Chapter 6, Clause 6.9.2.3

Substitute following text for existing text:

“6.9.2.3 The luminous flux of all the lamps provided for cabin lighting to light up the equipment, components and to read, shall not be less than 30 lux and shall not more than 150 lux, when measured at 500mm above the driver seat base.”

62.0 Page 87/122, Chapter 6, Clause 6.9.3.1

Substitute following text for existing text:

“6.9.3.1 The illumination by lighting devices lighting up the passenger area should ensure reading of signages inside the passenger area and other important signs like emergency signs. The illumination should light up handles, latches, knobs, rods, hand-holds, etc., facilitating easy access to passenger.”

63.0 Page 87/122, Chapter 6, Clause 6.9.3.3

Substitute following text for existing text:

“6.9.3.3 The illumination of these lamps to light up the entrance and exit for the passengers and in general to light up the passenger compartment shall not be less than 50 lux. Illumination in passenger compartment shall be measured at any seating location of the bus and at 500 mm above the seat base.”

64.0 Page 87/122, Chapter 6, Clause 6.9.3.4

Delete entire clause 6.9.3.4 (Method of Measurement)

65.0 Page 95/122, Chapter 7, Clause 7.4

Substitute following text for existing text:

7.4 Type Approval of safety components / sub-assemblies

7.4.1 In addition to the safety components notified under Rule 124 of CMVR, 1989, the Type Approval of passenger seats and seat mountings, window sub-assembly, power operated service door, door components, etc shall be obtained.

Substitute following Annexure I for existing Annexure I

ANNEXURE - I

TECHNICAL SPECIFICATION OF BUS CODE RELATED PARAMETERS TO BE SUBMITTED BY BUS MANUFACTURER OR BUS BODY BUILDER

(To be used for approval of bus body in lieu of Annex I of AIS-052)

1.0	Details of Bus manufacturer / Bus Body Builder	
1.1	Name & Address :	
1.2	Telephone No :	
1.3	Fax. No. :	
1.4	E mail address :	
1.5	Contact person :	
1.6	Name of model :	
1.7	Name of variants, if any:	
1.8	Type and General commercial description (s) :	
1.9	Plant/(s)of manufacture :	
1.10	Details of Bus Manufacturing facility Accreditation	
1.10.1	Category of Bus Body Builder	
1.10.2	Details of provisional certificate issued by the Zonal Accreditation Board(ZAB), (Certificate Number and date)	
1.10.3	Details of final certificate issued by the National Accreditation Board (ZAB), (Certificate Number and date)	
1.11	Details of the base CMVR Compliance Certificate issued to the Chassis (Certificate Number and date)	
2.0	Vehicle Chassis Characteristics	
2.1	Chassis types approved for Body installation :	
2.2	Type of Control (normal control/Full forward control etc.) :	
2.3	Number of Axles and wheels :	
2.4	Chassis (overall drawing) :	
2.5	Frame Type :	
2.6	Cross sectional view :	
2.7	Position and arrangement of engine:	

Manufacturer :	Document No :	Test Agency :	Cert No :
Signature		Signature	
Name		Name	
Designation	Sheet No	Designation	
	Date	Date of Issue	Page No of

2.8	Dimension (in mm) (Specify drawing reference) :	
2.8.1	Length mm :	
2.8.2	Width mm :	
2.8.3	Height (Unladen) mm :	
2.8.4	Wheel base mm :	
2.8.5	Wheel track mm : Front : Rear :	
2.8.6	Body overhang mm : Front end : Rear end :	
2.9	Category of vehicle :	
2.9.1	As per IS:14272 part 1 :	
2.9.2	As per IS:11852 part 2 :	
3.0	Body :	
3.1	Type of Body : (Type I, Type II, Type III & Type IV)	
3.2	Comfort Category : (NDX, SDX, DLX & ACX)	
3.3	Dimension drawing and photograph of the vehicle with representative body :	
3.4	Range of vehicle dimension (overall):	
3.5	Dimension drawing of the body depicting chassis connecting members :	
3.6	Material used for construction :	
3.6.1	Structural Material :	
3.6.2	Size of sections :	
3.7	Method of construction : (Brief construction method)	
3.8	Area for Passenger (m ²) : For seated passengers: For standing passengers:	
3.9	Number of passengers : Seated : Standing :	
3.10	Number of Passenger seats : (As per Seat Layout)	

Manufacturer :	Document No :	Test Agency :	Cert No :
Signature		Signature	
Name	Sheet No	Name	
Designation	Date	Designation	
		Date of Issue	Page No of

3.11	Passenger capacity : Maximum (Including driver) : Crew (Including driver) :	
3.12	Number of Service doors :	
3.13	Number of emergency exits :	
3.14	Number of escape hatches :	
3.15	Volume of luggage compartments (m ³):	
3.16	Area of luggage Transportation on roof (m ²) :	
4.0	Clearance	
4.1	Minimum road clearance :	
4.2	Road clearance from floor (for buses) :	
4.3	Approach angle :	
4.4	Departure Angle :	
4.5	Ramp-over Angle :	
5.0	Weights	
5.1	Vehicle kerb weight kg : Front axle : Rear axle : Total :	
5.2	Gross vehicle weight kg :	
5.3	Maximum permissible axle weights kg Front axle: Rear axle:	
5.4	Reference mass kg :	
6.0	Vehicle Stability & Roll Over	
6. 1	Max. stable inclination (Laden Condition) Left ° deg : Right ° deg :	
6.2	Superstructure Strength / Roll Over Strength compliance established (Yes / No)	
6.2.1	Center of Gravity of the bus in vehicle unladen condition (X-Y-Z, mm)	
6.2.2	Drawings of superstructure (LH, RH, Front, Rear, Roof)	
6.2.3	Drawing indicating details of residual space	

Manufacturer :	Document No :	Test Agency :	Cert No :
Signature		Signature	
Name	Sheet No	Name	
Designation	Date	Designation	
		Date of Issue	Page No of

7.0	Tyres	
7.1	No. and arrangement of wheels : Front : Rear : Other :	
7.2	Inflation pressure – Unladen : Front : Rear : Other :	
7.3	Inflation pressure –Laden : Front : Rear : Other :	
8.0	Body Panels	
8.1	Outer Panels :	
8.1.1	Material :	
8.1.2	Thickness :	
8.2	Inner Panels :	
8.2.1	Material :	
8.2.2	Thickness :	
8.3	Roof Panels :	
8.3.1	Material :	
8.3.2	Thickness :	
8.4	Floor Panels :	
8.4.1	Material :	
8.4.2	Thickness :	
8.4.3	Type of anti-slip coating :	
9.0	Service Doors	
9.1	No. of Service Doors :	
9.2	Position of Service Doors :	
9.3	Dimension of Service Door : - Front Height : Width : - Rear Height : Width : - Middle Height : Width :	
10.0	Emergency Exit	
10.1	No. of Emergency Doors :	
10.2	Position of Emergency Doors :	

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10.3	Dimension of Emergency Door : - Ist Height : Width : - IInd Height : Width :	
11.0	Window	
11.1	Window (other than Emergency exit)	
11.1.1	Dimension of Window aperture alongwith the detailed drawing showing the dimensions	
11.1.2	Height of upper edge of window aperture from gangway floor (mm)	
11.1.3	Type of window	
11.1.4	Compliance to AIS-068 (Yes/No):	
11.2	Emergency Windows	
11.2.1	No. of Emergency Windows :	
11.2.2	Position of Emergency Windows :	
11.2.3	Area (HxW in sq. m) :	
12.0	Escape Hatch	
12.1	No. of Emergency Hatches :	
12.2	Position of Emergency Hatches :	
12.3	Area (HxW in sq. m)	
13.0	Steps	
13.1	Height of Ist Step :	
13.2	Height of Other Steps :	
13.3	Depth of steps :	
14.0	Floor :	
14.1	Floor Height from the ground (unladen):	
14.2	Slope of floor :	
15.0	Gangway	
15.1	Height :	
15.2	Width (diameter of gauging device – lower cylinder) :	
15.3	Width (diameter of gauging device – upper cylinder) :	
16.0	Handrails & Handholds :	
16.1	Position (attach dimension layout) :	
16.2	No. of Handholds :	
16.3	Diameter of Handholds :	
16.4	Type of anti-slip coating / covering :	
17.0	Stepwell Guard :	
17.1	Height from the floor :	
17.2	Projection from the side wall :	

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18.0	Seats	
18.1	Driver/Co-driver or Front Passenger Seat	
18.1.1	Make	
18.1.2	Type	
18.1.3	Identification Number	
18.1.4	Seat Drawing no.	
18.2	Passenger Seats :	
18.2.1	Make	
18.2.2	Type	
18.2.3	Identification Number (S)	
18.2.4	Seat Drawing no.	
18.2.5	Seat Layout(S) : Enclose the Layout Drawings	
18.2.6	Seat width :	
18.2.7	Width of available space for one seating position :	
18.2.8	Height of backrest :	
18.2.9	Width of Armrest :	
18.2.10	Depth of Seat cushion (base) :	
18.2.11	Seat Pitch :	
18.2.12	Seat base height :	
18.2.13	Torso angle :	
18.2.14	Seat base thickness :	
18.2.15	Seat back thickness :	
18.2.16	Clearance space for seated passengers facing partition :	
18.2.17	Free Height over seating position :	
18.2.18	Seat anchorage layout drawing (with anchorage cross section and hardware used details)	
19.0	Cabin Luggage Rack :	
19.1	Width from side wall :	
19.2	Height from Roof :	
20.0	Driver Partition :	
20.1	Dimension of partition with respect to rear edge of driver seat : (rear most position of driver seat)	
21.0	Driver's Work Area :	
21.1	Width from the right side wall :	
21.2	Distance of driver partition from the driver seat back :	
21.3	Distance from H-point to Roof Top :	

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21.4	Distance between Heel Point and H-Point :	
21.5	Distance of H-Point from Floor :	
21.6	Distance of lower end of steering wheel from driver seat back :	
21.7	Thigh clearance of Steering Wheel	
22.0	External Projections	
22.1	Ornaments :	
22.2	Projection for head light :	
22.3	Radiator grills (Applicable of on external surface) :	
22.4	Gap between individual elements :	
22.5	Radius of curvature of individual element :	
22.6	Body Panel (In case of radius of curvature of folds in body panels are less than 2.5mm the scaled drawing of folds contour and H value as per Annex A of SS29/IS 13942 is required (to be submitted) :	
22.7	Radius of curvature of lateral Rain/Air deflector: Hinges : Handles :	
23.0	Power Operated Service door	
23.1	Name of the Manufacturer :	
23.2	Identification :	
23.3	Position of control :	
24 0	Automatic Service door	
24.1	Name of the Manufacturer :	
24.2	Identification :	
24.3	Position of controls :	
24.4	Control Circuit (schematic diagram) :	
25.0	Emergency Door – Warning Device	
25.1	Name of the Manufacturer :	
25.2	Identification :	
25.3	Position of device :	
26.0	Door locks and hinges	
26.1	Door lock :	
26.1.1	Name of Manufacturer :	
26.1.2	Identification mark :	

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26.2	Door hinge :	
26.2.1	Name of Manufacturer :	
26.2.2	Identification mark :	
27.0	Safety glass	
27.1	Front wind shield (laminated) :	
27.1.1	Make	
27.1.2	Identification :	
27.1.3	Type (flat/curved, clear/tinted) :	
27.1.4	Thickness mm :	
27.1.5	No. of pieces :	
27.1.6	Radius of curvature (If curved) :	
27.2	Side Windows:	
27.2.1	Make	
27.2.2	Identification	
27.2.3	Type (flat/curved, clear/tinted, toughened) :	
27.2.4	Thickness mm :	
27.2.5	Radius of curvature (If curved) :	
27.3	Rear Window:	
27.3.1	Make	
27.3.2	Identification	
27.3.3	Type (flat/curved, clear/tinted, toughened) :	
27.3.4	Thickness mm :	
27.3.5	Radius of curvature (If curved) :	
28.0	Rear view mirror	
28.1	Left :	
28.1.1	Name of Manufacturer :	
28.1.2	Type :	
28.1.3	Dimension & radius of curvature :	
28.1.4	Identification Mark:	
28.2	Right :	
28.2.1	Name of Manufacturer :	
28.2.2	Type :	
28.2.3	Dimension & radius of curvature :	
28.2.4	Identification Mark:	
28.3	Inside :	
28.3.1	Name of Manufacturer :	
28.3.2	Type :	
28.3.3	Dimension & radius of curvature :	
28.3.4	Identification Mark:	
28.4	Sketch showing mounting arrangement of mirrors	

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29.0	Wind Screen Wiper	
29.1	Type :	
29.2	No. of wipers :	
29.3	Wiper motor :	
29.3.1	Name of Manufacturer :	
29.3.2	Type and identification :	
29.3.3	Rated voltage :	
29.3.4	Frequency of wiping :	
29.4	Wiper arm :	
29.4.1	Length :	
29.4.2	Name of Manufacturer :	
29.4.3	Identification Mark:	
29.5	Wiper blade :	
29.5.1	Length :	
29.5.2	Name of Manufacturer :	
29.5.3	Identification Mark:	
29.6	Rubber material :	
29.6.1	Type of fixing (As per IS:7827) :	
29.6.2	Drawing indicating the seat back angle, seat travel, H point, Rake angle ,F dimension And steering wheel position as per AIS-011	
30.0	Wind Screen Washer	
30.1	Name of Manufacture: :	
30.2	Type :	
30.3	Number of nozzles :	
30.4	Spray Area :	
30.5	Identification Number:	
31.0	Equipment for occupant's safety	
31.1	Driver Seat belt :	
31.1.1	Name of Manufacture: :	
31.1.2	Type :	
31.1.3	Number :	
31.1.4	Identification Number:	
31.2	Driver Seat belt anchorage :	
31.2.1	Name of Manufacturer :	
31.2.2	Type :	
31.2.3	Number :	
31.3	Head restraint :	
31.3.1	Name of Manufacturer :	
31.3.2	Type :	
31.4	Passenger Seat :	
31.4.1	Name of Manufacturer :	
31.4.2	Type :	

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31.4.3	Frame structure Material :	
31.4.4	Section size:	
31.4.5	Pad material:	
31.4.6	Upholstery :	
31.4.7	Identification Number:	
32.0	Bumper	
32.1	Front Size:	
32.2	Rear Size:	
32.3	Clearance between bumper & body :	
33.0	Fuel filler	
33.1	Aperture :	
33.2	Position :	
34.0	Fire Extinguisher	
34.1	Number :	
34.2	Type :	
34.3	Capacity :	
34.4	Name of Manufacture: :	
35.0	First Aid Equipment	
35.1	Number :	
35.2	Contents :	
36.0	Towing devices	
36.1	Type :	
36.2	Name of manufacturer :	
36.3	Capacity :	
36.4	Identification Number	
37.0	Automotive bulbs :	
37.1	Head lamp bulb (main and dip)	
37.1.1	Make and Country of origin (if imported)	
37.1.2	Designation as per AIS-034	
37.2	Parking Lamp bulb – Front	
37.2.1	Make and Country of origin (if imported)	
37.2.2	Designation as per AIS-034	
37.3	Parking Lamp bulb - Rear	
37.3.1	Make and Country of origin (if imported)	
37.3.2	Designation as per AIS-034	
37.4	Direction indicator lamp bulb - front	
37.4.1	Make and Country of origin (if imported)	
37.4.2	Designation as per AIS-034	

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37.5	Direction indicator lamp bulb – rear	
37.5.1	Make and Country of origin (if imported)	
37.5.2	Designation as per AIS-034	
37.6	Direction indicator lamp bulb – side	
37.6.1	Make and Country of origin (if imported)	
37.6.2	Designation as per AIS-034	
37.7	Front Position Lamp bulb	
37.7.1	Make and Country of origin (if imported)	
37.7.2	Designation as per AIS-034	
37.8	Rear Position Lamp (tail lamp)Bulb	
37.8.1	Make and Country of origin (if imported)	
37.8.2	Designation as per AIS-034	
37.9	Stop lamp bulb	
37.9.1	Make and Country of origin (if imported)	
37.9.2	Designation as per AIS-034	
37.10	Number plate lamp bulb	
37.10.1	Make and Country of origin (if imported)	
37.10.2	Designation as per AIS-034	
37.11	End out Marker bulb	
37.11.1	Make and Country of origin (if imported)	
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37.12	Reversing lamp bulb	
37.12.1	Make and Country of origin (if imported)	
37.12.2	Designation as per AIS-034	
37.13	Stop Lamp Bulb (S3)	
37.13.1	Make and Country of origin (if imported)	
37.13.2	Designation as per AIS-034	
37.14	Front Fog Lamp Bulb	
37.14.1	Make and Country of origin (if imported)	
37.14.2	Designation as per AIS-034	

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37.15	Rear Fog Lamp Bulb	
37.15.1	Make and Country of origin (if imported)	
37.15.2	Designation as per AIS-034	
37.16	Side Marker Lamp Bulb	
37.16.1	Make and Country of origin (if imported)	
37.16.2	Designation as per AIS-034	
38.0	Head Lamp	
38.1	Name of Manufacturer :	
38.2	Type and Identification :	
38.3	Number and colour :	
39.0	Tail lamp	
39.1	Name of Manufacturer :	
39.2	Type and Identification :	
39.3	Number and colour :	
40.0	Parking lamp	
40.1	Front :	
40.1.1	Name of Manufacturer :	
40.1.2	Type and Identification :	
40.1.3	Number and colour :	
40.2	Rear :	
40.2.1	Name of Manufacturer :	
40.2.2	Type and Identification :	
40.2.3	Number and colour	
41.0	Stop lamp	
41.1	Name of Manufacturer :	
41.2	Type and Identification :	
41.3	Number and colour :	
42.0	Reversing lamp	
42.1	Name of Manufacturer :	
42.2	Type and Identification :	
42.3	Number and colour :	
43.0	Direction indicator lamp	
43.1	Front :	
43.1.1	Name of Manufacturer :	
43.1.2	Type and Identification :	
43.1.3	Number and colour :	
43.2	Rear :	
43.2.1	Name of Manufacturer :	
43.2.2	Type and Identification :	
43.2.3	Number and colour :	
43.3	Side :	
43.3.1	Name of Manufacturer :	
43.3.2	Type and Identification :	
43.3.3	Number and colour :	
43.4	Type of flasher :	

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44.0	Number Plate Lamp	
44.1	Name of Manufacturer :	
44.2	Type and Identification :	
44.3	Number and colour :	
45.0	Emergency signaling equipment	
45.1	Front :	
45.1.1	Name of Manufacturer :	
45.1.2	Type and Identification :	
45.1.3	Number and colour :	
45.2	Rear :	
45.2.1	Name of Manufacturer :	
45.2.2	Type and Identification :	
45.2.3	Number and colour :	
45.3	Side :	
45.3.1	Name of Manufacturer :	
45.3.2	Type and Identification :	
45.3.3	Number and colour :	
46.0	Reflector	
46.1	Rear :	
46.1.1	Name of Manufacturer :	
46.1.2	Type and Identification :	
46.1.3	Number and colour :	
46.1.4	Area :	
46.2	Side :	
46.2.1	Name of Manufacturer :	
46.2.2	Type and Identification :	
46.2.3	Number and colour :	
46.2.4	Area :	
47.0	Top light	
47.1	Name of Manufacturer :	
47.2	Type and Identification :	
47.3	Number and colour :	
48.0	Internal Lighting & Illumination	
48.1	Driver Cab lighting :	
48.1.1	Type :	
48.1.2	Name of Manufacturer :	
48.1.3	Number :	
48.1.4	illumination intensity :	
48.2	Passenger Compartment Lighting	
48.2.1	Type :	
48.2.2	Name of Manufacturer :	
48.2.3	Number :	
48.2.4	Illumination intensity :	

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48.3	Other Area Lighting	
48.3.1	Type :	
48.3.2	Name of Manufacturer :	
48.3.3	Number :	
48.3.4	Illumination intensity :	
49.0	Electrical Circuit	
49.1	Circuit Diagram (attach details):	
50.0	Electrical Cables	
50.1	Name of Manufacturer :	
50.2	Conductor Cross section :	
50.3	Insulation Class :	
51.0	Fuse	
51.1	Type & Make :	
51.2	Name of Manufacturer :	
52.0	Master switch for electrical :	
52.1	Type & Make :	
52.2	Name of Manufacturer :	
53.0	Flammability Test as per IS 15061: 2002 (as applicable)	
53.1	Seat and its accessories	
53.1.1	Name of Manufacturer :	
53.1.2	Material Grade	
53.1.3	Material Type	
53.1.4	Component Part No. and Batch No.	
53.1.5	Identification Code	
53.1.6	Drawing No.	
53.2	Interior lining of the roof	
53.2.1	Name of Manufacturer :	
53.2.2	Material Grade	
53.2.3	Material Type	
53.2.4	Component Part No. and Batch No.	
53.2.5	Identification Code	
53.2.6	Drawing No.	
53.3	Interior lining of side walls	
53.3.1	Name of Manufacturer :	
53.3.2	Material Grade	
53.3.3	Material Type	
53.3.4	Component Part No. and Batch No.	
53.3.5	Identification Code	
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53.4	Interior lining of rear walls	
53.4.1	Name of Manufacturer :	
53.4.2	Material Grade	
53.4.3	Material Type	
53.4.4	Component Part No. and Batch No.	
53.4.5	Identification Code	
53.4.6	Drawing No.	
53.5	Separation walls	
53.5.1	Name of Manufacturer :	
53.5.2	Material Grade	
53.5.3	Material Type	
53.5.4	Component Part No. and Batch No.	
53.5.5	Identification Code	
53.5.6	Drawing No.	
53.6	Floor	
53.6.1	Name of Manufacturer :	
53.6.2	Material Grade	
53.6.3	Material Type	
53.6.4	Component Part No. and Batch No.	
53.6.5	Identification Code	
53.6.6	Drawing No.	
53.7	Luggage racks	
53.7.1	Name of Manufacturer :	
53.7.2	Material Grade	
53.7.3	Material Type	
53.7.4	Component Part No. and Batch No.	
53.7.5	Identification Code	
53.7.6	Drawing No.	
53.8	Heating and ventilation pipe	
53.8.1	Name of Manufacturer :	
53.8.2	Material Grade	
53.8.3	Material Type	
53.8.4	Component Part No. and Batch No.	
53.8.5	Identification Code	
53.8.6	Drawing No.	
53.9	Thermal and or acoustic function	
53.9.1	Name of Manufacturer :	
53.9.2	Material Grade	
53.9.3	Material Type	
53.9.4	Component Part No. and Batch No.	
53.9.5	Identification Code	
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53.10	Luminaries.	
53.10.1	Name of Manufacturer :	
53.10.2	Material Grade	
53.10.3	Material Type	
53.10.4	Component Part No. and Batch No.	
53.10.5	Identification Code	
53.10.6	Drawing No.	
54.0	Rear Under run protective Device (RUPD) fitment as per IS 14812 : 2000	
54.1	Height of lower edge from ground (mm)	
54.2	Width of the device (mm)	
54.3	Location of Point P1 and P2 (mm)	
54.4	Overall width of rear axle	
54.5	Material	
54.6	Drawing of the RUPD with dimensions	
54.7	Installation drawing showing rear extremity of bus , chassis ROH (mm) and chassis cross section details	
55.0	Lateral Protective Device (LPD) fitment as per IS 14682 : 1999	
55.1	Drawing of the LPD with dimensions	
55.2	Installation drawing of the LPD with installation dimensions	
55.3	Material	
55.0	Interior fitting compliance as per AIS-047 established - Yes/No	
56.0	Interior Fittings as per AIS-047, as applicable	
56.1	Instrument Panel (Dash Board)	
56.2	Make	
56.3	Identification No. / Part No.	
56.4	Material	
56.5	Drawing showing the mounting details, over all size and all control switches with dimensions	
56.6	Additional details for interior fitting tests to be given (if test is already conducted, this information need not be submitted).	
56.6.1	Instrument Panel Variants with photographs (With / without Airbag, Music system, AC)	
56.6.2	Material used for instrument Panel	

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56.6.3	Drawings	
56.6.3.1	Instrument Panel mounting (With hardware details)	
56.6.3.2	'H' point co-ordinates for each seating position	
56.6.3.3	Cross sectional drawings for each projection more than 3.2	
56.6.3.4	Cross sectional Drawing of Gear shift lever	
56.6.3.5	Drawing of Grab handle with cross section	
56.6.3.6	Drawing of Sunvisor with details of metal wire used	
56.6.3.7	Drawing of lamp assembly mounted at roof	
56.6.4	Name of manufacturer of the Interior fitting components	
56.6.4.1	Instrument Panel	
56.6.4.2	Sun Visor	
56.6.4.3	Roof Light	
56.6.4.4	Grab Handle	
56.6.4.5	Gear Lever	
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56.6.4.7	Seats (Need not be specified if done already)	
56.6.4.8	Seat Belts (Need not be specified if done already)	
56.6.4.9	Music System (if provided)	
56.6.4.10	Cigarette lighter (if provided)	
57.0	Any other additional information the Bus manufacturer /Bus body builder would like to declare	

Foot Note:- The technical specification details for Sr. Nos.7.0 (tyres) , 28.0 (RVM), 29.0 (Wiper), 31.0 (seat belt and seat belt anchorages), 37.0 (automotive bulbs),38.0 (head lamp), 39.0 (tail lamp), 40.0 (parking lamp), 41.0 (stop lamp) , 42.0 (reversing lamp), 43.0 (indicator lamp), 44.0 (number plate lamp), 45.0 (emergency signaling equipment), 46.0 (reflector), 47.0 (top light), 53.0 (Flammability), 54.0 (RUPD), 55.0 (LPD), and 56.0 (Interior fittings) need not be filled by the applicant, if there is no change in basically approved specification issued during the certification of chassis (Drive away chassis/Cowl & chassis/Cab & Chassis/Chassis with FES)

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Details about Safety Critical Components / Systems

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100	Safety Glass		
	1. Windscreen		
	2. Side		
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101	Windscreen Wiping System		
	1. Wiping System		
	2. Washing System		
	3. Wiper Blade		
104	Reflex Reflector		
	1. Rear, Red		
	2. Side, Amber		
119(1)	Horns		
119(1)	Horn installation		
124/ 1	Automotive Bulbs Bulbs for Headlamp (main / dipped) Bulbs for Front position lamp Bulbs for Front parking lamp Bulbs for Rear position lamp Bulbs for rear parking lamp Bulbs for Stop lamp Bulbs for Reversing lamp Bulbs for Front Direction indicator lamp Bulbs for Rear direction indicator lamp Bulbs for Side repeater lamp Bulbs for Hazard warning lamp Bulbs for High mount stop lamp Bulbs for Top light lamp Bulbs for Number plate lamp Bulbs for Front fog lamp Bulbs for Rear fog lamp Bulbs for Side marker lamps		
124(20)	Installation of Lighting and Signaling systems		
124/2	Hydraulic Brake Hose, if applicable		

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124/7	i) Fuel Tank (metallic) or ii) Fuel Tank (plastic)		
124/8	Wheel Rims		
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NOTE :

- 1) It may be indicated by the applicant whether the details of components or systems for items mentioned above against the relevant Central Motor vehicles Rules, are the same as that of the basically approved vehicle / specification for certification of chassis (Drive away chassis / Cowl & Chassis / Cab & Chassis /Chassis with FES) OR whether there are intended changes in these specifications . If there are changes in the specifications the details shall be necessarily provided.
- 2) If the details are already provided in the Table 8 & Table 8A, the same need not be provided again in this table.
- 3) Please enclose test report copies wherever required if the same is not submitted them to the testing agency, you are submitting this application.
- 4) Fill all the columns. If any clause is not applicable, mention “NA” in corresponding column. Do not keep it blank.
- 5) In case samples are submitted to the testing agency for testing, provide appropriate references for tracking.

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Name	Sheet No	Designation	
Designation	Date	Date of Issue	Page No of

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THE AUTOMOTIVE RESEARCH ASSOCIATION OF INDIA
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ON BEHALF OF
AUTOMOTIVE INDUSTRY STANDARDS COMMITTEE

UNDER
CENTRAL MOTOR VEHICLE RULES – TECHNICAL STANDING COMMITTEE

SET-UP BY
MINISTRY OF ROAD TRANSPORT & HIGHWAYS
(DEPARTMENT OF ROAD TRANSPORT & HIGHWAYS)
GOVERNMENT OF INDIA

October 2011

AIS-052 (Revision -1)

AUTOMOTIVE INDUSTRY STANDARDS

**CODE OF PRACTICE FOR
BUS BODY DESIGN AND APPROVAL
(First Revision)**



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AUTOMOTIVE INDUSTRY STANDARDS COMMITTEE
UNDER
CENTRAL MOTOR VEHICLE RULES – TECHNICAL STANDING COMMITTEE
SET-UP BY
MINISTRY OF SHIPPING, ROAD TRANSPORT & HIGHWAYS
(DEPARTMENT OF ROAD TRANSPORT & HIGHWAYS)
GOVERNMENT OF INDIA
August 2008

INTRODUCTION

Our society's increasing requirements for mobility with simultaneously growing environmental sensitivity is a big challenge for the traffic policy makers and the transport corporations including private fleet operators. Consequently, it is also indispensable for the manufacturers of light and heavy passenger vehicles and the body builders to adapt to the ecologically motivated requirements, which becomes more and more important without compromising on basic minimum requirements of safety and comfort. The CMVR - Technical Standing Committee under the then Chairman Shri B. Bhanot, addressed the problem areas and the whole exercise was aimed towards standardizing the essential aspects involved in the construction of the bus body considering the minimum requirements of Safety and Comfort for a passenger.

Former Ministry of Surface Transport now called Ministry of Shipping, Road Transport & Highways, requested the CMVR-Technical Standing Committee to frame requisite guidelines on Standardization of the Bus Body. A Sub-Committee was formed under Mr. A. S. Lakra, the then Director-Engineering, of ASRTU to look into various aspects concerning Bus Body Design issue by the CMVR Committee. Series of meetings were held to deliberate on the issues and other sub-groups were set-up to deliberate and conclude on the relevant and critical technical issues. The Sub-Committee completed its task and the subject was finally discussed in the 10th CMVR-Technical Standing Committee meeting held on the 5th and 6th of July, 2001. The finalised “ **Code of Practice for Bus Body Design and Approval** ” was submitted to the Ministry for further necessary action. The standard **AIS-052** was published in September 2001.

It was noticed that the OE vehicle manufacturers sell their products in the form of drive away chassis and the body design and building is being done by way side body builders who employ poor design, poor quality products, spurious materials and parts, with no uniformity in the construction, resulting in large amounts of fatal accidents. The existing bus body structures are hardly design optimal and safe. The cabin and seats have cramped designs which do not provide safety and comfort to the driver. Body designs offer extreme heat, vibration, noise, poor comfort and protection. Wood is being used in the construction of the body to a large extent. Of late some reputed body builders have brought in improved bus designs in the market but still a lot has to be done.

This exercise of formulation of the requisite guidelines was done for the first time in the country by involving various agencies including representatives of Transport Commissioner's offices and attempts were made to standardize certain required features concerned with the construction of a bus body. The Committee had looked into various aspects and after detailed deliberations of the issues the Code of Practice was formulated. The group had addressed the following critical areas besides other general aspects.

1. Categorization of buses based on the seating capacity and on minimum comfort levels and the type of operation.
2. Various safety related features like entry / exit door , emergency exits, window frames, their locations, dimensions and designs.
3. Standardization of the floor level height, gangways and dimensions of the foot steps.
4. Dimension of seats, seating layout, lighting and illumination.
5. Driver's workplace requirements.
6. Methodology for the calculation of the standing and seating capacity for the passengers.
7. Provisions for the persons with disabilities.
8. Stability and strength evaluations of the bus body structure, seat anchorages etc., including the roll over test for the full body.

The development of this Code was possible because of the commendable support and contributions made by the members of the Sub-Committee from ASRTU, ARAI, SIAM, CIRT, ACMA, representatives of others under the chairmanship of Mr. A. S. Lakra, the then Director - Engineering, ASRTU under the valuable direction and guidance of Shri B. Bhanot, the then Chairman-CMVR-TSC.

Further, the CMVR-Technical Standing Committee in its 21st meeting held on June 07, 2007 at New Delhi, realized the need for revision of the Bus Code and requested Shri Shrikant R. Marathe, Chairman-AISC to hold a separate sub-committee meeting with the stake holders for appropriate revision of the code. The specific concerns raised by the Vehicle industry, State Transport Corporations, and other stake holders were addressed in the meeting. Brihanmumbai Electric Supply and Transport (BEST), Metropolitan Transport Corporation (MTC), ARAI, CIRT, VRDE and SIAM participated in the discussions. The sub-committee discussed various issues raised by the stake holders, during the meeting held on July 30, 2007.

Further, as desired by the Chairman CMVR-TSC, during the special meeting on the Bus Code on March 08, 2008, at MOSRT&H, AISC had a separate meeting on April 04, 2008 at ARAI, specifically to discuss comments offered by Delhi Transport Corporation (DTC) and SIAM for concluding the recommendations.

There have been considerable changes in the ECE Regulation over a period of 7 years and the same had been considered for this revision exercise. The separate ECE Regulation 36 and 52 which was basically for the large capacity buses and small capacity buses have been put together to form ECE Regulation 107, which is common for all buses and coaches. The changes proposed by the stakeholders were examined in light of the revised Regulation ECE R 107, with a view to bring in more clarity on certain issues and to take care of editorial correction. The Midi and Mini buses which were addressed separately in our Bus Code have also been rationalized.

The changes have been duly incorporated in the code and has been released as AIS-052 (Revision-1) - Code of Practice for Bus Body Design and Approval. This revised Code had the formal vetting of the CMVR-Technical Standing Committee, during its 24th meeting held on July 14, 2008.

AISC and CMVR-TSC sincerely thank all the stake holders for their effective contribution in the exercise of formulation of this code and revision of the same, which was co-ordinated by ARAI.

CODE OF PRACTICE FOR BUS BODY DESIGN AND APPROVAL

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CODE OF PRACTICE FOR BUS BODY DESIGN AND APPROVAL

CHAPTER : 1

SCOPE & DEFINITIONS

1.0 SCOPE

The provisions of this code are applicable to buses with a seating capacity of 13 passengers or above excluding driver.

The requirements of this code also apply to the following vehicles except in respect of those provisions* which are not compatible with the intended use and function of these vehicles :

A. High Capacity Buses like

- i. Double Decker Bus
- ii. Articulated Bus
- iii. Double Deck Articulated Bus

B. Special Purpose Buses like-

- i. Sleeper Coach
- ii. School Bus
- iii. Tourist Bus
- iv. Prison vehicles
- v. Vehicles specially designed for the carriage of injured or sick persons (Ambulances)
- vi. Off road vehicles
- vii. Vehicle Designed for use by Police, Security and Armed Forces

* Provisions to be defined and notified separately.

1.1 Definitions - For the purpose of this code :

1.1.1 **‘Vehicle’** means a four or more wheeled motor vehicle designed and constructed for the purpose of transportation of 13 passengers or above excluding driver.

1.1.1.1 **‘Articulated Vehicle’** means a vehicle which consists of two or more rigid sections which articulate relative to each other; the passenger compartments of each section is interconnected by an articulate section allowing free movement of passengers between them; the rigid sections are permanently connected and can only be separated by an operation involving facilities which are normally found in a work shop.

- 1.1.2 **‘Bus Body’** means the portion of a bus that encloses the bus’s occupant space, exclusive of the bumpers, the chassis frame any structure forward of the forward most point of the windshield mounting.
- 1.1.3 **‘Ladder Type Chassis’** means the chassis frame of the vehicle and is the main load bearing element. The general construction of ladder frame consists of side and cross members. The side and cross members are connected with special gusset sections or pressed cross member sections. The junctions are riveted, bolted or welded.
- 1.1.4 **‘Monocoque Construction’** means a type of bus body structure where the body and base frame are joined together either by welding or by other methods to form an integral structure. These structural elements consist of pressed grid type of support elements and rectangular sections.
- 1.1.5 **‘Type I’** Vehicles are the medium and high capacity vehicles designed and constructed for urban and sub urban / city transport with area for standing passengers, to allow movement of passengers associated with frequent stops and the low capacity vehicles which are designed and constructed for urban and sub urban / city transport exclusively for carrying seated passengers. The low capacity vehicles in this type can carry standee passengers if they meet provisions for low capacity standee buses.
- 1.1.6 **‘Type II’** Vehicles are those designed and constructed for inter-urban/ inter-city transport without specified area for standing passengers, but can carry standing passengers over short distance in the gangway; unless otherwise prohibited by the State Transport Department.
- 1.1.7 **‘Type III’** Vehicles are those designed and constructed for long distance passenger transport, exclusively designed for comfort of seated passengers and not intended for carrying standing passengers.
- 1.1.8 **‘Type IV’** Vehicles are those designed and constructed for special purpose use such as the following :-
 (1) School Bus: means vehicles designed and constructed specially for schools, college, and other educational Institutions.
 (2) Sleeper Coaches: means vehicles designed and constructed specially berth to accommodate sleeping passengers.
 (3) Tourist Bus: means vehicles designed and constructed for the purpose of transportation of passengers as tourists and may be classified in any one Type of comfort levels.
- 1.1.9 **Low Capacity** Vehicles include –
 (1) Micro Bus : Seating capacity of maximum 12 passengers plus driver.
 (2) Mini Bus : Seating capacity between 13 to 22 passengers plus driver.

- 1.1.10 **Medium Capacity** Vehicles include -
- (1) Midi Bus* : Seating capacity between 23 to 34 passengers plus driver.
 - (2) Standard Bus : Seating capacity between 35 to 70 passengers plus driver.
- * Provisions of this code are not applicable to Micro Buses.
- 1.1.11 **High Capacity** Vehicles are the vehicles with seating capacity more than 70 passengers plus driver and include vehicles such as Single Deck Articulated Bus, Single Deck Double Articulated Bus, Double Deck Bus, Double Deck Articulated Bus and Single Deck Tandem Axle Bus etc.
- Note :** For the purpose of defining the seating capacity, a standard 3x2 layout with a seat spacing of 686 mm and seat width of 400 mm per passenger has been considered to arrive at permissible maximum seats. The computation takes into consideration areas not available for seating passengers, such as driver compartment, engine compartment, stepwell gangway etc.)
- 1.1.12 **Non Deluxe Bus(NDX)** means bus designed for basic minimum comfort level.
- 1.1.13 **Semi Deluxe Bus(SDX)** means a bus designed for a slightly higher comfort level and with provision for ergonomically designed seats.
- 1.1.14 **Deluxe Bus(DLX)** means a bus designed for a high comfort level and individual seats and adjustable seat backs, improved ventilation and pleasing interiors.
- 1.1.15 **A.C. Deluxe Bus(ACX)** means a *Deluxe Bus* which is air conditioned.
- 1.1.16 **‘Door’** means a sub system of a bus body that permits boarding and alighting of passengers. Door may or may not be with panel (hinged / sliding) for closing it.
- 1.1.16.1 **‘Service Door’** means a door intended for use by passengers in the normal circumstances.
- 1.1.16.2 **‘Double Door’** means a door affording two, or the equivalent of two, access passages.
- 1.1.16.3 **‘Sliding Door’** means a door, which can be opened or closed only by sliding it along one or more rectilinear or approximately rectilinear rails.
- 1.1.16.4 **‘Power operated Service Door’** means a service door which is exclusively operated by energy other than muscular energy and the opening and closing of which is controlled by driver or jointly by driver and crew member.
- Note :** In case of Indian requirement conductor (crew member) control may be necessary to operate the doors.

- 1.1.16.5 **‘Automatically Operated Door’** means a power operated service door which can be opened by a control, operated by a passenger, after activation of the control by the driver and which will close automatically.
- 1.1.16.6 **‘Emergency Door’** means a door intended for use as an exit by passengers in an emergency only.
- 1.1.17 **‘Exit’** means a service door or emergency exit.
- 1.1.17.1 **‘Emergency Exit’** means an emergency door, emergency window or escape hatch.
- 1.1.18 **‘Window’** means an aperture in the sides of the bus to let in light and air. The window need not necessarily be glazed.
- 1.1.18.1 **‘Emergency Window’** means a window, intended for use as an exit by passengers in an emergency only.
- 1.1.18.2 **‘Double Window’** means an emergency window which, when divided into two or more parts by imaginary vertical line or (plane), exhibit two parts respectively ,each of which complies as to dimensions and access with requirement applicable to a normal emergency window.
- 1.1.19 **‘Escape Hatch’** means a roof opening intended for use as an exit by passengers in an emergency.
- 1.1.20 **‘Floor or Deck’** means that part of the body work whose upper surface supports standee passengers, the feet of seated passengers and driver, and support the seat mountings.
- 1.1.21 **‘Gangway’** means the space providing access to passengers from any seat or row of seats to another seat or to any access passage; it does not include:
- The space required to accommodate the feet of the seated passengers;
 - The space above the surface of any step or staircase; or
 - Any space which affords access to one seat or row of seats
- 1.1.22 **‘Access Passage’** means the passage through a doorway to a gangway.
- 1.1.23 **‘Passenger’** means a person other than the driver.

- 1.1.24 **‘Passenger Compartment’** means the space intended for passenger use excluding any space by fixed appliances or luggage/storage compartments.
- 1.1.25 **‘Driver Compartment’** means the space intended for the driver’s exclusive use and contains driver seat, steering wheel, controls, instruments and other devices necessary for driving or operating the vehicle.
- 1.1.26 **‘Unladen kerb Mass’** means the weight of the vehicle in running order, unoccupied and unladen but complete with fuel, coolant, lubricant, tools and spare wheel.
- 1.1.27 **‘Gross Vehicle Weight’** means technically permissible maximum weight declared by the manufacturer of the vehicle and certified by the test agency.
- 1.1.28 **‘Seat’** means a structure complete with trim, capable of accommodating one or more adult person.
- 1.1.28.1 **‘Individual seat’** means a seat designed and constructed for the accommodation of one passenger.
- 1.1.28.2 **‘Double seat’** means a seat designed and constructed for the accommodation of two passengers side by side. Two seats side by side and having no interconnection shall be regarded as two individual seats.
- 1.1.28.3 **‘Continuous seat’** means a seat designed and constructed for the accommodation of two or more passengers side by side.
- 1.1.28.4 **‘Driver seat’** means the front seat intended for the seating of the driver.
- 1.1.28.5 **‘Co-driver seat’** means the front seat, on the opposite side of the driver seat, intended for seating the co-driver / conductor / helper / cleaner.
- 1.1.28.6 **‘Passenger seat’** means the seat intended for seating passengers.
- 1.1.29 **‘Seat cushion’** means the part of the seat which is arranged almost horizontally and designed to support a seated passenger.
- 1.1.30 **‘Seat-back’** means the part of the seat that is almost vertical, designed to support the passenger’s back, shoulders and, possibly his head.
- 1.1.31 **‘Adjustment system’** means the device by which the seat or its parts can be adjusted to a position suited to the seated occupant.
- 1.1.32 **‘Displacement system’** means a device enabling the seat or one of its parts to be displaced laterally or longitudinally without a fixed intermediate position of the seat or one of its parts, to facilitate access by passengers.

- 1.1.33 **‘Locking system’** means a device ensuring that the seat and its parts are maintained in the position of use.
- 1.1.34 **‘Anchorage’** means a part of the floor or of the body of a vehicle to which a seat is fixed.
- 1.1.35 **‘Seat Frame’** means structural portion of the seat assembly. The seat frame may be constructed with springs attached to the structural frame or may support padding.
- 1.1.36 **‘Padding’** means soft and resilient material installed between the seat frame sub assembly and trim covering.
- 1.1.37 **‘Trim’** means a part of the seat assembly providing an envelope for the seat frame and the padding. also provides surface, appearance, comfort and interior styling.
- 1.1.38 **‘Attachment fittings’** means bolts or other components used to attach the seat to the vehicle.
- 1.1.39 **‘Reference plane’** means the plane passing through the points of contact of the heels of the manikin, used for the determination of the H point and the actual angle of torso for the seating position in motor vehicles.
- 1.1.40 **‘Reference height’** means the height of the top of the seat above the reference plane.
- 1.1.41 **‘Reference zone’** means the space between two vertical longitudinal planes, 400 mm apart and symmetrical with respect to the H-point, and defined by rotation from vertical to horizontal of the head-form apparatus whose dimensions from the pivotal point of the hip to the top of the head is continuously adjustable between 736 mm and 840 mm.
- 1.1.42 **‘Seat spacing’** means, the distance between the front of a seat squab and the back of the seat squab of the seat preceding it, measured horizontally at a height of 620 mm above the floor.
- 1.1.43 **‘Transverse Plane’** means a vertical plane perpendicular to the median longitudinal plane of the vehicle.
- 1.1.44 **‘Longitudinal Plane’** means a plane parallel to the median longitudinal plane of the vehicle.
- 1.1.45 **‘Head Restraint’** means a device whose purpose is to limit the rearward displacement of an adult occupant’s head in relation to his torso in order to reduce the danger of injury to the cervical vertebrae in the event of an accident.

- 1.1.45.1 **‘Integrated Head Restraint’** means a head restraint which can only be detached from the seat or the vehicle structure by the use of tools or by partial or complete removal of the seat covering meet the present definition.
- 1.1.45.2 **‘Detachable Head Restraint’** means a head restraint consisting of a component separable from the seat, designed for insertion and positive retention in the seat-back structure.
- 1.1.45.3 **‘Separate Head Restraint’** means a head restraint consisting of a component separate from the seat, designed for insertion and/or positive retention in the structure of the vehicle.
- 1.1.46 **‘H-Point’** means a pivot center of the torso and thigh on the two or three dimensional device used in defining and measuring vehicle seating accommodation.
- 1.1.46.1 **‘Design H-Point’** is located on a drawing by the H-point on the two dimensional drafting template placed in any designated seating position.
- 1.1.47 **‘R-point’** or **‘Seating Reference Point’** means the manufacturer’s design H-point which establishes the rearmost normal driving or riding position of each designated seating position as stipulated by the manufacturer and which accounts for all modes of adjustments (horizontal, vertical and tilt) that are available for the seat; has co-ordinates established with respect to the designed vehicle structure; simulates the position of the pivot centre of the human torso and thigh; and is the reference point employed to position a two-dimensional template.
- 1.1.48 **‘Torso Reference Line’** means a straight line passing through the joint between the leg and the pelvis and the theoretical joint between the neck and thorax of the manikin.
- 1.1.49 **‘Cab lamp** or **Courtesy lamp’** are lamps situated above the head of the driver lighting up the dash board area and inside of the cabin. This is meant for operation while the bus is stationary. The cab lamp shall be capable of being operated only for a momentary duration while the bus is in motion.
- 1.1.50 **‘Exit lamps’** are lamps to light up the running boards. They are to light up automatically when the doors for exit or entry are opened. In the absence of closable doors at the entry and exit point, the lights are to be permanently lit during night operations of the bus.
- 1.1.51 **‘Locker lamps’** are lamps to light up the inside of the locker when the door to the locker is opened, illuminating interior of the locker.

- 1.1.52 **‘Electrical distribution panel lamp’** are lamps meant to light up electrical distribution panel when the cover to the distribution centre is opened for checking and maintenance purposes.
- 1.1.53 **‘Instrument lighting’** are lights that light up individual instruments. These can be connected to a single control through a rheostat. By varying the control, the strength of the instrument lighting can be regulated by the driver while driving in the dark to avoid glare from instrument lighting.
- 1.1.54 **‘Control unit lamps’** are similar to instrument lighting. However, these lamps illuminate individual controls discreetly to assist driver for identifying the controls.
- 1.1.55 **‘Passengers area lamps’** are lamps to light up the passenger area and assist passenger in identifying objects and reading the printed matter.
- 1.1.56 **Components of Body structure (Ref. Appendix 1)**
- 1.1.56.1 **‘Cross Bearers’** are structural members mounted on the chassis frame through ‘U’ Bolts or out rigger brackets. The cross bearers transmit the body load to the chassis and also withstand the forces induced during the normal operation of the vehicle.
- 1.1.56.2 **‘Vertical pillars’** (body pillar) are structural members that support the roof structure and are connected to the cross bearers through gussets. The Vertical pillars transmit load to the cross bearers and also withstand the forces induced during the normal operation of the vehicle.
- 1.1.56.3 **‘Roof Arch Members’** are structural members that connect the vertical pillars and form a body section. In the event of a rollover, the body section absorbs the impact and provides survival protection in the passenger compartment. Gussets are also provided to improve the rigidity and strength of the body section.
- 1.1.56.4 **‘Cant rails’** are structural members that connect two body sections above the window section.
- 1.1.56.5 **‘Waist Rails’** are structural members that connect two body sections below the window section.
- 1.1.56.6 **‘Sole Bars’** are structural members that connect two body sections at the floor plane.
- 1.1.56.7 **‘Seat Rails’** are structural members running along the lateral walls and provide support for seat mounting.
- 1.1.56.8 **‘Floor Runners’** are structural members that connect cross bearers.

- 1.1.56.9 **‘Roof Runners’** structural members that connect roof arch members.
- 1.1.56.10 **‘Out- Rigger Brackets’** are attachments that provide connection between the cross bearers and the chassis frame.
- 1.1.56.11 **“‘U” Bolts’** are fasteners used for fastening the cross bearers to the chassis frame.
- 1.1.56.12 **‘A Pillar’** means any roof support forward of seating reference point.
- 1.1.56.13 **Front Outrigger Members** are provided to transfer load of Body structure members. These are fixed to the chassis side members . “A” pillars are supported on outrigger members such that the roof load is transferred to the chassis load bearing members. Further in the event of a collision the energy is absorbed by the pillars and the out riggers and minimise the impact energy transmitted to the driver and passenger compartment.(Protection against frontal collision)
- 1.1.57 **‘Bituminous Coating’** means Coal tar or asphalt based coating.
- 1.1.58 **‘Chromated Parts’** mean parts treated with chromic acid to improve their corrosion resistance.
- 1.1.59 **‘Conversion coating’** means an adherent reaction product layer on a metal surface with a suitable chemical; such as an iron phosphate.
- 1.1.60 **‘Corrosion means’** the deterioration of a material, usually a metal, because of a reaction with its environment.
- 1.1.61 **‘Contact Corrosion/Bimetallic corrosion’** means galvanic corrosion between two dissimilar metals.
- 1.1.62 **‘Electro-Coating’** means a method of coating a metal deploying high voltages between an anode and a cathode in an electrolyte.
- 1.1.63 **‘Electrogalvanised-steel’** means steel sheet produced by continuously electroplating zinc onto the steel surface.
- 1.1.64 **‘Metalising’** means a process of coating a surface with a layer of metal by spraying, vacuum deposition, dipping, plasma jet, cementation etc.
- 1.1.65 **‘Organic coating’** means primarily paints applied to metallic or other substrates to provide corrosion protection and to improve aesthetic characteristics of the material.

- 1.1.66 **'Phosphate Coating'** means protective coating formed by reaction of a metallic substrate with an acid phosphate containing solution.
The primary role of the phosphating coating is to enhance the adhesion of the primer (electro coat or others) to the metal. Phosphate coatings are typically Zn-Fe, Zn-Ni . or Zn -Ni -Mn phosphates.
- 1.1.67 **'Precoated *material*'** means a material that has been coated prior to the manufacture of the ware or part.
- 1.1.68 **'Pretreatment'** means a surface treatment prior to the process of interest (e.g., phosphating prior to painting).
- 1.1.69 **'Prime Coat'** means the first coat of paint applied to inhibit corrosion and /or improve adhesion of the next coat.
- 1.1.70 **'Primer'** means the paint applied as the prime coat, formulated to have good bonding and wetting characteristic, and may or may not contain inhibited pigments.
- 1.1.71 **'Rust'** means corrosion product mainly consisting of hydrated iron oxides and applied only to iron and ferrous products.
- 1.1.72 **'Rust proofing'** means application of coatings intended to prevent or greatly reduce the formation of rust on steel parts.
- 1.1.73 **'Sealers'** means product applied to joints or seams to prevent the entry of moisture or contaminants or to enhance adhesion or corrosion protection.

CHAPTER : 2

GENERAL REQUIREMENTS OF BUS BODY DESIGN

2.0 CATEGORISATION OF BUSES

Keeping in view the varying requirements of applications of buses and those of commuters, all buses are categorised into four Types, namely, Type I, Type II, Type III and Type IV, as defined in Chapter 1.

Each of these types of buses is further categorised as Non-Deluxe (NDX), Semi Deluxe (SDX), Deluxe (DLX) and A. C. Deluxe (ACX), on the basis of comfort level required by different categories of commuters.

Buses are also categorised as Low Capacity, Medium Capacity and High Capacity buses to cater to the traffic demand pattern, as also the frequency of the traffic. A chart depicting the categorisation of buses is given in Annexure I.

The dimensional requirements for various types / categories of buses are detailed in the following paragraphs. The corresponding technical requirements are given in Chapter 3 of this Code.

2.1 Overall Dimensions

- 2.1.1 Overall dimensions of the bus shall comply with the provisions laid down in Rule 93 of Central Motor Vehicle Rules, 1989, as amended from time to time. (The Committee's recommendation, notified by MoRT&H vide notification No. GSR 221(E), dated 28th March 2001 on dimensions of buses is enclosed as Appendix 2)

2.2 Internal Dimensions

2.2.1 Entry / Exits

2.2.1.1 Service Doors

- 2.2.1.1.1 The service door(s) shall be situated on the side of the vehicle that is nearer to the side of the road corresponding to the direction of traffic.
- 2.2.1.1.2 The minimum width of the service door shall be at least 650 mm. This dimension shall be reduced by 100mm when the measurement is made at the level of the hand holds.
- 2.2.1.1.3 In case of buses where minimum two service doors are required, the front door shall be positioned either ahead of the front axle or behind the front axle, but necessarily in the forward half of the vehicle.

2.2.1.1.4 A double service door shall be counted as two doors.

2.2.1.1.5 Each rigid section of an articulated bus shall be treated as a separate vehicle for the purpose of calculating the minimum number of exits to be provided.

2.2.1.1.6 **Number of Service Doors**

2.2.1.1.6.1 The minimum number of service doors or apertures shall be as follows, except in case of Mini & Midi buses which shall have at least one service door or aperture:

	NDX	SDX	DLX	ACX
Type I	2	2	1	1
Type II	1	1	1	1
Type III	N.A.	1	1	1

2.2.1.1.6.2 Minimum number of service doors for Mini and Midi buses shall be one.

2.2.1.1.6.3 In case of type I (DLX, ACX), type II and type III provision of second exit shall be optional.

2.2.1.1.7 **Minimum dimensions of Service Doors**

2.2.1.1.7.1 Minimum dimensions of service doors / apertures for buses other than Mini & Midi buses, shall be as follows -

Category		Height Min. (mm)	Width min. (mm) (As Applicable)**		
			Front	Rear	Middle#
Type I	NDX	1800	650 mm for single door and 1200 mm for double door	650 mm for single door and 1200 mm for double door	650 mm for single door and 1200 mm for double door
	SDX				-
	DLX				-
	ACX				-
Type II	NDX	1650	650 mm for single door and 1200 mm for double door	650 mm for single door and 1200 mm for double door	-
	SDX				-
	DLX				-
	ACX				-
Type III	SDX				-
	DLX				-
	ACX				-

** This dimension shall be reduced by 100 mm when the measurement is made at the level of the hand holds.

Door / aperture between two axles in case of rear engine buses of type I (except ACX) category.

- 2.2.1.1.7.2 Minimum dimensions of service doors for the Midi and Mini buses shall be as follows -

	Midi & Mini Bus	
	Standee	Non Standee
Height (mm)*	1650	1500
Width (mm)**	650	650

* The dimension shall be reduced by 100mm for Mini buses with Gross Vehicle Weight (GVW) less than 3.5 tons.

** This dimension shall be reduced by 100 mm when the measurement is made at the level of the hand holds.

2.2.2 Window

- 2.2.2.1 The window panes shall be of sliding type for all buses except ACX buses. However, in ACX buses the provision for adequate ventilation in case of A.C. failure shall be made.
- 2.2.2.2 The minimum width of the window aperture (clear vision zone) shall be 550 mm.
- 2.2.2.3 The minimum height of the sliding part of the window aperture (clear vision zone) shall be 550 mm for standard bus and 450 mm for Midi and Mini buses. However, this dimension is not applicable to ACX buses, where sliding window panes are provided for ventilation in case of A.C. failure.
- 2.2.2.4 In Type I NDX & SDX and Type II NDX buses other than Mini buses, the minimum height of the window aperture (clear vision zone) shall be 1000 mm and the upper edge of the window aperture shall be at least at the height of 1700 mm from the floor. However, the height of the upper edge of the window aperture from the floor shall be at least 1500 mm in the rear saloon area for rear engine buses.
- 2.2.2.5 In case of Midi and Mini NDX buses, the minimum height of the window aperture (clear vision zone) shall be 450 mm and the upper edge of the window aperture shall be at least at the height of 1300 mm from the floor.
- 2.2.2.6 The window aperture (clear vision zone) in case of ACX buses shall be at least 550 mm wide and 700 mm high.
- 2.2.2.7 However, these dimensions shall not be applicable to the following –
- (i) Front & Rear corner side windows.
 - (ii) Any other window which forms a part of emergency exit.
 - (iii) Fixed for the purpose of maintaining the minimum window pitch in relation to the overall vehicle dimension.

- (iv) The window (s) above route and destination box fitted at left side near the entrance, at eye level.

2.2.3 Guard Rail

- 2.2.3.1 All buses except ACX buses shall be provided with minimum of two guard rails. However, this requirement shall not be applicable for buses whose Gross Vehicle Weight (GVW) is less than 3.5 tons.
- 2.2.3.2 The first guard rail shall be provided at a height of 75 mm from the lower window sill.
- 2.2.3.3 The distance between two guard rails shall be 75 to 100 mm.

2.2.4 Emergency Exits

- 2.2.4.1 In case of buses other than Mini & Midi, at least one emergency exit shall be situated on the opposite side of the service door.
- 2.2.4.2 In case of Mini & Midi Buses, the emergency exit shall be situated either on the opposite side of the service door or at the rear of the vehicle.
- 2.2.4.3 In case of Midi and Mini Buses where the emergency exit is provided on the opposite side of the service door, it shall meet the dimensional requirements given in para 2.2.4.13.
- 2.2.4.4 In case of Midi and Mini Buses where the emergency exit is provided at the rear of the vehicle, its minimum dimensions shall be 1250mm x 550mm for emergency door exit (refer Cl.2.2.4.13) or 4000 cm² for emergency window exit (refer Cl. 2.2.4.15). The emergency door width may be reduced to 300 mm in cases where intruding wheel arches so require, providing that the width of 550 mm is respected at the minimum height of 400 mm above the lowest part of the door aperture and the upper corners may be reduced with round-offs, with a radius of not more than 150 mm.
- 2.2.4.5 In case of more than one emergency exit, one of the emergency exit shall be situated in the front half of the vehicle, opposite to the service door and the second emergency exit shall be either on the rear half or at the rear side of the bus.
- 2.2.4.6 Windows of the vehicle may be considered as emergency exits provided they meet the minimum size given in para 2.2.4.15 and comply with technical requirements defined in para 3.4.5.2.

- 2.2.4.7 Each rigid section of an articulated bus shall be considered as a separate unit and the connection between the two sections is not considered as an emergency exit.
- 2.2.4.8 A door provided in the rear face and not designated as a service door shall meet the requirements of emergency exit.
- 2.2.4.9 If the driver compartment does not provide access to the passenger compartment by means of a passageway, the following condition shall be met;
- The driver compartment shall have two exits, which shall not be on the same lateral wall; and one such exit is a window, it shall comply with the requirements set in para 2.2.4.15 and comply with the technical requirements defined in para 3.4.5.2.
 - Where seats are permitted along side the driver for passenger seat, both exits shall be doors. The driver door shall be accepted as emergency exit for the passengers and the second exit provided shall be accepted as the emergency exit for the driver, provided the driver controls, steering wheel, engine housing etc. do not constitute a serious obstruction.
- 2.2.4.10 If the driver compartment and seats adjacent to it are accessible from the main passenger compartment by means of a passage, no additional external exit mentioned in para 2.2.4.9 is required.
- 2.2.4.11 The fitment of any welded structure / frame restricting the opening of any of the emergency exit, from inside or outside the vehicle, shall not be permitted.
- 2.2.4.12 The minimum number of Emergency doors/ Exits or apertures in case of other than Mini and Midi bus shall be as follows:

	NDX	SDX	DLX	ACX
Type I	2	2	2	2
Type II	2	2	2	2
Type III	-	2	2	2

- 2.2.4.12.1 In case the driver door is easily accessible from the passenger compartment, the driver door may be considered as an emergency door.
- 2.2.4.12.2 There shall be a minimum of one Emergency doors/ Exits or apertures in case of a Mini & Midi Bus.

2.2.4.13 Minimum dimensions of the emergency exits shall be as below :

Category	Height (mm)	Width (mm)
Type I	1250	550
Type II	1250	550
Type III	1250	550

2.2.4.14 For the purpose of this requirement, service doors equipped with power operated system shall not be deemed as emergency exits unless they can be readily opened by hand, once the control specified in technical requirements para 3.4.4.9.1 has been actuated if necessary.

2.2.4.15 Minimum requirements of the emergency windows shall be as below :

Category	Area (cm ²)	Remark
Type I	4000	It shall be possible to inscribe in this area a 50 cm high and 70 cm wide rectangle.
Type II	4000	
Type III	4000	

2.2.4.16 Escape hatches additional to the emergency doors and windows, may be fitted in the roof for all category of vehicles.

2.2.4.16.1 Where escape hatches are provided the position shall be as specified below:

Number of Hatches	Position of the Hatches
One	Shall fall in the middle segment of the roof, when the entire roof is considered as three segments.
Two or more	At a pitch of 2 m. when measured between the nearest edges of the aperture and in a line Parallel with the longitudinal axis

2.2.4.16.2 Minimum requirements of the escape hatches shall be as below :

	Area (cm ²)	Remark
Type I	4000	It shall be possible to inscribe in this area a 50 cm high and 70 cm wide rectangle.
Type II	4000	
Type III	4000	

2.2.5 Steps

2.2.5.1 Dimensions of Steps in mm shall be as given in the table below:

Classes		I	II, III
First step from ground 'D'	Max. height (mm)	340 (1)	380 (1)(2)(5)
	Min. depth (mm)	300 */	
Other steps 'E'	Max. height (mm)	250 (3)	350 (4)
	Min. height (mm)	120	
	Min. depth (mm)	200	

Ref Fig. 1

*/ 230 mm for vehicles having a capacity not exceeding 22 passengers.

- (1) 700 mm in the case of an emergency door.
1500 mm in the case of an emergency door in the upper deck of a double deck vehicle.
- (2) 400 mm in the case of Type I bus with solely mechanical suspension and 430 mm in the case of Type II and Type III vehicles with solely mechanical suspension.
- (3) 300 mm in the case of steps at a door behind the rearmost axle.
- (4) 250 mm in gangways for vehicles having a capacity not exceeding 22 passengers.
- (5) For at least one service door; 400 mm for other service doors.

Note: 1. At a double doorway the steps in each half of the access passage shall be treated separately.

2. E need not be the same for each step.

2.2.5.2 The height of the first step in relation to the ground shall be measured with the vehicle on level ground, unladen, the tyre pressure being as specified by the manufacturer corresponding to maximum technical mass.

2.2.5.3 The height of a step shall be measured at the centre of its width.

2.2.5.4 Where there is more than one step, each step may extend into the area of the vertical projection of the next step by 100 mm and the projection over the tread below shall leave a free surface at least 200 mm with all steps edges designed to minimise the risk of tripping and being in contrasting colour or colours. A yellow colour band of 50 mm width shall be provided on all steps to assist visually impaired people.

2.2.5.5 A rectangular template of 400 mm x 200 mm when placed over the step shall have a contact area of at least 95 %, In case of a double doorway each half of the door shall fulfil this requirement.

- 2.2.5.6 All steps shall be provided with anti skid surface (Aluminium chequered plate/ grooved vinyl sheet or any non-slip coating). The anti skid surface shall meet the requirements specified in AIS standard as and when notified.

2.2.6 Access to Service Doors

- 2.2.6.1 The free space extending inward into the vehicle from the side wall in which the door is mounted shall permit the passage of vertical template 20 mm thick, 400 mm wide and 700 mm in height above the floor, having a second panel 550 mm wide superimposed symmetrically above it. The height of the second panel being as prescribed for the relevant type of vehicle. (Refer Figure 2).

- 2.2.6.2 The height of the second panel be as specified below.

	Dimensions in mm				
	Other than Midi bus and Mini Bus			Midi bus and Mini Bus	
				Standee	Non Standee
Width of upper panel	550			550	550
Height of upper panel (A) **	Type I	1100	1100*	950/950*	700/950*
	Type II	950			
	Type III	850			
Total height of dual panel **	Type I	1800	1650	1650	1400
	Type II	1650			
	Type III	1550			

* Alternate trapezoidal section having a height of 500mm, forming the transition between the width of the upper and the lower panel, may be used. In this case, the total height of the rectangle section and this trapezoidal section of the upper panel shall be 1100 mm for all types of vehicles other than Midi and Mini buses, and 950 mm for the Midi and Mini buses.

**These dimensions shall be reduced by 100 mm for Mini Buses whose Gross Vehicle Weight is less than 3.5 tons.

Ref. Fig. 2

2.2.7 Floor Height

- 2.2.7.1 The height of the floor measured in relation to the ground shall be measured with the vehicle unladen.

- 2.2.7.2 For purposes of determining the floor height, at least 35% of the area available for the standing passengers (or in its forward section in the case of articulated vehicles, or in its lower deck in case of double decker vehicles) form a single area without steps reached through at least one service door.

2.2.7.3 The floor height shall be measured at any one of the service doors of the vehicle in unladen condition. (reference point to be specified by the manufacturer)

2.2.8 Gangways

2.2.8.1 The gangway for all the vehicle categories shall be designed and constructed to allow free passage of a gauging device consisting of two coaxial cylinders with an inverted truncated cone interposed between them. The minimum dimensions (in mm) of the device shall be as mentioned below:

	Other than Midi and Mini Bus			Midi and Mini Bus	
	Type I	Type II	Type III	Standee	Non Standee
Diameter of the lower cylinder (A)	450	350	300	350	300
Height of lower cylinder	900	900	900	900	900
Diameter of the upper cylinder (C)	550	550	450	550	450
Height of upper cylinder (B)	500	500	500	500	300
Overall Internal height (H)	1900	1900	1900	1750	1500

Ref. Fig. 3

2.2.8.2 On rear engine vehicles the height of the upper cylinder may be reduced by 150 mm in any part of gangway to -

- the rear of a transverse vertical plane situated 1500 mm forward of the centre line of the rear axle, and
- the rear of a transverse plane situated at the rear edge of the rearmost service door, if there are more than one service door.
- the front of a transverse vertical plane situated at the centre line of the front axle.

2.2.8.3 On Articulated buses the gauging devices defined in para 2.2.8.1, shall be able to pass unobstructed through the articulate section. No part of the soft covering including parts of bellow, shall project into the gangway.

2.2.8.4 Folding seats allowing passengers to sit in the passage shall not be permitted. Folding seats in the passage shall be allowed in the case of Mini buses whose Gross vehicle Weight (GVW) is less than 3.5 tons.

Note : In case of differences between the specifications stated above and that of AIS-023, the specifications of AIS-023 shall be considered as final and standing.

2.2.8.5 Steps may be fitted in the gangway, provided -

- Height of the step is not less than 150 mm and not greater than 250 mm;
- Depth of the step is not less than 230 mm;
- Width of the step is same as the width of the gangway, at the top of the step.

2.2.8.6 Gangways and access passages shall be covered/lined with an anti-slip material. The anti slip material shall meet the requirement of the relevant standard as and when notified.

2.2.8.7 The **slope of the gangway** with vehicle in the unladen condition and in the horizontal surface shall not exceed :

- 6% in case of Type I, Type II and Type III buses.
- 8% in case of zone rearward of a transverse vertical plane situated 1500 mm forward of the centre line of the rear axle, may be permitted.

2.2.9 **Hand Rails and Hand Holds**

2.2.9.1 Handrails and handholds shall meet the dimensional and strength requirements as per AIS-046, as amended from time to time, capable of withstanding the force induced by sway of passenger (standard weight of 68 kg per passenger).

2.2.9.2 They shall be designed and installed as to present no risk of injury to passengers. (There shall be no relative movement between the rail and mounting bracket)

2.2.9.3 Hand rails and hand holds section dimensions shall be such that the passengers can grasp them easily and firmly. Hand rail length shall be at least 100 mm to accommodate a hand.

2.2.9.4 Diameter of the section shall not be less than 20 mm and not more than 45 mm. Or this requirement for the diameter of the section shall be in accordance with AIS-046, as amended from time to time, for the specifications of hand holds.

- 2.2.9.5 In the case of handrails in access passage in Type II or Type III or non standee mini buses and in case of handrails on doors and seats, a minimum sectional dimension of 15 mm shall be permitted provided that one other dimension is of at least 25 mm. The corners shall be rounded and devoid of sharp edges.
- 2.2.9.6 The clearance between a hand rail or a handhold and adjacent part of the vehicle body or lateral wall shall be at least 40 mm. However in case of a handrail on a door or seat a minimum clearance of 35 mm shall be permitted. The lateral clearance shall be 150 mm minimum.
- 2.2.9.7 Handrails and /or handholds shall be provided with sufficient number for each point of the floor Area intended, for the standing passengers. This requirement shall be deemed to be full filled if at least two handrails and/or handholds can be reached is inside the envelope inscribed by the moving arm of the testing device. The dimensions of the testing device are appended in Fig. 4. The testing device is designed to rotate freely about its vertical axis.
- 2.2.9.8 Hand-rails and handholds above 800 mm and not greater than 1900 mm shall be considered to meet the above requirement.
- 2.2.9.9 For every position that can be occupied by a standing passenger, at least one of the two required Handrails or handholds shall not be more than 1500 mm above the level of the floor at that position.
- 2.2.9.10 Areas which are occupied by the standing passengers and are not separated by seats from the side walls or rear wall of the vehicle shall be provided with at least two horizontal handrails parallel to the walls and installed at a height between 800 mm and 1500 mm above the floor. The dimensions of the rail shall be as per para 2.2.9.4.
- 2.2.9.11 **Hand Rails and Hand Holds for Service Doors**
- 2.2.9.11.1 Door apertures shall be fitted with Hand Rails and/or Hand Holds on each side.
- 2.2.9.11.2 Handrails and Handholds provided for service doors shall be such that they include a grasping point available to a person standing on the ground and adjacent to the service door or any of the successive door steps. Such point shall be situated, vertically, between 800 to 1000mm above the ground or from the surface of each step, and horizontally,
- a) For position appropriate to the person standing on the ground, not more than 400 mm inwards from the outer edge of the first step, and
 - b) For position appropriate to the particular step not more than 400 mm inward from the inboard edge of that step and not outwards from the outer edge of the step considered.

- 2.2.9.11.3 In case of a double door in the vehicle, no centre stanchion or hand rail shall be fitted for ultra low floor buses.

2.2.10 Guarding of Stepwells

Where a seated passenger is likely to be thrown into a stepwell as a result of heavy braking, a guard shall be provided. The guard height shall be minimum 800 mm from the floor, and the guard shall extend inward from the wall at least 100 mm more than the centre line of the seating position of the passenger who is prone to this risk or upto the edge of the riser of the innermost step, which ever is higher in dimension.

2.2.11 Seats

- 2.2.11.1 All the seats shall be installed facing forward, except in case of Type I NDX buses where

- rear facing seat behind the driver,
- Side facing seats on the rear wheel hump,

shall be permitted.

2.2.11.2 Seat Layout

	Other than Mini & Midi Bus											Mini & Midi bus
Seat Lay out	Type I				Type II				Type III			
	NDX	SDX	DLX	ACX	NDX	SDX	DLX	ACX	SDX	DLX	ACX	
2X1												✓*
2X2	✓	✓	✓	✓			✓	✓		✓	✓	✓
3X2					✓	✓			✓			

* In Midi & Mini buses, where it is not possible to meet the gangway requirements with 2X2 seat layout, the 2X1 seat layout may be provided.

Note : In case of 2x1 and 3x2 seat layout, the rows with lower number of seats shall be on service door side.

2.2.11.3 Driver Seat / Co-Driver Seat

Driver / Co-driver Seat shall comply with the requirements specified in AIS-023 – “Automotive Vehicles – Seats, their Anchorages & Head Restraints”, as amended from time to time.

2.2.11.4 **Passenger Seats :**

2.2.11.4.1 **‘Seat Width’** The minimum width of a seat cushion, measured from the vertical plane passing through the center of that seating position shall be as per AIS-023, as amended from time to time..

	Type I & II				Type III		
Width of seat Cushion on each side In mm (F)	NDX	SDX	DLX	ACX	SDX	DLX	ACX
	200	200	200	200	225	225	225

For vehicles 2.35 m in width or less, the minimum seat width (F) shall be 200 mm. For vehicles above 2.35 m and up to 2.6 m in width, with 3X2 seating layout, the minimum seat width (F) shall be 200mm.

Ref. Fig. 5

2.2.11.4.2 **The minimum width of available space for each seating position (G):**

The minimum width of the available space for each seating position (G), measured from a vertical plane passing through the centre of that seating position between heights of 270 and 650 mm above the uncompressed seat cushion, shall be :

- 250 mm in the case of individual seats, and
- 225 mm in the case of continuous seats for two or more passengers.

Ref. Fig 5

For vehicles 2.35 m in width or less, the width of the available space for each seating position shall be 200 mm. Ref Fig. 5

For vehicles having a capacity not exceeding 22 passengers, in the case of seats adjacent to the wall of the vehicle, the available space does not include, in its upper part, a triangular area 20 mm wide by 100 mm high. In addition, the space needed for safety belts and their anchorages and for the sun visor should be considered as exempted.

For vehicles above 2.35 m and up to 2.6 m in width, with 3X2 seating layout, the minimum width of available space for each seating position (G) shall be 200mm.

2.2.11.4.3 **The minimum backrest height (H):**

This is expressed as the vertical distance between the floor and the top of the seat or headrest. The dimension shall be as per AIS-023, as amended from time to time. Ref. Fig 5, Dimension H.

Type I	: 800 mm
Type II	: 1000 mm
Type III	: 1100 mm

2.2.11.4.4 Minimum armrest height from cushion (if provided) : 175 mm.
Ref. Fig 5

2.2.11.4.5 **Armrest width (if provided):**

The minimum Armrest width, wherever provided shall be as follows.

- Type I and Type –II : 40 mm.
- Type – III : 50 mm

The Armrest could be either fixed or retractable.

Ref. Fig 5

2.2.11.4.6 **Depth of seat cushion :**

The minimum depth of seat cushion shall be as follows :

	Type I				Type II & III		
Depth of seat cushion in mm	NDX	SDX	DLX	ACX	SDX	DLX	ACX
	350	350	350	350	400	400	400

Ref. Fig. 6

Note : In case of differences between the values specified above and that of AIS-023, the values specified in AIS-023 shall be considered as final and standing.

2.2.11.4.7 **Seat Spacing :**

2.2.11.4.7.1 The distance between the front of a seat squab and the back of a seat squab of the seat preceding it, shall when measured horizontally and at a height 620 mm from the floor shall not be less than following (in mm) :

	NDX	SDX	DLX	ACX
Type I	650	650	650	650
Type II	680	680	680	680
Type III	-	680	680	680

Ref. Fig. 7

Note : In case of differences between the values specified above and that of AIS-023, the values specified in AIS-023 shall be considered as final and standing.

2.2.11.4.7.2 All measurements shall be taken, with the seat cushion and squab uncompressed in the vertical plane passing through the centerline of the individual seating space. (Ref. Fig. 7)

- 2.2.11.4.7.3 Reclining passenger seats shall be measured with the seat back in the normal position as specified by the manufacturer.
- 2.2.11.4.7.4 In case rearward clearance is provided, it shall continue upwards above the 100 mm level as an inclined plane and intersect the front edge of the seat structure immediately below the cushion.
- 2.2.11.4.7.5 For seat facing one another the minimum distance between the front faces of the seat squab of the facing seats, as measured across the highest points of the seat cushion shall not be less than 1372 mm.

2.2.11.4.8 **Seat base height (T) (Ref. Fig. 7) :**

The height of the uncompressed seat cushion (T) i.e. the distance from the floor to the horizontal plane tangent to the front upper surface of the seat cushion shall be between 450 ± 50 mm. This height may however be reduced to not less than 350 mm at the wheel arches and engine compartment.

2.2.11.4.9 **Minimum torso angle (α)(Ref. Fig. 8) :**

NDX : 12°
SDX, DLX and ACX : 15°

DLX and ACX buses shall have adjustable reclining seats.

2.2.11.4.10 **Seat Base:-Thickness**

The thickness of seat base in mm may be as follows :

	Type I & II				Type III		
	NDX	SDX	DLX	ACX	SDX	DLX	ACX
Thickness of seat cushion Front edge (min)	90	110	130	130	110	130	130
Thickness of seat cushion Rear edge (min)	60	80	100	100	80	100	100

Ref. Fig. 9

Note : In case buses are fitted with PPLD/LDPE seats, the seat cushion thickness shall be minimum 25 mm.

2.2.11.4.11 **Seat Back:- Thickness**

The thickness of seat cushion back in mm may be as follows :

	NDX	SDX	DLX	ACX
Type I	25	25	50	50
Type II	25	50	75	75
Type III	-	50	75	75

Ref. Fig. 9.

Note : In case buses are fitted with PPLD/LDPE seats, the seat back rest thickness shall be minimum 10 mm.

2.2.11.4.12 **Clearance Leg Space for seated passengers:**

A minimum clear space in front of each passenger seat shall be provided as shown in Fig. 10. The seat back of another preceding seat or a partition whose contour correspond approximately to that of the inclined seat back may intrude into this space as provided by Para 2.2.11.4.7. The local presence of seat legs in this space shall also be permitted provided that adequate space remains for the passenger's feet. In the case of seats alongside the driver's seat in vehicle with up to 22 passengers, intrusion of the dashboard, instrument panel, windscreen, sun visor, seat belts and seat belt anchorages shall be allowed..

Note : In case of differences between the specifications mentioned above and that of AIS-023, the specifications given in AIS-023 shall be considered as final and standing.

2.2.11.4.13 **Free height and Intrusion over seating position:**

2.2.11.4.13.1 **Free height over seating position (Head Room) (Ref. Fig. 11):**

Each seating position shall have free height of not less than 900 mm measured from the highest point of the uncompressed seat cushion. This free height shall extend over the vertical projection of the whole area of the seat and the associated foot space. However in the case of Mini Buses with Gross Vehicle weight (GVW) less than 3.5 tons, the free height shall not be less than 800 mm.

Note : In case of differences between the specifications mentioned above and that of AIS-023, the specifications given in AIS-023 shall be considered as final and standing.

2.2.11.4.13.2 **Intrusion over seating position (Ref. Fig. 11):**

In the space extending above the area mentioned in para 2.2.11.4.13.1, the following intrusions shall be permitted:

- Intrusion of the back of another seat;
- Intrusion of a structural member provided that the intrusion is included within a triangle whose peak is situated 650 mm from the floor and whose base is 100 mm in width and situated in the upper part of the space in question, adjacent to the side wall of the vehicle

2.2.11.4.13.3 Intrusion of Wheel arches (Ref. Fig. 11A & 11B):

In the case of a vehicle for upto 22 passengers, intrusion of wheel arch shall be permitted, provided that one of the following two conditions is fulfilled.

2.2.11.4.13.3.1 The intrusion does not extend beyond the median vertical plane of the seating position. Ref. Fig. 11A

2.2.11.4.13.3.2 The nearest edge of the area 300 mm in depth available for the feet of the seated passenger is advance no more than 200 mm from the edge of the uncompressed seat cushion and to not more than 600 mm in front of the squab of the seat , these measurements being made in the median vertical plane of the seating position. Ref. Fig. 11B. In the case of two seats facing each other this provision shall apply to only one of the seats and the remaining space for the feet of seated passengers must be at least 400 mm.

2.2.11.4.13.4 In the case of seats alongside the driver's seat in vehicles with up to 22 passengers, intrusion of hopper type windows when open and their fittings, of the dashboard / instrument panel, windscreen, sun visors, seat belts, seat belt anchorages and front dome.

2.2.12 Cabin Luggage Rack

2.2.12.1 All buses except Type I NDX & SDX buses shall have cabin luggage racks. The minimum dimensions of the cabin luggage rack shall be as given below.

	Type I	Type II and Type III	
		Mini and Midi	Other than Mini and Midi
Width from Side wall (in mm)	250	250	350
Height from Roof (in mm)	200	200	250

2.2.12.2 The cabin luggage racks shall be designed in such away that the luggage is prevented from falling in the event of sudden braking or due to forces generated during cornering.

2.2.13 Roof Luggage Carrier

2.2.13.1 Where Roof Luggage Carrier (RLC) is provided the maximum length of the RLC shall not exceed 50 % of the overall length of the vehicle and the width shall not exceed 60% of overall width of the vehicle.

2.2.13.2 Maximum height of RLC shall 250 mm from floor of RLC.

2.2.13.3 Clearance of RLC from roof top shall be at least 100 mm.

2.2.14 Access to Roof Luggage Carrier

2.2.14.1 The access to roof luggage carrier shall be through a ladder mounted on the rear wall of the vehicle.

2.2.14.2 The ladder shall be fitted in such a way that the emergency exit, where provided in the rear of the bus shall be accessible without hindrance.

2.2.14.3 The dimensions of the ladder shall be as given below –

Dimension (in mm)	Minimum	Maximum
Height of first step above ground (A)	-	700
Step Height (B)	230	300
Step Width	150	-
Rung Diameter or width (D)	25	-

Ref. Fig. 12

2.2.15 Destination Board for Public Service Vehicles

2.2.15.1 Minimum of three destination boards shall be provided in Type I buses with at least one destination board each on front, rear and the service door side of the bus. However, in the case of Mini buses with Gross Vehicle Weight (GVW) less than 3.5 tons, at least two destination boards shall be provided.

2.2.15.2 For Type II and Type III minimum two destination boards shall be provided with one in the front and one in the rear.

2.2.15.3 The minimum dimensions of the destination board shall be as given below

Location	Height	Width	Mini and Midi buses	
			Height	Width
Front	220	1800	200	800
Rear	220	900	200	800
Service Door Side	220	900	200	800

2.2.15.4 The destination board shall be illuminated such that the whole of the destination board and the writing thereon are legible at a minimum distance of 30 metres.

2.2.16 Driver's Work Area

Buses other than Midi and Mini Buses shall meet following driver work area requirements :

2.2.16.1 Driver Entry and Exit**2.2.16.1.1 Driver Door**

2.2.16.1.1.1 All buses with the front engine shall be provided with a Driver Door.

2.2.16.1.1.2 In the case of Rear Engine Buses, no separate driver door shall be required, provided that the condition for minimum number of emergency exits specified in para 2.2.4.12 is met.

2.2.16.1.1.3 The minimum height of the driver door aperture, i.e., clear opening excluding handles, measured from the bus floor in the driver's area, shall not be less than 1250 mm high and 650 mm wide. In case of Midi and Mini buses, this dimension shall be 1050 mm high and 650 mm wide.

2.2.16.2 Climb Facility

2.2.16.2.1 The maximum height of first step from the ground shall be 550 mm.

2.2.16.2.2 The maximum height of other steps shall be 250 mm.

2.2.16.2.3 The maximum number of steps shall be three.

2.2.16.2.4 The minimum step width shall be 150 mm.

2.2.16.2.5 Minimum step depth shall be 150 mm.

2.2.16.2.6 The steps need be provided with anti-slip surface. The anti-slip surface shall comply with the relevant AIS standard as and when notified.

2.2.16.3 Hand Holds

2.2.16.3.1 The driver door aperture shall have minimum two handholds with one on each side.

2.2.16.3.2 The hold on the left-hand side shall be positioned such that the lower edge of the grip is at a height not more than 1600 mm. The right side handhold shall be located at a height not greater than 2168 mm from the floor level.

2.2.16.3.3 The cross section of the hand hold shall not be less than 20mm and not more than 38 mm in diameter. In case of rectangular sections, the size of the section shall be of size 25 mm by 15 mm.

- 2.2.16.3.4 The corners of the hand holds need to be rounded and smooth.
- 2.2.16.3.5 Hand clearance to the mounting surface i.e. the gap for inserting the palm shall not be less than 30 mm.
- 2.2.16.3.6 The hand holds shall meet the requirements for the strength, as specified in the relevant AIS standard as and when notified.
- 2.2.16.3.7 The handholds shall be placed such that the projection will not cause injury while climbing in or out through the door. No sharp corners, pointed edge shall be permitted.
- 2.2.16.3.8 The grips / holds shall have anti-slip surface. The anti-slip surface shall comply with the relevant AIS standard as and when notified.

2.2.16.4 Dimensional Requirement

- 2.2.16.4.1 **Reference System for dimensions** - The intersection point (co-ordinate origin) of all the three planes corresponds to the vehicle projected at the heel point of the accelerator pedal. (Refer Fig. 13)
- 2.2.16.4.2 **Heel Point** - Heel point shall be located at a minimum distance of 340 mm from the inner face of the bulkhead. For this purpose the bulkhead is defined as a structure ahead of the heel point, supporting the front structure of the vehicle.
- 2.2.16.4.3 **Reference Point** - The “H” Point (Reference Point) shall be specified by the Chassis Manufacturer.
- 2.2.16.4.4 **Work area Dimension –**
 - 2.2.16.4.4.1 The minimum width of the driver area from the right side wall shall be 800 mm, at a height of 900 mm from the heel point horizontal plane.
 - 2.2.16.4.4.2 The minimum distance of driver partition from the driver seat shall be 25 mm from the rearmost point of the driver seat in its rearmost position with seat back reclined backwards to an angle of 12 degrees. (Refer dimension F in Fig. 14)
 - 2.2.16.4.4.3 The minimum distance from H-point to roof top shall be 1060 mm. (Refer dimension D in Fig. 14)
 - 2.2.16.4.4.4 The distance between the heel point and the H – point shall be between 600 mm to 640 mm. (Refer dimension A in Fig. 14)
 - 2.2.16.4.4.5 The distance of H-point from floor shall be minimum 500 mm with the driver seat in the upper most position. (Refer dimension B in Fig. 14)

2.2.16.4.5 Position of Steering Wheel

2.2.16.4.5.1 The chassis manufacturer shall specify the position of the steering wheel with reference to the heel point.

2.2.16.4.5.2 The minimum distance of lower end of steering wheel from driver seat back shall be 350mm. (Refer dimension E in Fig. 14)

2.2.16.4.5.3 The thigh clearance of the steering wheel with driver seat in the upper most position shall be between 200 mm to 260 mm. (Refer dimension C in Fig. 14)

2.2.16.4.6 Placement of Instrument Panel

2.2.16.4.6.1 The placement of instrument panel shall be such that the primary instruments and controls are visible unobstructed while viewed from the driver seat. A typical driver information layout is shown in Fig. 15.

2.2.16.4.6.2 The dashboard shall be of non metallic, fire resistant, energy absorbing material and so constructed that in the event of a collision it shall cause minimum injury to the driver.

2.2.16.4.7 Shroud for Wiring Harness

2.2.16.4.7.1 A suitable non metallic, fire resistant, energy absorbing cover shall be provided for the wiring harness and other exposed parts below the instrument panel. The cover shall be so constructed that in the event of a collision it shall cause minimum injury to the driver.

2.2.16.4.8 Position of Controls

2.2.16.4.8.1 The position of the controls such as accelerator, clutch, gear lever, service brake, parking brake etc. shall be specified by the vehicle manufacturers.

2.2.16.4.9 Heating, Cooling & Ventilation for Driver

2.2.16.4.9.1 The driver's work area shall be provided with the blowers or other suitable devices to ensure proper ventilation. These devices shall be capable of minimum of three air changes per minute or as per standard whenever notified.

2.2.17 **Standee Passenger Area**

The capacity of standee passengers to be allowed in a bus will be governed on the basis of free bus floor area available for standee passengers (Asp) by calculating at the rate of six standee passengers per Sq. Metre. the surface area “Asp” available for standee passengers will be calculated after deducting the following from the total floor area of the vehicle :-

- I. The area of driver’s compartment i.e. the space intended for driver’s exclusive use and containing the driver’s seat, the steering wheel, control, instruments and other devices necessary for driving or operating the vehicle.
- II. The area of steps at door and the area of any other step with a depth of less than 30 cms. and the area swept by the door and its mechanism when it is operated.
- III. The area of any part over which the vertical clearance is less than 135 cms. e.g. above wheel arch and above the engine, measured from the floor, according to the specified method and disregarding permitted intrusion.
- IV. The area of any part of the vehicle to which access to passengers to be prevented for safety or any other reasons e.g. space available on both sides of the driver.
- V. The area of floor space reserved solely for carriage of goods and luggage and from which passengers are excluded.
- VI. the floor area occupied by any staircase in the vehicle
- VII. The area of all parts which are not accessible to a standee passenger.
- VIII. The area 30cms. in front of any seat.
- IX. The area of all parts where the clear height above the floor is less than 190 cms. or in the case of the section of the gangway situated above and behind the rear axle, and attaching parts thereof, less than 180 cms. (excluding the hand – holds in this case).
- X. The area forward of a vertical plane passing through the centre of the seating surface of the drivers seat (in its rear – most position) and through the centre of the exterior rear – view mirror mounted on the opposite side of the vehicle.
- XI. Any part of the surface of the floor (e.g. a corner or edge) on which it is not possible to place any part of the rectangle of 400 mm x 300 mm.

- XII. Any surface area which is not capable of circumscribing a rectangle of 400 mm x 300 mm. the vehicle.
- XIII. The bus floor space of 150mm width along the bus gangway for facilitating movement of the passengers / conductor.
- XIV. The area of all parts of the bus floor in which the slope exceeds the maximum permissible value as prescribed in clause 2.2.8.7.

2.2.18 Design Seating and Standee Passenger Capacities

- 2.2.18.1 The design seating capacity of a bus shall be calculated based on the seat layout and seat spacing as given in the table below.

Category	Seat Layout	Seat Width (in mm)	Seat spacing (in mm)
Type I NDX	2x2	400	650
Type I SDX	2x2	400	650
Type I DLX	2x2	400	650
Type I ACX	2x2	400	650
Type II NDX	3x2	400	680
Type II SDX	3x2	400	680
Type II DLX	2x2	400	680
Type II ACX	2x2	400	680
Type III SDX	3x2	450	680
Type III DLX	2x2	450 or 500 (individual seat)	680
Type III ACX	2x2	450 or 500 (individual seat)	680

Note :

- (1) The seat layout could be at the option of the bus builder , subject to the maximum seat layout specified in the table above and accordingly the seating area may be computed based on the above table information.
- (2) In case of Mini & Midi bus where it is not possible to meet gangway requirement with 2x2 seat layout, 2x1 seat layout may be used for the purpose of calculating the seating capacity.
- (3) In case of differences between the values specified above that of AIS-023, the specifications of AIS-023 shall be considered as final and standing.

- 2.2.18.2 The minimum gangway width for the calculation shall be as given in para 2.2.8.1.

- 2.2.18.3 The seating and standee passenger capacities shall be indicated in the Type Approval certificate for the bus body design.

2.2.18.4 Formula for calculation of seating and standee passenger areas –

Dimension	Description	Area (in mm²)
Area of the Driver Compartment	Width x Depth of Driver Work Area	Ad
Total projected Step Well Area (all stepwells)	Sum of projected Area of all Step Wells	As
Projected area of Engine	Width x Length of Engine projected on the floor Area	Ae
Area of any part of the Vehicle where vertical clearance is less than 1350 mm (Engine etc.)	-	Aw
Area required to provide a clear work area at service floor area occupied by any stair case	-	Ast
Area of parts where clear height above floor level less than 1900 mm (1750mm in case of mini bus)	-	Ac
Area of seat in facing partition	(300 mm x Total seat width)	Ap
Area of the parts where slope exceeds the maximum specified value for purpose of passengers	-	Asl
Total Area excluded for purpose of calculating seated passenger capacity	Sum (Ad+As+Ae+Aw+Ag+Ast+Ap)	Aex
Area of Gangway	-	Ag
Total internal Floor Area	Internal Width x Internal Length	Aint
Area for seated Passengers	Aint-(Aex+Ag)	Apass
Area for standee passengers	2Ag – (Ac + Asl + 150mm x Length of Gangway)	Astd

Note : Value of Astd is the solution of following three equations –

$$Aex = Ad + As + Ae + Aw + Asl + Ag + Ast + Ap$$

$$Apass = Aint - (Aex + Ag)$$

$$Astd = Aint - (Ad + As + Ae + Aw + Ast + Ac + Ap + Asl + Apass + 150\text{mm} \times \text{Length of Gangway})$$

- 2.2.18.5 Formula for calculation of number of seats and number of standees permitted.

Dimension	Description	Result
No of Seats permitted	$A_{pass}/ (\text{seat spacing} \times \text{Seat Width})$	No. of seats
No of Standees permitted	$A_{std} \times 5 \times 10^{-6}$	No. of Standees

2.2.19 Provisions for Disabled Passengers

- 2.2.19.1 All Type I buses shall have at least two passenger seats in case of Mini & Midi buses and four passenger seats in case of other buses designated as priority seats for persons with disabilities. These seats shall be only of the forward facing type and preferably be located behind the driver's seat.
- 2.2.19.2 The seats designated for disabled passengers shall be indicated with appropriate sign(s). An illustration of the signs to be provided above the priority seats is shown in Figure 16.
- 2.2.19.3 The priority seats shall be provided with appropriate facility for securing the crutches, canes, walkers etc. to facilitate convenient travel for persons with disabilities.
- 2.2.19.4 Handrails and / or stanchions shall be provided at the entrance of all Type I buses in a configuration, which allows persons with disabilities to grasp such assists from outside the vehicle while starting to board, and to continue using such assists throughout the boarding process, until they reach the designated seating area. The dimensions of the hand rails shall be as per para 2.2.9.
- 2.2.19.5 All Type I NDX buses shall be provided with controls adjacent to priority seats for requesting stops and which alerts the driver that a mobility aid user wishes to disembark. Such a system shall provide auditory and visual indications that the request has been made. Controls shall be mounted not higher than 1300 mm and now lower than 410 mm above the floor, shall be operable with one hand and shall not require tight grasping, pinching, or twisting of the wrist. The force required to activate controls shall not be greater than 2.2 kg.
- 2.2.19.6 All Type I NDX public service buses shall be provided with Audio / Visual or Audio-Visual Information System permitting driver or recorded or digitised human speech / visual messages, to inform passengers inside the bus regarding the destination, bus stops etc.,

2.2.20 Side Underrun Protection

- 2.2.20.1 The requirements of Side under run protection shall be in accordance with IS-14682:1999, as amended from time.

2.2.21 Rear Underrun Protection

- 2.2.21.1 The requirements of Rear Under run Protection shall be in accordance with IS-14812:2000, as amended from time to time.

2.2.22 Provision of Toilet

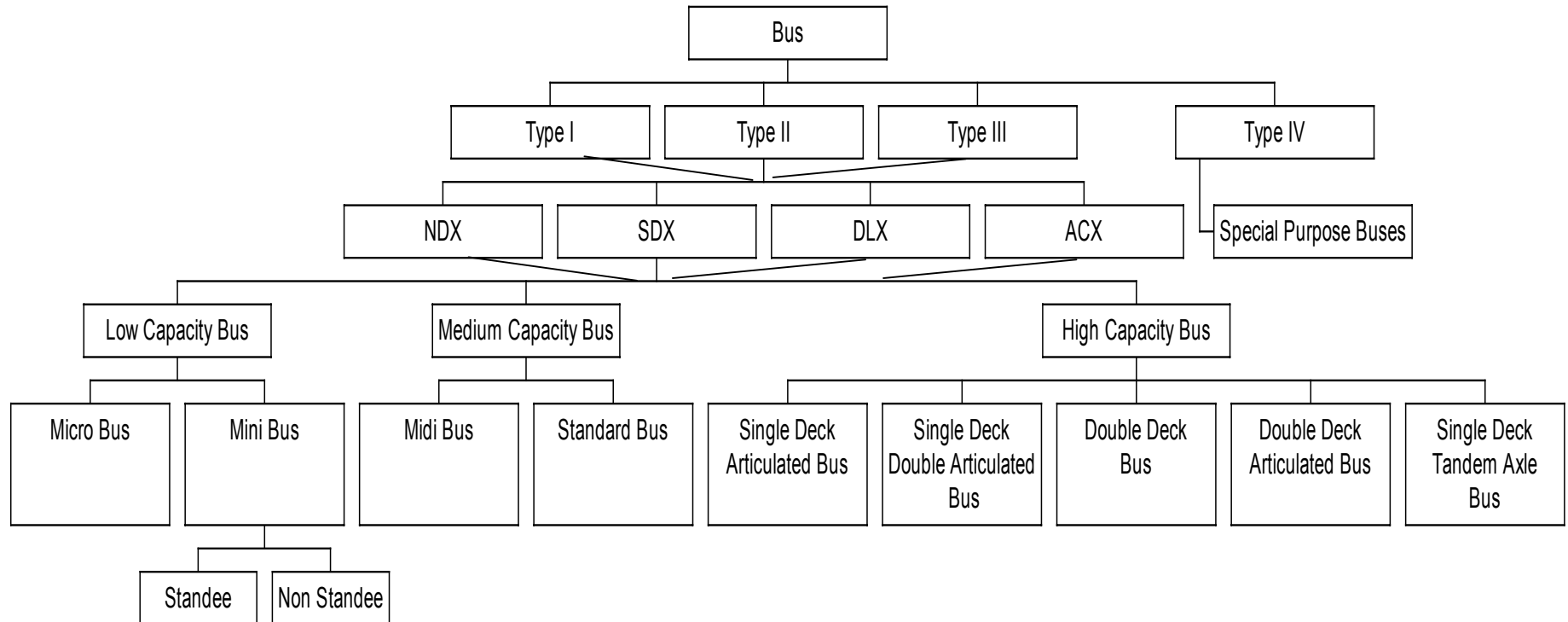
- 2.2.22.1 In case of Type III ACX buses a toilet may be provided.

Note : The requirements for various categories of buses are also provided in matrix form in Appendix 3.

ANNEXURE 1

(See 2.0)

Categorisation of Buses



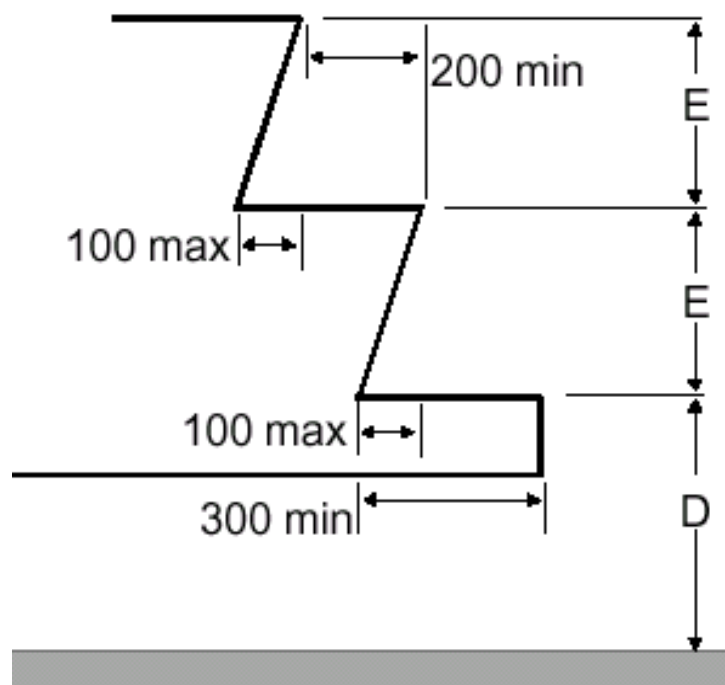


Figure 1
Steps

Classes		I	II, III
First step from ground 'D'	Max. height (mm)	340 (1)	380 (1)(2)(5)
	Min. depth (mm)	300 */	
Other steps 'E'	Max. height (mm)	250 (3)	350 (4)
	Min. height (mm)	120	
	Min. depth (mm)	200	

- */ 230 mm for vehicles having a capacity not exceeding 22 passengers.
- (1) 700 mm in the case of an emergency door.
1500 mm in the case of an emergency door in the upper deck of a double deck vehicle.
- (2) 400 mm in the case of Type I bus with solely mechanical suspension and 430 mm in the case of Type II and Type III vehicles with solely mechanical suspension
- (3) 300 mm in the case of steps at a door behind the rearmost axle.
- (4) 250 mm in gangways for vehicles having a capacity not exceeding 22 passengers.
- (5) For at least one service door; 400 mm for other service doors.

Note:

1. At a double doorway the steps in each half of the access passage shall be treated separately.
2. E need not be the same for each step.

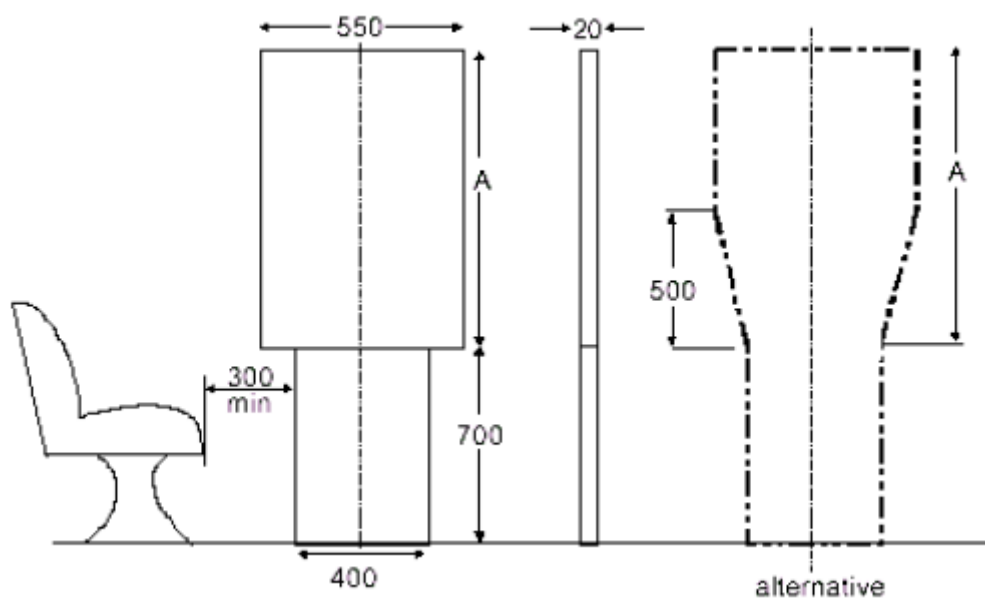


Figure 2
Access to Service Doors

	Dimensions in mm				
	Other than Midi and Mini Bus			Midi and Mini bus	
				Standee	Non Standee
Width of upper panel	550			550	550
Height of upper panel (A)	Type I	1100	1100*	950/950*	700/950*
	Type II	950			
	Type III	850			
Total height of dual panel	Type I	1800		1650	1400
	Type II	1650			
	Type III	1550			

* Alternate trapezoidal section having a height of 500mm, forming the transition between the width of the upper and the lower panel, may be used. In this case, the total height of the rectangle section and this trapezoidal section of the upper panel shall be 1100 mm for all types of vehicles other than Midi and Mini buses, and 950 mm for Midi and Mini buses.

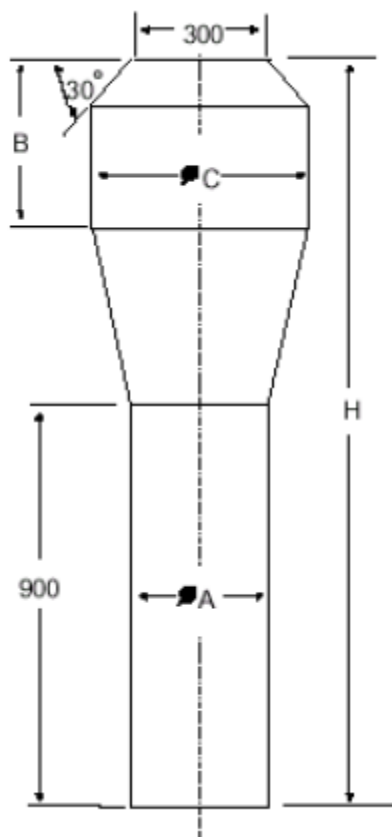


Figure 3
Gangways

	Other than Midi and Mini Bus			Midi and Mini Bus	
	Type I	Type II	Type III	Standee	Non Standee
Diameter of the lower cylinder(A)	450	350	300	350	300
Height of lower cylinder	900	900	900	900	900
Diameter of the upper cylinder(C)	550	550	450	550	450
Height of upper cylinder(B)	500	500	500	500	300
Overall Internal height(H)	1900	1900	1900	1750	1500

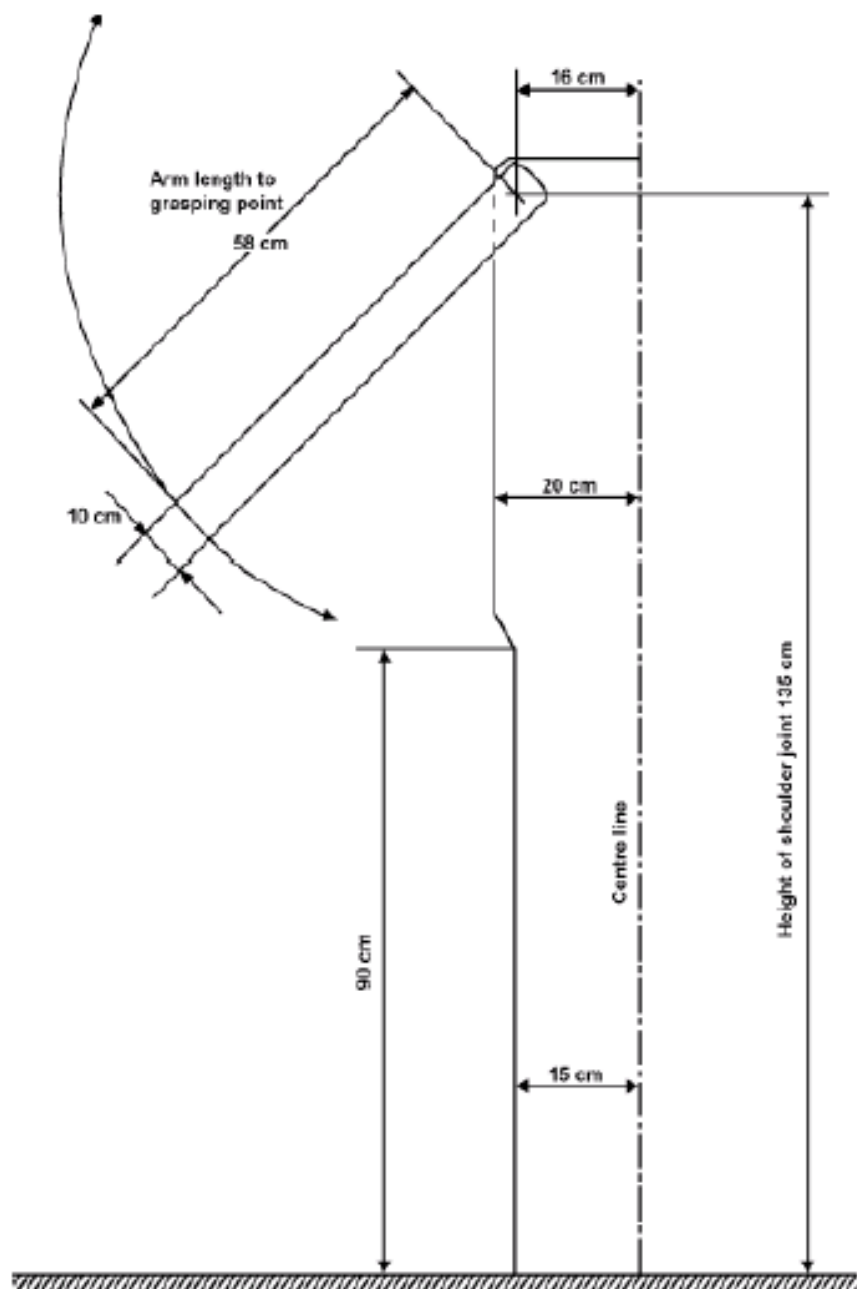
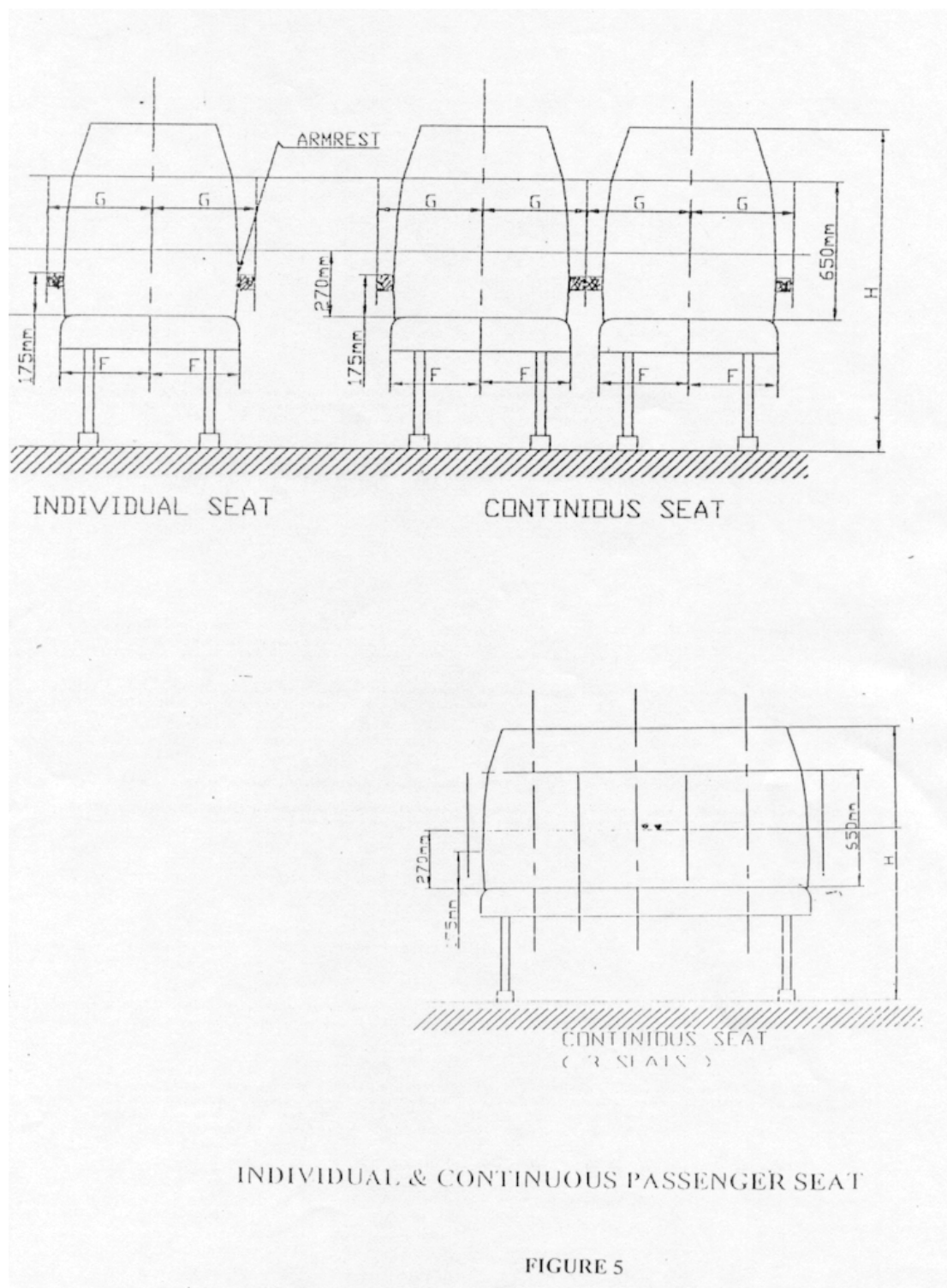


Figure 4
Siting of Hand Holds – Testing of Hand Holds



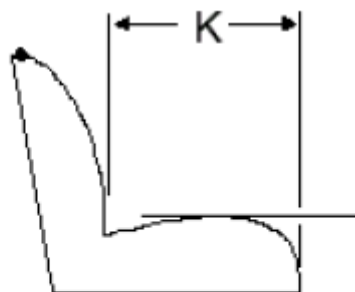


Figure 6
Depth of Seat Cushion

The minimum depth of seat cushion shall be as follows:

	Type I				Type II & III		
Depth of seat cushion,(K) in mm	NDX	SDX	DLX	ACX	SDX	DLX	ACX
	350	350	350	350	400	400	400

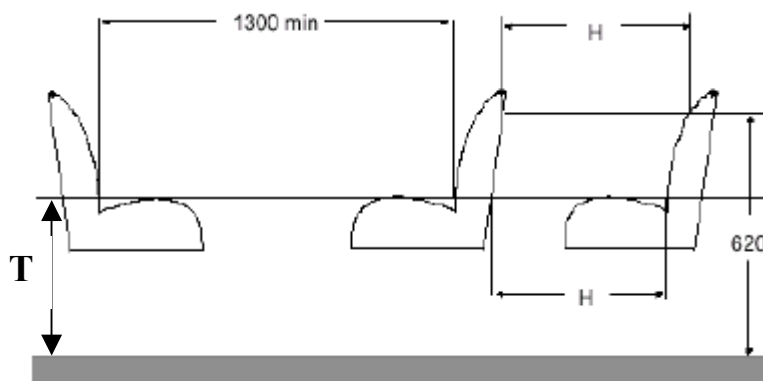
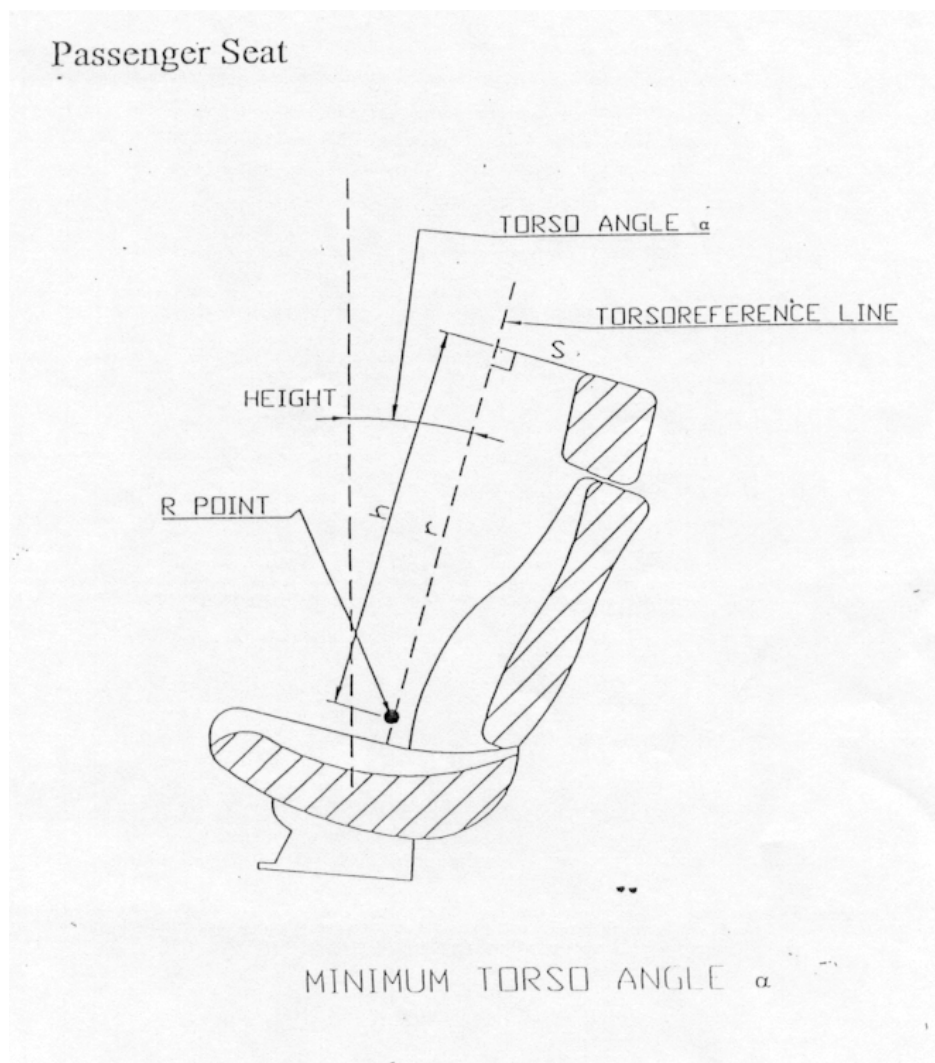


Figure 7
Seat Spacing

	NDX	SDX	DLX	ACX
Type I	650	650	650	650
Type II	680	680	680	680
Type III	-	680	680	680



Minimum torso angle

NDX : 12 deg.

SDX, DLX & ACX : 15 deg.

Figure 8
Passenger seat torso angle

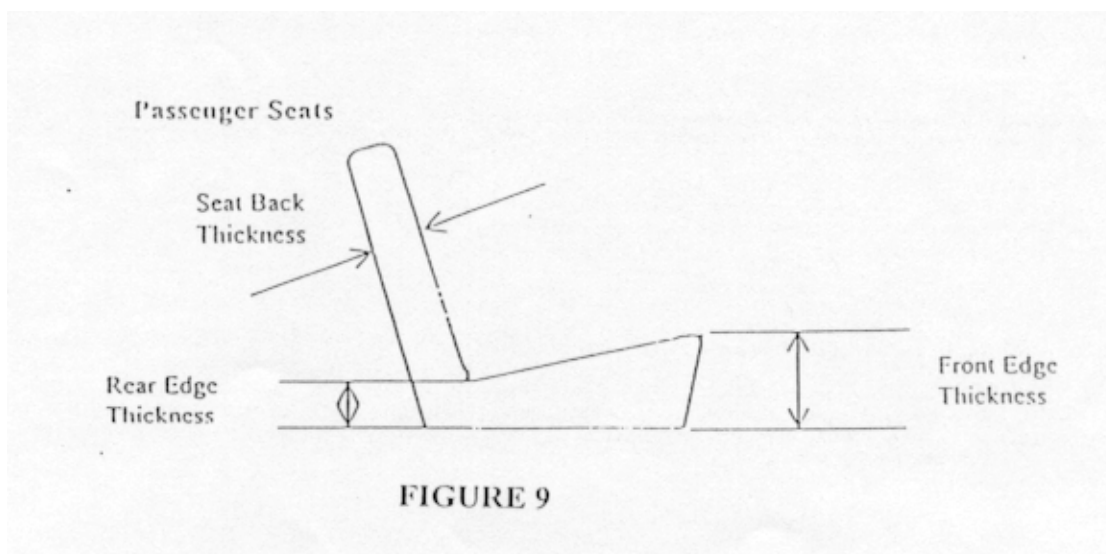


FIGURE 9

Seat Base Thickness

The thickness of seat base in mm may be as follows:

	Type I & II				Type III		
	NDX	SDX	DLX	ACX	SDX	DLX	ACX
Thickness of seat cushion front edge (min)	90	110	130	130	110	130	130
Thickness of seat cushion Rear edge (min)	60	80	100	100	80	100	100

Seat Back Thickness

The thickness of seat cushion back in mm may be as follows

	NDX	SDX	DLX	ACX
Type I	25	25	50	50
Type II	25	50	75	75
Type III	-	50	75	75

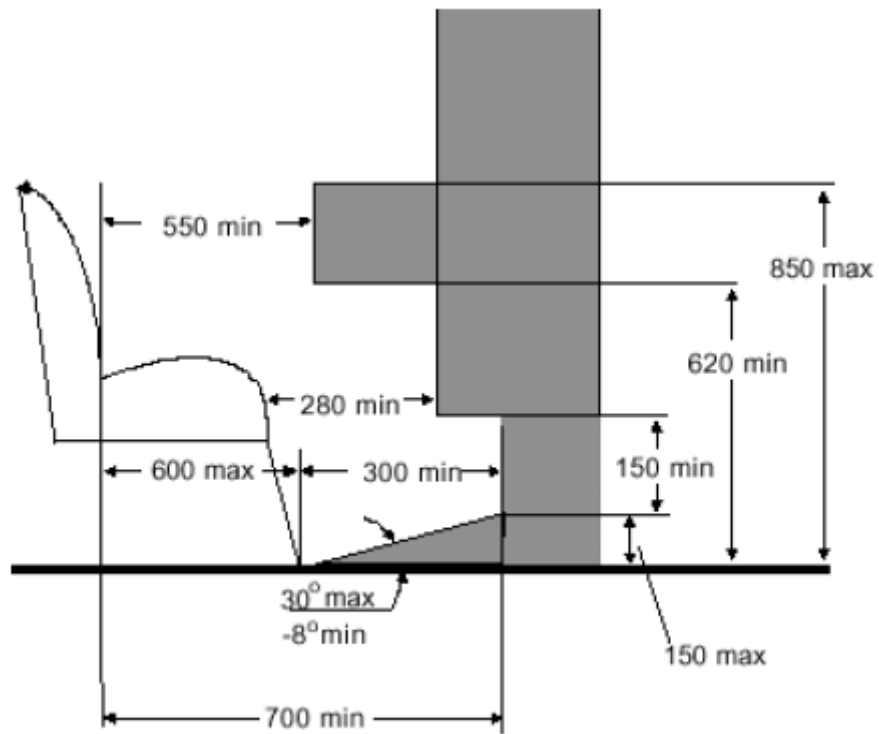


Figure 10
Passenger Seat Space for Seated Passenger

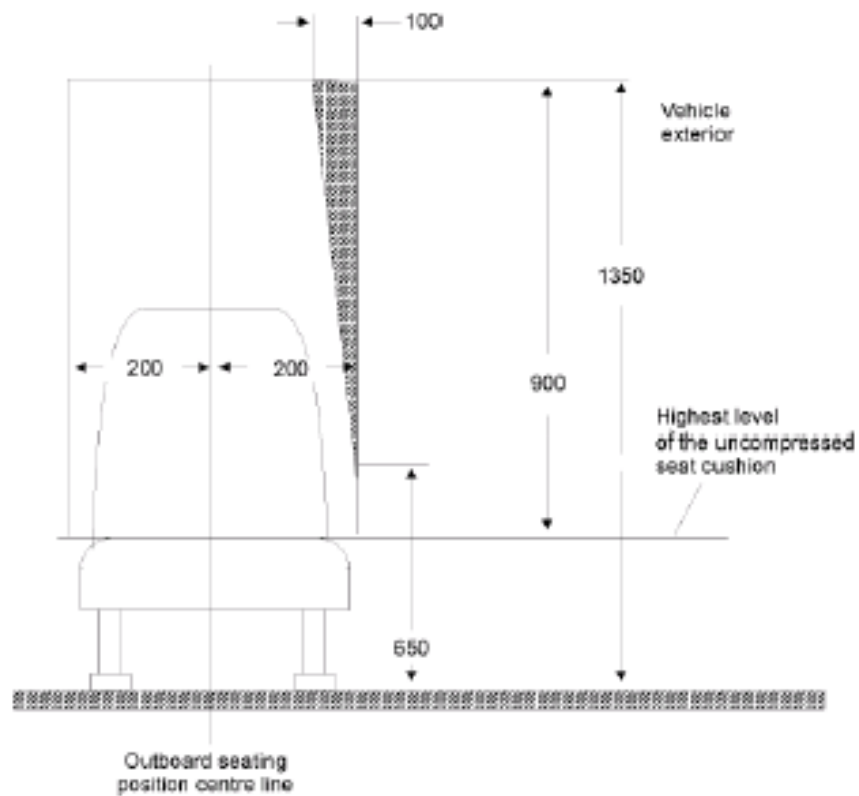


Figure 11
Permitted Intrusion above Seating Position

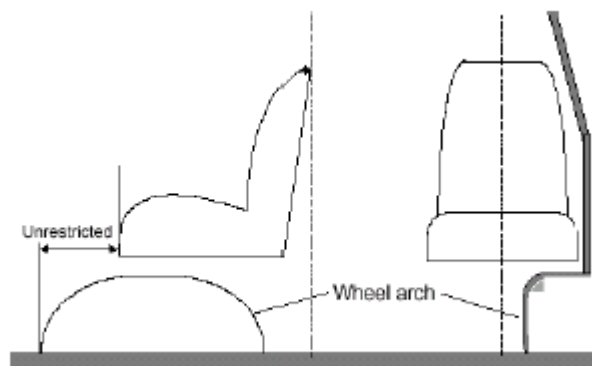


Figure 11A

Permitted Intrusion of a Wheel Arch not extending beyond the vertical centre line of the side seat

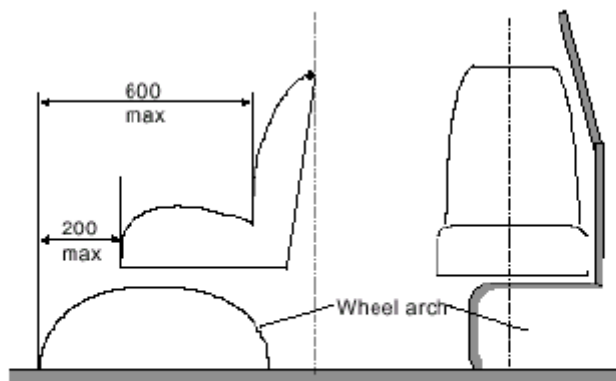


Figure 11B

Permitted Intrusion of a Wheel Arch extending beyond the vertical centre line of the side seat

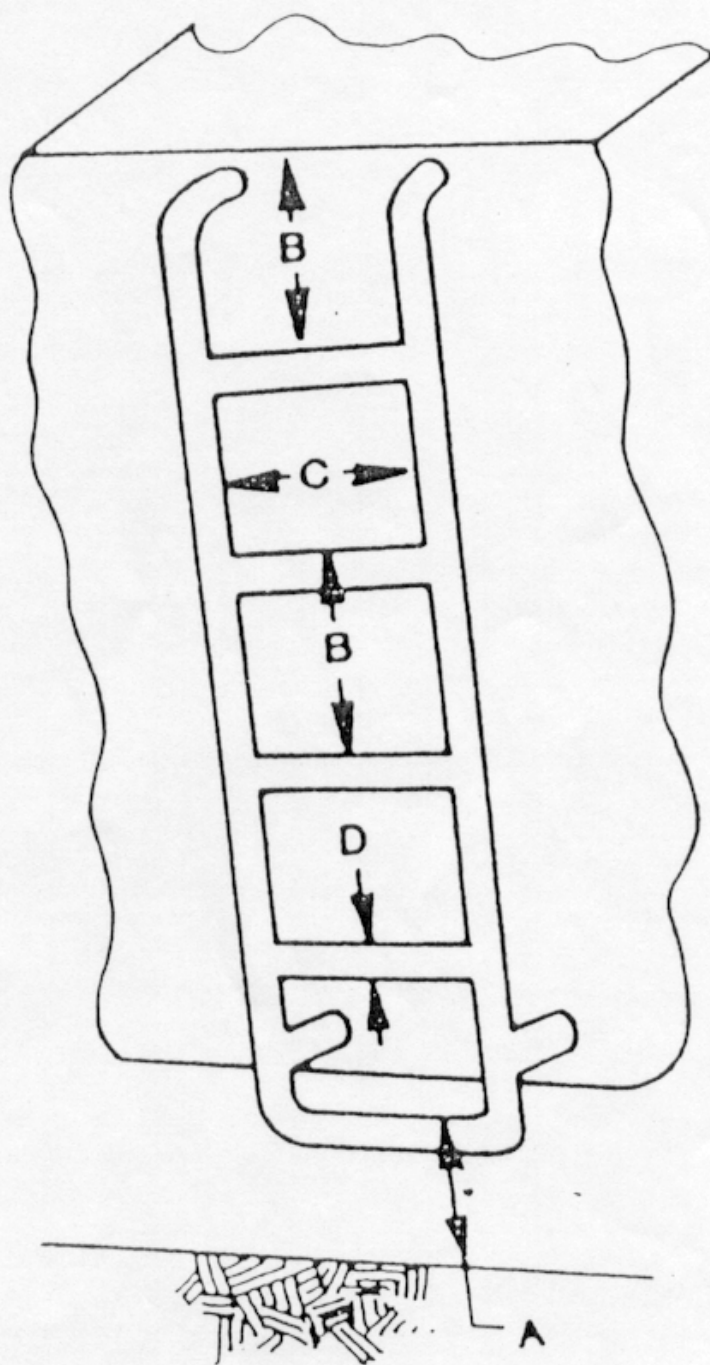


FIGURE 12

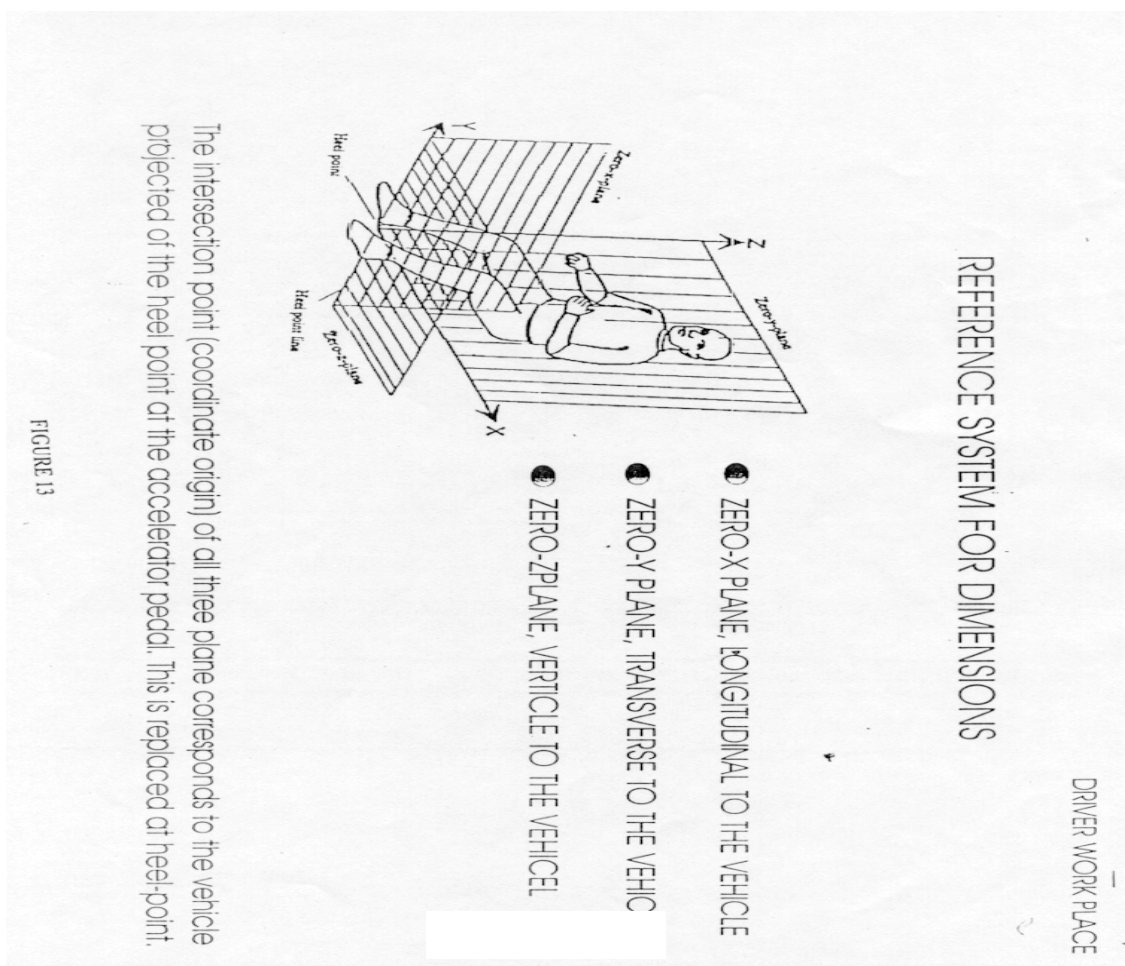
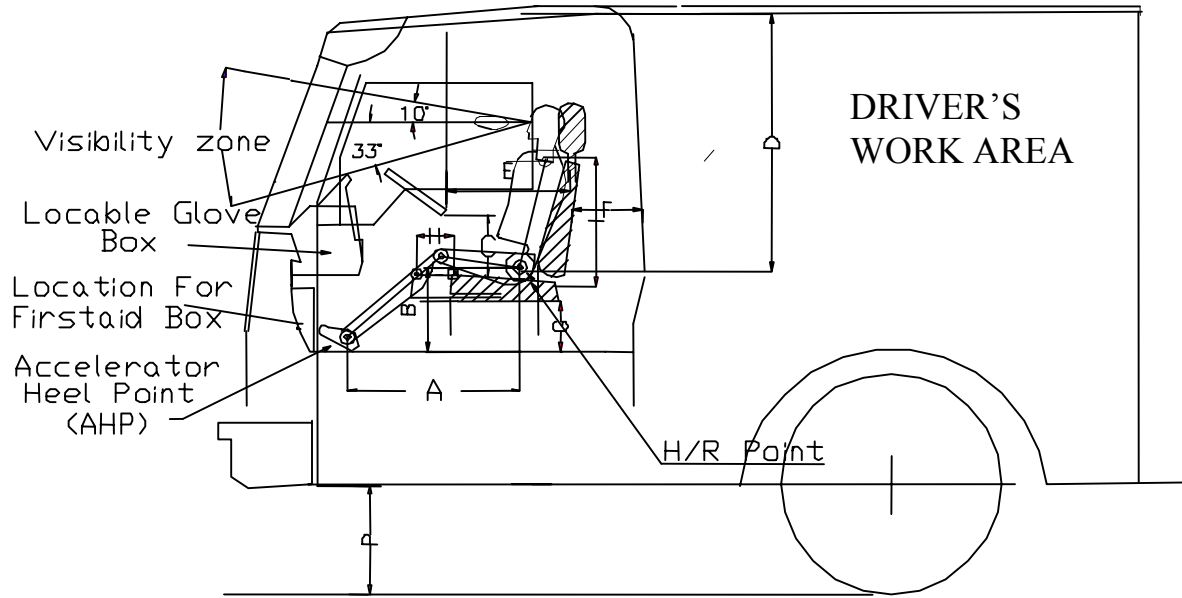


Figure 13



Dimensional Requirement

A	Distance from Heel Point to "H" Point	600 mm to 640 mm
B	Minimum Distance from floor to "H" Point with the driver's seat in the upper most position	500 mm
C	Thigh Clearance	200 mm to 260 mm
D	Minimum Distance from "H" Point to Roof top	1060 mm
E	Minimum Distance from the lower end of steering to the front of driver's seat back rest	350 mm
F	Minimum Distance of driver's partition from the rear of the driver's seat with the driver's seat in the rear most position	25 mm

Figure 14
Driver's Work Area Requirements

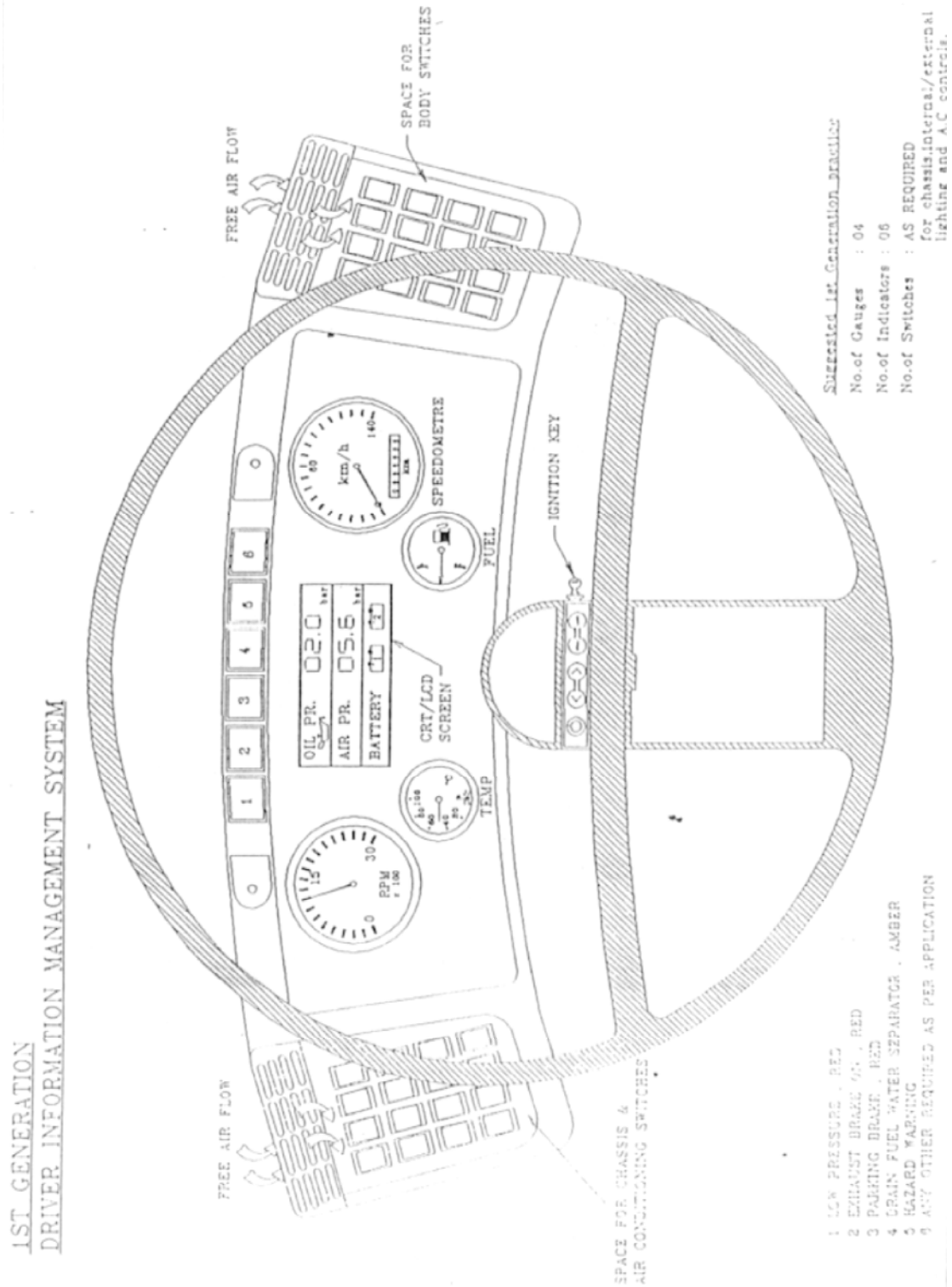


Figure 15



Figure 16
Pictogram for Passengers with Reduced Mobility

CHAPTER : 3**TECHNICAL & SAFETY REQUIREMENTS****3.1 Body Structure Strength**

- 3.1.1. The body structure of all single deck buses of Type II and Type III category excluding Mini buses, shall be of sufficient strength, to meet the test requirements in Chapter 6, para 6.1.

3.2 Body Structure Stability

The stability of the body structure on the vehicle chassis shall meet the requirements of the stability test defined in Chapter 6, para 6.2.

3.3 Joint Strength

- 3.3.1 Body panel joints shall be capable of meeting the requirements specified in Chapter 6, para 6.7.

3.4 Doors

- 3.4.1 The structure of the door shall be able to withstand distortion due to forces induced during its operation and the operability of door components critical to the removal of the passengers after an accident shall be ensured.

- 3.4.2 The external side of the door shall not have any projection and the hinges and door handles shall be recessed.

- 3.4.3 Door shall be fitted with weather resistant EPDM rubber seals of suitable design to avoid dust and water ingress.

3.4.4 Service doors

- 3.4.4.1 All Type I buses, except NDX shall be provided with Power Operated Service Door(s). The Power Operated Service Door shall be optional in the Type I NDX buses. Type II & Type III buses shall be provided with Power Operated or Manually Operated Service Doors(s).

- 3.4.4.2 Service door shall be capable of being easily opened from inside and from outside the vehicle when the vehicle is stationary. However this requirement does not preclude the possibility of locking the door from the outside, provided the door can be always opened from inside.

- 3.4.4.3 The control or device for opening a service door from the outside shall be located at a height of 1150 mm to 1250 mm from the ground level. The measurement shall be carried out in the unladen condition on level surface.

- 3.4.4.4 Single piece manually operated service door which is hinged or pivoted shall be such that in the event the open door comes in contact with a external object while the vehicle is in forward motion the door shall tend to close.
- 3.4.4.5 Where direct view is not adequate, optical or other devices shall be installed to enable the driver to detect from his seat the presence of a passenger in the immediate interior or exterior vicinity of every service door.
- 3.4.4.6 Manually operated service doors fitted with slam type lock shall be of the two stage type.
- 3.4.4.7 On the inside of a service door there shall not be any device intended to cover the inside steps when the door is closed. The door operating mechanism and other equipment attached to the inside door should not pose safety hazard for the passengers.
- 3.4.4.8 For every door which opens inwards, the mechanism shall be so constructed that its movement is not likely to cause injury to the passengers during normal use. Where necessary suitable protection devices may be provided.
- 3.4.4.9 **Additional Requirements for Power Operated Service Doors**
- 3.4.4.9.1 In the event of an emergency every power-operated door shall be capable of -
- being opened from inside when the vehicle is stationary even when locked from outside, by controls with or without power supply by which the door normally operates.
 - overriding all the other door controls.
 - being operated by a single person easily by hand.
 - The controls shall be easily seen and identified by a person approaching the door or standing in front of the door.
 - The interior controls are placed on or within 300 mm of the door, at a height between 1500 mm to 1600 mm above the first foot step.
- 3.4.4.9.2 The construction and control system of every power operated service door be such that a passenger is unlikely to be injured by the door or trapped between the door while closing. The door system shall meet the test requirements defined in Test methods para 6.5.
- 3.4.4.9.3 The movement of the doors shall not be abrupt.

3.4.4.10 Additional Requirements for Automatic doors

3.4.4.10.1 *Activation of opening circuits*

3.4.4.10.1.1 The opening controls of every automatically operated service door shall be capable of being activated and deactivated only by the driver from his seat. However provision in para 3.4.4.9.1 shall apply in the event of an emergency.

3.4.4.10.1.2 Activation of opening controls by the driver shall indicate the status by means of indicators (illuminated push button/sign) placed on or adjacent to the door whose control has been activated.

3.4.4.10.2 *Opening of automatically operated Service Doors*

3.4.4.10.2.1 After activation of the opening controls by the driver, the passenger shall be able to open the door by one of the methods below :

- from inside by a push button control or a passing through a light barrier.
- from outside by a illuminated push button clearly indicating status.

3.4.4.10.3 Closing of automatically operated Service Door

3.4.4.10.3.1 The automatically operated service door shall close automatically after a time interval of opening of the door. If a passenger enters or exits during this time interval, a safety device (e.g. a foot board contact, light barrier) shall ensure that the time until the door closes is sufficiently extended.

3.4.4.10.3.2 If a passenger enters or exits while the door is closing, the closing process shall be interrupted and the door shall return to the open position.

3.4.5 **Emergency Exits**

3.4.5.1 **Emergency Doors**

3.4.5.1.1 The emergency doors shall be capable of operation from both inside and outside when operated manually. However this requirement shall not be construed as precluding possibility of locking the door from outside provided the door can be opened from inside.

3.4.5.1.2 The outside handles of emergency doors shall lie within 200 mm on either side of centreline of the door drawn in the horizontal plane. However, the position of the outside handle shall not be more than 1800 mm above the ground level in the unladen condition.

3.4.5.1.3 Doors shall be hinged at the forward edge and in case of horizontal door the hinge shall be on the top edge.

- 3.4.5.1.4 Emergency doors shall not be power operated or of sliding type.
- 3.4.5.1.5 Emergency doors shall open outward and shall be capable of remaining open outwards and at an angle of atleast 100°, such that aperture is clear of any obstructions.
- 3.4.5.1.6 Door check, stay or strap which is capable of meeting requirements specified in para 3.4.5.1.5 may be used.
- 3.4.5.1.7 The forward edge of the emergency door shall be in the same transverse plane tangent to the rear-most point of a seat back
- 3.4.5.1.8 All emergency doors shall be provided with an audible device to warn the driver when the emergency doors are not securely closed. The warning device shall operate due to the movement of the door catch and not by the movement of the door itself.
- 3.4.5.2 **Emergency Windows**
- 3.4.5.2.1 Emergency windows equipped with ejection type of construction shall be meet the requirement specified in IS 13944:1995.
- 3.4.5.2.2 Every hinged or executable emergency window shall open outwards.
- 3.4.5.2.3 Emergency window shall be capable of being easily and instantaneously operated from inside and from outside the vehicle by means of a device approved by the test agency.
- 3.4.5.2.4 Emergency window shall be also made of readily breakable safety glass. In such case a device shall be provided adjacent to each emergency window, available to the person in the vehicle for ready access for breaking the window. The window glass shall be made of safety glass as specified by Bureau of Indian Standards and shall readily break on impact when hit by a hammer in the event of an emergency.
- 3.3.5.2.5 Every emergency window which can be locked from outside shall be constructed such that it shall be capable of being opened at all times from inside.
- 3.4.5.2.6 Emergency window where horizontally hinged at the top edge shall be provided with a suitable stay to hold the door fully open. Every emergency window shall operate such that it does not obstruct clear passage.
- 3.4.5.2.7 Every hinged emergency window which is not visible from the driver's seat shall be fitted with a audible warning device to warn failure of locking system.

3.4.5.3 **Escape Hatches**

3.4.5.3.1 Escape hatches shall be ejectable, hinged or readily breakable safety glass. Operation of escape hatch shall not obstruct clear passage from inside or outside the vehicle. Ejectable type hatches shall not detach from the vehicle fully.

3.4.5.3.2 Escape hatches shall be capable of being easily operated from inside and from outside the vehicle, However this requirement shall not be construed as precluding possibility of locking the escape hatch from outside for the purpose of securing the vehicle when unattended, provided the escape hatch can be always opened from inside the vehicle.

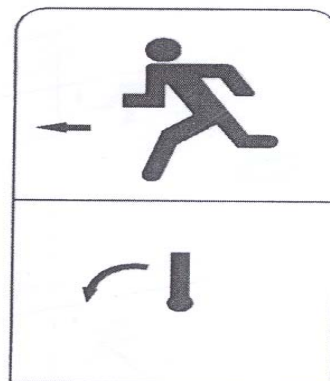
3.4.5.3.3 In case breakable safety glass is provided, a device shall be provided for breaking the escape hatch.

3.4.5.4 **Marking of Emergency Exits**

3.4.5.4.1 All emergency exits shall be prominently designated in red letters in English as also in the regional language.

" EMERGENCY EXIT "
or
" EMERGENCY DOOR"

and by symbols



when viewed from inside. Concise operating instructions describing each motion necessary to unlatch and open the exit shall be displayed. These instructions shall be located within 150 mm of the release mechanism.

3.5 **Door Components**

3.5.1 Door components shall meet the requirements specified in Rule 124 of CMVR. The door components shall be meet requirements specified in para 6.6.

Table 1
Standards Related to Door Components

Description	Standard No
Automotive Vehicles :locking systems and door retention components – general requirement	IS 14225-1995*
Automotive Vehicles:-window retention and release systems for buses	13944-1994*

* As amended from time to time

3.6 Window

3.6.1 Where windows with glazing are provided the glazing shall meet requirement specified as in para 3.6.2 & 3.6.3.

3.6.2 Window Glazing

3.6.2.1 The window glass shall be made of safety glass as specified in IS 2553 Part 2 and shall readily break on impact when hit by a hammer in the event of an accident.

3.6.3 Thickness of glazing

3.6.3.1 Minimum glazing thickness for windows, shall be as per IS : 2553 (Part-2) as amended from time to time.

3.6.4 Edges

3.6.4.1 The edge shall be crown edge, satin finish for all the exposed edges that is likely to come in touch with the passenger's body. (This Edge specification corresponds to Edge No. 1 specified in SAE J673).

3.6.5 Window Frames

3.6.5.1 The glazing may be mounted on frame; constructed from aluminum extrusions or formed steel/coated sections. Alternately directly, sliding on flocked rubber channels supported by aluminum/steel section.

3.6.5.2 The window frames shall be mounted such that distortions and change of aperture dimensions due to forces on the structure does not deform the guideways. The window glass/glass and frame shall slide smoothly when subjected to normal pull force (50 to 75N)

3.6.5.3 The window frame shall be attached to the structure by weather strips or bonded with adhesive or any other suitable method.

- 3.6.5.4 The mounting shall meet requirement specified in BIS Standard- Window retention and release system for Buses Safety Requirement IS 13944-1994. However, this requirement shall not be applicable for Mini buses whose Gross Vehicle Weight (GVW) is less than 3.5 tons.
- 3.6.5.5 The window frame fitted on buses shall meet the requirements specified in AIS-068 as amended from time to time

Table 2**Related standards for Window Glazing**

Description	Standard No
Safety Glasses: Part 2 for Road transport	IS 2553 Part 2*
Window retention and release system for Buses:- Safety Requirement	IS: 13944-1994*
Water Proofing Test on Automobiles	IS 11865-1992*

* As amended from time to time

3.7 **Ingress of dust and rain water :**

- 3.7.1 All body joints, front safety glass, rear safety glass, doors, windows and hatches should be so constructed such that it does not permit ingress of rain water, in the fully closed condition. It is recommended that the bus body builders carry out their own internal assessment test to check water proofing as per IS : 11865 – 1992.
- 3.7.2 All body joints, front safety glass, rear safety glass, doors, windows and hatches should be so constructed such that it does not permit ingress of dust, in the fully closed condition. It is recommended that the bus body builders carry out their own internal assessment test to check dust ingress as per IS : 11739 – 1997.
- 3.7.3 Drain holes shall be provided in the window frame such that water shall flow outward and does not flow into the structure cavity or into the passenger compartment.

3.8 **Body Insulation**

- 3.8.1 Body insulation shall be provided with suitable material for DLX and ACX buses and optional for other categories. It is recommended to use materials like Polyurethane or Glass Wool of minimum thickness of 40 mm and minimum density of 40 kg/m³. Materials superior to the ones shall also be permitted.

3.9 Rear View Mirrors

- 3.9.1 The rear view mirrors shall meet the requirements specified in AIS Standards AIS-001 and AIS-002 as amended from time to time.

3.10 Wind Screen Wiping System and Driver's field of Visions

- 3.10.1 The Wind Screen Wiping System shall meet the requirements specified in AIS Standard AIS-011 as amended from time to time.
- 3.10.2 All types of buses shall meet the requirements of driver's field of vision specified in AIS-032 as and when notified.

3.11 Vehicle Seats and Seat Belts

- 3.11.1 All Seat designs and Seat anchorage designs used in buses, shall meet the requirements of AIS-023 as amended from time to time.
- 3.11.2 All types of buses shall be provided with seat belts as per the provisions of CMVR. The seat belts assemblies and their anchorages shall meet the requirements of AIS-005 and AIS-015 as and when notified separately under CMVR.
- 3.11.3 The Seats used in buses shall be those which are type approved by the testing agency as per AIS-023, as amended from time to time.

3.12 Strength Roof Luggage Carrier

- 3.12.1 The RLC platform shall be able to withstand –
- Uniformly distributed static load of 150 kgs / m²
 - Inertia forces equivalent of 2.5 g.
 - Shear force equivalent to 1.5g.
- 3.12.2 RLC structure, its mountings and the bus roof structure integrity in relation to RLC need to be type approved both at design stage as also at prototype type approval stage.

3.13 Pad Material

The recommended pad material for various types / categories of buses are as given in table below. Materials superior to the ones indicated in this table shall also be permitted.

		Fibre glass / Polymer (moulded)	PU Foam	Rubbe rised coir	Latex foam	Moulded P.U. Foam
Type I	NDX	✓	✓	✓		
	SDX		✓			
	DLX				✓	✓
	ACX				✓	✓
Type II	NDX			✓	✓	
	SDX		✓			
	DLX				✓	✓
	ACX				✓	✓
Type III	SDX			✓		
	DLX					✓
	ACX					✓

3.14 Upholstery

The recommended upholstery for various types / categories of buses are given in table below. Materials superior to the ones indicated in this table shall also be permitted.

		PVC Rexene	Foam Rexene	Tapestry Cloth	Velvet Cloth
Type I	NDX	✓			
	SDX		✓		
	DLX			✓	✓
	ACX			✓	✓
Type II	NDX	✓			
	SDX		✓		
	DLX			✓	✓
	ACX			✓	✓
Type III	SDX		✓		
	DLX			✓	✓
	ACX			✓	✓

3.15 Other Features

The recommended features for various types / categories of buses are given in table below. However, features superior to the ones indicated in this table may also be permitted.

Feature	Type I				Type II				Type III		
	NDX	SDX	DLX	ACX	NDX	SDX	DLX	ACX	SDX	DLX	ACX
Head Rest			✓	✓			✓	✓	✓	✓	✓
Seat Arm			✓	✓		✓	✓	✓	✓	✓	✓
Seat Back-Fixed	✓	✓			✓	✓			✓		
Seat Back - Reclining			✓	✓			✓	✓		✓	✓
Magazine Pouch			✓	✓			✓	✓		✓	✓
Folding Table for Food Tray										✓	✓
Water bottle holding fixture							✓	✓		✓	✓
Fan on each row (min. of 12 Watts)			✓				✓			✓	
Reading Lights				✓			✓	✓		✓	✓

Table 3

Recommended Specifications for moulded polyurethane cushion :

Sl. No.	Characteristic	Specification	Test Method
1.0	Density	40 - 60 kg/m ³	As per IS 7888 – 1976
2.0	Compression set	12 % Max.	As per IS 7888 – 1976
3.0	Tensile test	1.2 to 1.9 kg/cm ²	As per IS 7888 – 1976
4.0	Elongation	110% Min.	As per IS 7888 – 1976
5.0	Resilience	58 - 63 %	As per JIS K 6401
6.0	Rebound fatigue Reduction in height Reduction in hardness	1,00,000 cycles 8% Max. 12% Max.	As per ISO 3385-1989
7.0	Flammability requirements for the foam & upholstery		As per IS 15061:2002

Table 4
Related Standards for Cushion / Pad Materials

Description	Standard No
Molded Rubberize Coir Cushion	IS 11060 :1984
Latex Foam Rubber Products	IS 1741:1960

Table 5
Related Standards for Upholstery

Description	Standard No
Vinyl Coated Fabric	IS 1259:1984
Expanded Vinyl Coated Fabric	IS 8698
PVC Coated Fabric	IS 3322 Part I : 1987
Rayon Velvet	IS 4439:1988
Textile Covering – Tufted Carpet	IS 5884:1995
Jacquard	

3.16 Bumpers

- 3.16.1 Bumpers and their mounting arrangements shall be provided on both front and rear of the vehicle, and made of Steel or impact resistant polymer or combination of both and shall meet the requirement of the relevant standard as and when notified.
- 3.16.2 The front and rear of the vehicle shall be protected in such a manner that in the event of a low speed collision the damage to the vehicle is minimum.
- 3.16.3 The edge of bumper shall be turned inwards and shall be devoid of sharp corners capable of causing injury.
- 3.16.4 Plastically deformable retaining elements located between the body structure and bumper shall be permitted as energy absorbers in addition to the steel sheet component.
- 3.16.5 Suitable gap between the bumper and the body shall be given such that in the event of a frontal or rear collision the body panels are subjected to minimum damage.

3.17 Corrosion Protection

- 3.17.1 The quality of the surface treatment shall be tested according to the test methods specified in JIS D0202 or equivalent BIS standard. (General Rules of Coating Films for Automotive Parts or equivalent Indian Standards using test panels.) The minimum quality requirements in table below shall be met for test criteria specified in Para. 9 of JIS D0202.

Item		Quality		
Surface Condition –Appearance		There must be no surface roughness, pin holes or other harmful defects.		
Corrosion Resistance	Iron Phosphate treatment	72 (Hrs)		
	Zinc Phosphate treatment	96 (Hrs)		
Water and moisture Resistance	Iron Phosphate treatment	36 (Hrs)		
	Zinc Phosphate treatment	48 (Hrs)		
Oil Resistance (40 Deg. 24 hrs)h		No swelling, flaking, peeling, cracking, film softening nor appreciable change in lustre or colour		
Volatile Oil Resistance (Gasoline) (24 hrs)		No swelling, flaking, peeling, cracking, film softening nor appreciable change in lustre or colour		
Pencil Scratch Test		Shall resist HB or Harder		
Checker Mark : No of sections in which film remains intact (without peeling off) Grade 3 shall apply only to Copper and copper alloy bases, Aluminum and aluminum alloy bases and Zinc and Zinc alloy bases		Grade 1	Grade 2	Grade 3
		100	90 or more	60 or more

3.18 Protection against fire risk

3.18.1 Engine Compartment

- 3.18.1.1 No flammable sound proofing material or material liable to impregnated with fuel, lubricant or any combustible material shall be used in the engine compartment unless the material is clad by an impermeable sheet.
- 3.18.1.2 Precaution shall be taken, either by suitable layout of the engine compartment or by provision of drainage orifices to avoid as far as possible, the accumulation of fuel, lubricants or any other combustible material in any part of the engine compartment.

3.18.1.3 A partition of heat-resistant material shall be fitted between the engine compartment and any other source of heat (e.g. a retarder designed to absorb energy liberated when descending along gradient). Any device designed for employing warm water shall be precluded from this requirement. All mounting clips gaskets etc. used in conjunction along with the device shall be fire resistant.

3.18.2 **Fuel filler apertures**

3.18.2.1 Fuel filler apertures shall be accessible only from exterior of the vehicle.

3.18.3 Fuel Tank

3.18.3.1 Position of filler aperture shall be as fitted by the vehicle manufacturer. Alteration/ relocation of the fuel tank shall not be permitted unless approval obtained from the vehicle manufacturer and test agency.

3.18.3.2 No part of the fuel tank shall project beyond the overall width of the body work.

3.18.4 **Fuel feed System**

3.18.4.1 Alterations shall not be permitted on fuel feed system provided by the vehicle manufacturer. The Coach builder shall obtain Type approval for carrying out any modification prior to any alteration if deemed necessary.

3.18.4.2 No apparatus used for the fuel feed shall be placed in the driver's compartment or the passenger compartment.

3.18.4.3 Fuel lines and all other parts of the fuel feed shall be accommodated in the vehicle where they have the optimum protection.

3.18.4.4 It is recommended that twisting and bending movements and vibrations of the vehicle or the power unit do not subject the fuel lines to abnormal stress. It is also recommended that the union of pliable pipes with rigid parts of fuel feed system must be so designed and constructed as to remain leak proof in various condition of use of the vehicle despite ageing, twisting or bending movements, or vibration of the vehicle structure or power unit. Fuel leaking from any part of the engine system be able to flow away freely to the road surface, but never into the exhaust system.

3.18.5 Fire extinguishers

3.18.5.1 The vehicle shall be equipped with one or more Fire extinguishers, one being near to the driver's seat.

3.18.5.2 Type and the minimum number of extinguishers to be provided shall be as follows:

	Standard bus			Midi & Mini bus	
Total Capacity of extinguisher	Type I	Type -II	Type III	A	B
4 kg rating for Standard Bus (Other than Midi and Mini Buses) & 2 kg rating for Midi and Mini Buses) 21A 113B CEN Std EN 3 Pt.1	Minimum two fire extinguisher of 2 kg each, totaling to 4kg	Minimum two fire extinguisher of 2 kg each, totaling to 4kg	Minimum two fire extinguisher of 2 kg each, totaling to 4kg	Minimum two fire extinguisher of 1 kg each, totaling to 2kg	Minimum two fire extinguisher of 1 kg each, totaling to 2kg

Note : Fire extinguishers shall comply with IS : 13849 or IS : 2171 as amended from time to time, as may be applicable.

3.18.5.3 Halogenated hydrocarbon type of extinguisher shall not be used as extinguishant.

3.18.5.4 The Fire extinguishers shall be secured against tampering and shall be kept in lockers or behind breakable glass. The location shall be marked clearly.

3.19 First aid Equipment

3.19.1 First Aid Kits containing items notified under Rule 138 (4) (d) of CMVR 1989 shall be provided.

3.19.2 Space shall be provided for fitting more than one first-aid kit.

3.19.3 The First aid kits shall be secured against tampering and shall be kept in lockers or behind breakable glass. The location shall be marked clearly.

3.20 Modification of Chassis and / or Chassis related Components

3.20.1 Alterations shall not be permitted on the chassis or any of its aggregates or components. Any modifications shall call for fresh type approval of the design and the prototype.

3.21 A.C. System

3.21.1 The A.C. system shall meet the technical and safety requirements as and when notified.

3.22 Interior Noise

3.22.1 The interior noise level shall be in accordance with AIS-020 as amended from time to time.

CHAPTER : 4

LIGHTING & ILLUMINATION

4.1 **Lighting, Signalling and Indicating Systems-**

4.1.1 **External**

4.1.1.1 External lighting, signalling and indicating systems of the bus shall comply with the Rules laid down of the Central Motor Vehicle Rules, 1989, and as amended from time to time.

4.1.1.2 All equipment and devices shall be Type Approved

4.1.2 **Internal**

4.1.2.1 Lighting, signalling and indicating systems shall provide adequate illumination inside the bus for the safe operation by the driver and the passengers, during darkness and other conditions of reduced visibility.

4.1.2.2 **Position of illumination devices**

4.1.2.2.1 The following lamps are to be placed on the roof of the bus, above the head of the observer -

- Cab lamp or courtesy lamp
- Passenger area lamps

4.1.2.2.2 The following lamps are to be placed at the foot level -

- Exit lamps

4.1.2.2.3 The following lamps are to be placed inside the compartment/unit/control

- Locker lamp
- Electrical distribution centre lamp - Instrument lighting
- Control unit lamps

4.1.2.3 **Type of Bulbs for lamp Assemblies**

4.1.2.3.1 The following lamp assemblies can be illuminated either by incandescent bulbs or L.E.D (Light Emitting Diodes) -

- Tell-Tale lights
- Instrument lights
- Control unit lamps

4.1.2.3.2 The following lamp assemblies can be illuminated by incandescent bulbs -

- Electrical distribution centre lamp
- Locker lamp

4.1.2.3.3 The following lamp assemblies can be illuminated by incandescent bulbs or fluorescent bulbs -

- Entrance lamps
- Cab lamp or courtesy lamp
- Passenger area lamp

4.1.2.4 **Photometric requirements**

4.1.2.4.1 Lighting requirements of the lighting, signalling and indicating systems for the following sub groups:-

- Dash Board Tell tale lighting/Control lighting
- Driver Cabin lighting
- Passenger Compartment lighting
- Other Area lightings

4.1.2.4.1.1 **Dash Board Tell tale lighting/Control lighting**

4.1.2.4.1.1.1 Lamps falling in this category -

- Instrument lighting
- Tell-tale lighting
- Control unit lamps

4.1.2.4.1.1.2 The illumination by lighting devices lighting up dash board instruments, tell tales and controls shall be discreet and shall not disturb the driver when driving in the dark.

4.1.2.4.1.1.3 The strength of the instrument lighting shall be capable of regulation through a rheostat or any other suitable means.

4.1.2.4.1.1.4 The illumination intensity of all the lamps provided for lighting instruments, controls inside the cabin shall not be more than 10 candelas and shall not be less than 2 candelas.

4.1.2.4.1.2 **Driver Cabin lighting**

4.1.2.4.1.2.1 The following lamps fall in this category :

- Cab lamp or courtesy lamp
- Locker lamp
- Electrical distribution lamp

- 4.1.2.4.1.2.2 The illumination by lighting devices lighting up the cabin interior should be sufficient enough to clearly distinguishing each component part of the cabin. Driver should be in a position to read sign ages written on the walls, door of the cabin. He should also be in position to read any instructions printed on paper.
- 4.1.2.4.1.2.3 The luminous flux of all the lamps provided for cabin lighting to light up the equipment, components and to read, shall not be less than 100 lux and shall not be more than 150 lux at the point of observation and as seen by the driver.
- 4.1.2.4.1.2.4 The driver's compartment shall be provided with illumination through separate circuit.
- 4.1.2.4.1.3 **Passenger Compartment lighting**
- 4.1.2.4.1.3.1 The following lamps fall in this category:-
- Exit lamps
 - Passenger area lamps
- 4.1.2.4.1.3.2 The illumination by lighting devices lighting up the passenger area should ensure reading of signages inside the passenger area and other important signs like emergency signs. The illumination should light up handles, latches, knobs, rods, hand-holds, etc facilitating easy access to passenger. It should be adequate for reading printed matter like newspaper.
- 4.1.2.4.1.3.3 The illumination of these lamps shall not be less than 150 lux, when measured at any seating location of the bus and at the eye level of the seated passenger , i.e at 620 mm above the seat base.
- 4.1.2.4.1.3.4 At least two night lights spaced at 2 m to each other shall be provided in the passenger compartment. The interior lighting shall be designed such that the glare and reflections caused does not affect the driver.
- 4.1.2.4.1.4 **Other Area Lightings**
- 4.1.2.4.1.4.1 Luggage hold area lighting : Every luggage hold shall be provided with light fittings for illuminating the hold when in use.
- 4.1.2.4.1.4.2 Destination panel lighting : The front, rear and side (optional) of the vehicle shall be illuminated and the inscription on the panel/board shall be visible at a distance of 30 metres.
- 4.1.2.4.1.4.3 Side marker lamp : These are to be mounted on the side of the vehicle and shall be of amber colour. They shall be mounted on a height of 800- 1 200mm above the ground.

4.2 Type Approval

- 4.2.1 The number of lamps, their position, type and wattage used shall be type approved.
- 4.2.2 All the above information shall be incorporated in the technical specification submitted for the type approval.

CHAPTER : 5**ELECTRICAL EQUIPMENT AND WIRING****5.1 Electrical cables**

5.1.1 All cables used shall be BIS marked. Copper conductors with fire retardant PVC insulation and able to withstand working temperature upto 70°C shall be used.

5.1.2 All the cables shall be ducted and secured at suitable places in such a manner that during normal use of vehicle the cables are not subjected to any tension, stretching, nicking, cutting, abrasion or chaffing.

5.1.3 The conductor cross section shall be selected to carry the rated current as given below:-

Specification for Low Tension Wire for Automotive Application				
Allowable Current (A)	Number/ Diameter of wire in (mm)	Cross Sectional Area in (mm²)	Outer Diameter (mm)	Finished Outer Diameter (mm)
9	7/0.32	0.5629	1.0	2.2
12	11/0.32	0.8946	1.2	2.4
15	16/0.32	1.267	1.5	2.7
20	26/0.32	2.081	1.9	3.1
28	41/0.32	3.287	2.4	3.8

5.2 Fuse

5.2.1 Every electrical circuit shall be provided with fuse designed for the circuit. In case of multiple circuits a common fuse shall be permitted, subjected to maximum current capacity of 15 Amps. per circuit.

The current carrying capacity of the fuse shall be :

Rated Current of Fuse = 1.5 times the Load Current of the Electrical Equipment

5.3 Terminals, Connectors & Elements

5.3.1 End terminations: All the ends shall be suitably crimped with lugs /soldered or fixed so as to withstand vehicle vibrations.

5.3.2 The interconnection shall be through couplers/junction boxes/ terminal blocks.

- 5.3.3 Weatherproof connectors shall be used for external areas which are exposed to atmosphere to avoid water /moisture ingress during use.
- 5.4 Safety requirements
 - 5.4.1 Use of relays and other electrical elements shall be adopted where the current rating of the switches is not adequate.
 - 5.4.2 The additional circuits shall not draw current more than specified by the manufacturer.
 - 5.4.3 Where the voltage exceeds 100 Volts RMS (Root Mean Square) in one or more electrical circuit, a manually operated isolation switch which is capable of disconnecting the circuit(s) from the main electrical supply shall be provided and shall be located inside the vehicle in a location easily accessible to the driver.
 - 5.4.4 No circuit provided by the vehicle manufacturer or type approved shall be modified.
 - 5.4.5 The isolation circuit shall have provision of bypassing circuits supplying mandatory external vehicle lighting.
 - 5.4.6 Electrical cables shall be located such that no part can make contact with any fuel line or exhaust system subjected to excess heat. Suitable special insulation shall be provided where such electrical circuits are necessary.
 - 5.4.7 Electrical conductors shall meet the requirement for flame resistance specified in para 6.8.
- 5.5 **Batteries**
 - 5.5.1 All batteries shall be well secured and easily accessible.
 - 5.5.2 The battery compartment shall be separated from the passenger compartment and driver's compartment. It shall be well ventilated.
 - 5.5.3 Battery terminals shall be protected against short circuit risk.
 - 5.5.4 Isolation Switch: A manually operated isolation switch, which is capable of disconnecting the battery terminal from the electrical circuit, shall be provided.

5.6 Type Approval

5.6.1 The circuit diagram for the bus shall be type approved. Calculations in arriving at conductor size, fuse rating, switch rating shall form a part of type approval requirement. The number of lamps, their position, type and wattage used shall also be type approved.

5.6.2 All the above information shall be incorporated in the technical specification submitted for the type approval.

Table
Standards Related to Electric Equipment & Wiring

Description	Standard No.
Cables for Motor Vehicles	IS 2465 : 1984*
Cable Termination for Automobile Wiring Blade Type Connectors	IS 8395 : 1977 Part I*
Cable Termination for Automobile Wiring Bullet & Tube Type Connectors	IS 8395 : 1977 Part II*
Low Voltage Fuses	IS 13703 : 1993 Part I*
Colour Code of Electrical Wiring	IS 13313 : 1991 *
Cartridge Fuse links for Automobiles	IS 2577 : 1974*
Porcelain (Molded) Fuse links for Automobiles	IS 7528 : 1974*
Fuses for Automobiles	IS 4063 : 1982*
Piano key type switches for use in automobiles	IS 9433 : 1980*
Automobile Lamps	IS 1606 : 1979*
Electrical Circuits	IS 14381 : 1996*

*as amended from time to time.

CHAPTER : 6

TEST METHODS

6.0 Design of Bus Bodies

All bus body builders may adopt suitable tools to design bus bodies for sufficient strength and for all the performance parameters specified in the code. Bus Body Builders may have their own analysis of bus body structures, done by use of Finite Element Analysis (FEA) or any other analytical tool to ensure sufficient bus body strength, for specific compliance to the strength requirements given at Clause 6.1. FEA is a detail design tool which basically saves time in designing and produces more accurate results. It is therefore recommended that bus body builders use design tools such as FEA, for verifying the strength of the bus body superstructure, either by themselves or from the authorised test agencies notified under Rule 126 of CMV(A)R, 1989. FEA would greatly help in assessing physical compliance to 6.1 at the design stage itself.

6.1 Body Structure Strength Test

All single deck buses of Type –II and Type – III category excluding Mini buses, shall meet the requirements specified in para 6.1.1.

6.1.1 Test Requirements

- 6.1.1.1 The body structure of the vehicle shall be of sufficient strength, to ensure that during and after it has been subjected to the test specified in the para 6.1.2.
- 6.1.1.2 No displaced parts of the vehicle intrudes into the residual space specified in para 6.1.1.3, (Ref. Fig. 1 and Fig.2.) and
- 6.1.1.3 No part of the residual space projects outside the deformed structure.
 - The residual space means the space to be preserved in the passenger compartment during and after the structure has been subjected to roll over test. The space is defined as the volume within the passenger compartment when swept by a transverse plane defined in Fig. 1 is moved in straight line or lines such that it passes through the “R” points of all the passenger seats (from rear through intermediate to foremost seat illustrated in Fig. 2)
 - For the purpose of above rule the “R” point defined in Fig. 2 shall be assumed to be 500 mm above the floor under the passenger’s feet, 300 mm from inside of the side of the vehicle and 100 mm in front of the seat back in the centreline of the outboard seats.
- 6.1.1.4 The requirements of Para 6.1.1.3 shall apply to the vehicle including all its structural parts members, panels and all projecting parts such as

luggage racks, ventilation ducts, equipment etc. However this shall preclude the following:

- Intrusion of a structural member (Fig. 3)
- Intrusion of a conduit (Fig. 4)
- Intrusion of rear corner seats (Fig. 5)
- Intrusion of Wheel hump (Fig. 6)

6.1.1.5 In case of an articulated vehicle each part of the vehicle shall comply with the requirements specified in para 6.1.1.1.

6.1.2 **Test Method**

6.1.2.1 Each type of vehicle shall be subjected to the Roll Over Test on complete vehicle or on a body section (s) representative of the vehicle specified in para 6.1.4 and para 6.1.5 or alternate method approved by the test agency as directed in rule 126 of CMVR.

6.1.3 **Acceptance Criteria**

6.1.3.1 If the body structure tested meets requirement defined in Para 6.1.1 then the structure shall be considered to comply with the requirement.

6.1.4 **Roll-Over Test On A Complete Vehicle**

6.1.4.1 Test Conditions

6.1.4.1.1 While the vehicle need not be fully finished condition, it shall be representative of production vehicles in respect of unladen kerb mass, centre of gravity and distribution of mass as declared by the manufacturer.

6.1.4.1.2 Driver and passenger seats shall be placed with their backs, if adjustable, in their most upright position. The height of the seats, if adjustable shall be at the highest position.

6.1.4.1.3 Every door and opening window of the vehicle shall be closed and latched but not locked. Windows and glazed bulkheads or screens may be glazed at the applicant's discretion. If they are unglazed, an equivalent weight shall be imposed at the appropriate positions.

6.1.4.1.4 Tyres shall be inflated to the pressure prescribed by the vehicle manufacturer and, if the vehicle has a pneumatic suspension (air Spring) system, the pneumatic spring air pressure shall conform to vehicle manufacturer recommendation. Any automatic levelling system shall be adjusted with the vehicle on a flat, horizontal surface to the level specified by the manufacturer. Shock absorber shall operate normally.

- 6.1.4.1.5 Fuel, battery acid and other combustible, explosive or corrosive material may be substituted by other material, provided that conditions prescribed in para 6.1.4.1.1 above is met.
- 6.1.4.1.6 The impact area shall consist of concrete or other rigid material.
- 6.1.4.2 **Test Procedure (see Fig. 7)**
- 6.1.4.2.1 The vehicle shall be placed on a platform in order to be rolled over on one side. This side for the roll over shall be the weaker of the two sides, as brought out during design type approval stage.
- 6.1.4.2.2 The position of the vehicle on the platform shall be such that when the platform is horizontal:
- The axis of rotation is parallel to the longitudinal axis of the vehicle,
 - The axis of rotation is 0 –200mm from the vertical step between the two levels,
 - The axis of rotation is 0 –100mm from the side of the tyre at the widest axle,
 - The axis of rotation is mm below the 0 –100mm horizontal sitting plane on which the tyre stands and
 - The difference between the height of the horizontal sitting plane and the horizontal lower plane on which impact takes place shall not be less than 800 mm.
- 6.1.4.2.3 Means shall be provided to prevent the vehicle moving along the longitudinal axis.
- 6.1.4.2.4 The test apparatus shall prevent the tyres from sliding sideways in the direction of the roll over by means of side walls.
- 6.1.4.2.5 The test apparatus shall ensure the simultaneous lifting of the axles of the vehicles.
- 6.1.4.2.6 The vehicle shall be lifted without rocking and without dynamic effects until it rolls over. The angular velocity shall not exceed 5 degree per second (0.087 rad/sec).
- 6.1.4.2.7 High speed photography, deformable templates or other suitable means shall be used to determine that the requirement of Para 6.4.1.1 has been met. This shall be verified at not less than two positions, nominally at the front and the rear of the passenger compartment, the exact positions being at the discretion of the test agency. Template shall be fixed to substantially non-deformable parts of the structure.

6.1.5 **Roll-Over Test on a Body Section**

6.1.5.1 The test requirements, test procedure and acceptance criteria shall be as per the procedure as and when notified.

6.2 **Stability Test**

6.2.1 **Test Requirements**

6.2.1.1 When the surface on which the vehicle stands were tilted to both sides in turn at an angle of 28 degrees from the horizontal the vehicle shall not overturn.

6.2.2 **Test Condition**

6.2.2.1 For the purpose of test the vehicle, the unladen vehicle with addition of :

6.2.2.1.1 Load equal to 75 kg (68 kgs standard mass of passenger + 7kgs luggage) shall be placed on each passenger and crew seat. Where vehicle is designed to carry standee passengers a load of 75 Kg. is placed with its centre of gravity at a height of 875 mm from the floor. The load shall be uniformly distributed.

6.2.2.1.2 Where vehicles are designed and constructed to carry luggage on the roof, a uniformly distributed mass not less than of 150 kg/ m² representing the luggage, shall be secured to the roof.

6.2.2.1.3 Alternatively a calculation method may be used to prove that the vehicle will not overturn under conditions specified in para 6.2.2.1. The Calculation method shall be approved by the test agency. The coach builder shall establish the validity of the calculation method to the satisfaction of the Test Agency on the basis of comparative test with a similar vehicle.

6.2.2.2 **Test Method**

6.2.2.2.1 The vehicle shall be subjected to test on a tilt test rig. . Height of step used to prevent the vehicle from slipping side ways on the test rig shall not be greater than two third of the distance between the surface on which the vehicle stands and part of the rim of the wheel which is nearest to the surface in the untilted position. Ref. Fig. 8.

6.2.2.3 **Acceptance Criteria**

6.2.2.3.1 The stability of a vehicle shall be considered to comply with the requirement if the angle at which overturning occurs is greater than 28 degrees from the horizontal.

6.3 Impact Strength for Bumpers

- 6.3.1 The front and rear bumpers of the vehicle shall meet the requirements prescribed in relevant standard as and when notified.

6.4 Seat Requirements

6.4.1 Performance and Strength Requirements for Driver / Co-driver Seat

- 6.4.1.1 The driver / co-driver seat shall meet the requirements specified in AIS-023, as amended from time to time.

6.4.2 Passenger Seat requirements

- 6.4.2.1 The passenger seats shall meet the requirements specified in AIS-023, as amended from time to time.

6.5 Power Operated Service Door

6.5.1 Test Requirements

- 6.5.1.1 The construction and control system of every power operated service door be such that a passenger is unlikely to be injured by the door or trapped between the door while closing. The door system shall meet the requirements defined in para 6.5.1.2 & para 6.5.1.3.

- 6.5.1.2 The closing of the door at the measuring point is resisted by the clamping force not exceeding 150 N, the door shall reopen automatically to its fullest extent and remain open until a closing control is operated using a test bar of section 60 mm High 30 mm wide and rounded at corners (R=5 mm). The clamping force may be measured by any method specified by the test agency. The peak force may be higher than 150 N for a short time provided that it does not exceed 300 N. Alternately if the door can be easily reopened by hand, if the clamping force measure does not exceed 80 N when the door is between 30 and 120 mm ajar, and 150 N when is between 120 mm and 400 mm ajar with the energy supply on.

- 6.5.1.3 Whenever the doors are closed onto an object; the door reopens automatically to its fullest extent and remain open until a closing control is operated or the wrist or finger can be extracted without risk or injury to the passenger using test bar specified below:

- Test bar shall be so constructed such that it shall be tapered at one end over a length of 300 mm from 30 mm to a thickness of 5 mm.

6.5.2 Guidelines for measuring the closing forces of Power operated Doors

6.5.2.1 The closing of power –operated door is a dynamic process. When a moving door hits an obstacle, the result is a dynamic reaction force, the history of which (in time) depends on several factors. (e.g. the mass of the door, acceleration, dimensions).

6.5.2.2 Definitions

6.5.2.2.1 Closing force $F(t)$ is a time function, measured at the closing edges of the door (see para 6.5.2.3.2)

6.5.2.2.2 Peak forces F_p is the maximum value of the forces.

6.5.2.2.3 Effective force F_e is the average value of the closing force related to the pulse duration:

$$F_e = \frac{1}{T} \int_{t_2}^{t_1} F(t) dt$$

6.5.2.2.4 Pulse duration T is the time between t_1 and t_2 :

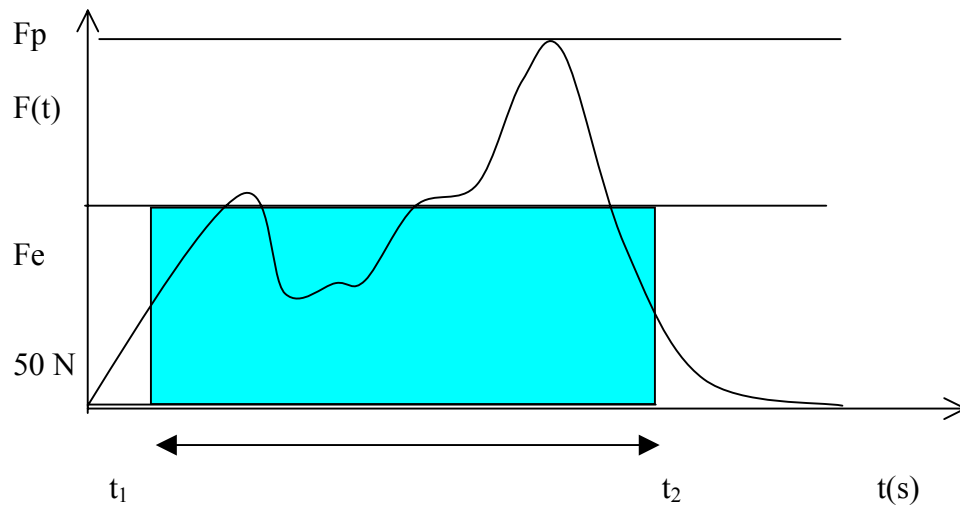
$$T = t_1 - t_2$$

Where

t_1 = threshold of sensitivity, where the closing force exceeds 50 N.

t_2 = fade away threshold, where the closing force becomes less than 50 N

This relation between the above parameters is shown below (as example only)



6.5.2.2.5 Clamping force F_c is the arithmetic mean value of the effective forces, measured at the same measuring point subsequently more times

$$F_c = \frac{\sum_{i=1}^{i=n} (F_e)_i}{n}$$

6.5.2.3 Measurements

6.5.2.3.1 Conditions of measurement

6.5.2.3.1.1 Temperature range 10 ° - 30 ° C.

6.5.2.3.1.2 The vehicle shall stay on a horizontal surface.

6.5.2.3.2 Measurement Points Shall be:

- At the main closing edge of the door,
- one in the middle of the door;
- one 150 mm above the lower edge of the door;

6.5.2.3.2.1 In case of the doors equipped with clamping prevention devices for the opening process; all the secondary closing edges of the door at the point which is considered to the most dangerous place of clamping.

6.5.2.3.3 At least three measurements shall be taken at each of the measuring points to determine the clamping force according to para 6.5.2.2.5.

6.5.2.3.4 The signal of the closing force shall be recorded by means of a low- pass filter with limited frequency of 100 Hz. Both the threshold of sensitivity and fade away threshold to limit the pulse duration shall be set at 50 N.

6.5.2.3.5 The deviation of the reading from the rated value shall not be more than $\pm 3\%$.

6.6 Door Components

6.6.1 Door and door components shall meet the standard specified in Rule 124 of CMVR, door locks shall meet requirements laid out in BIS Standards, Automotive Vehicles : locking systems and door retention components - general requirement IS 14225:1995, as amended from time to time and Automotive Vehicles Window retention and release system for buses - safety requirement as specified in 13944-1995, as amended from time to time.

6.6.2 Door latch

6.6.2.1 Door handle effort to unlatch the door shall be min. 30N and 55 N max. (optional specification).

6.6.2.2 Longitudinal Load : The door latch and striker assembly when tested as defined in IS 14225:1995 shall withstand a ultimate longitudinal load of 11 KN, when in fully latched position and 4.45 KN when in secondary latched position.

6.6.2.3 Transverse Load : The door latch and striker assembly when tested as defined in IS 14225:1995 shall withstand a ultimate transverse load of 8.9 KN, when in fully latched position and 4.45 KN when in secondary latched position.

6.6.2.4 Inertia Load : The door latch when contained in the door latched system (door latch, striker assembly, outside handle, key cylinder and connecting mechanism) and in fully latched position must remain in fully latched position when subjected to inertia load of 30 g in any direction. (ECE –R-42 & SAE J 839 July 82)

6.6.3 Door Hinges

6.6.3.1 Door hinge must be capable of withstanding an ultimate longitudinal load of 1135 Kgf and Transverse load of 910 Kgf.

6.6.3.2 *Longitudinal Load* : Door hinge system when subjected to test defined in SAE J July 82 shall be capable of withstanding an ultimate load of 11.1 KN.

6.6.3.3 *Transverse Load* :Door hinge system when subjected to test defined in SAE J 934 July 82 shall be capable of withstanding an ultimate load of 8.9 KN.

6.7 Joint Strength Test

Each body panel joint shall be capable of holding the body panel to the member to which it is joined when subjected to a force of 60% of the tensile strength of the weakest joined body panel as per the test procedure given para 6.7.1.

6.7.1 Test Procedure

6.7.1.1 Preparation of the test specimen

6.7.1.1.1 If a body panel joint is 203mms long or longer, cut a test Specimen that consists of any randomly selected 203mms segment of the joint, together with a portion of the bus body whose dimensions, to the extent permitted by the size of the joined parts, are those specified in Figure 6, so that the specimen's centerline is perpendicular to the joint at the midpoint of the joint segment. Where the body panel joint is not fastened continuously, select the segment so that it does not bisect a spot weld or a discrete fastener.

6.7.1.1.2 If a joint is less than 203mm long, cut a test specimen with enough of the adjacent material to permit it to be held in the tension testing machine specified in 9.1.3.

6.7.1.1.3 Prepare the test specimen in accordance with the preparation procedures specified in the 1973 edition of the Annual Book of ASTM Standards.

6.7.1.2 Determination of minimum allowable strength.
For purposes of determining the tensile strengths of the joined body components as follows:

- a) Where the mechanical properties of a material are specified ASTM standards the relative tensile strength shall be equal to the minimum tensile strength specified in the corresponding ASTM Standards.
- b) Where the mechanical properties of a material are not specified in the ASTM standards, its tensile strength of representative sample from the bus body outside the area of the joint shall be taken for reference. The testing of the material shall be in accordance with the para 6.7.1.3.

6.7.1.3 **Joint Strength test**

6.7.1.3.1 Grip the joint specimen on opposite sides of the joint in a tension-testing machine calibrated in accordance with Method E4, Verification of Testing Machines, of the American Society for Testing and materials (1973 Annual Book of ASTM Standards).

Note : The testing requirements for the structural joints shall be specified separately.

6.7.1.3.2 Adjust the testing machine grips so that the joint, under load will be in stress approximately perpendicular to the joint.

6.7.1.3.3 Apply a tensile force to the specimen by separating the heads of the testing machine at any uniform rate not less than 3.2mm and not more than 9.5mm per minute until the specimen separates.

6.8 **Electrical Conductor Test**

6.8.1 **Principle**

6.8.1.1 This test consists of submitting specified test pieces of the electrical conductors, as installed in the vehicle, to a flame in order to evaluate their resistance to fire.

6.8.2 **Equipment**

6.8.2.1 The test equipment consists of:

6.8.2.1.1 **Test Enclosure**

6.8.2.1.1.1 The test enclosure consists of metallic screen with 3 faces:

- 1200 ± 25 mm height,
- 399 ± 25 mm width,
- 450 ± 25 mm depth.

The front face is open and the top and bottom is closed. The base not be metallic.

6.8.2.1.2 **Heat Source**

6.8.2.1.2.1 The heat source consists of a gas burner (Bunsen burner) of internal diameter between 9.5 mm and 10 mm. Its control is such that the length of the outer flame is approximately 125 mm and that of the inner flame approximately 40 mm.

6.8.2.1.2.2 The functioning of the burner is tested in the following manner: the base of the burner being horizontal, a naked copper wire of 0.71 ± 0.025 mm in diameter and having a free length of at least 100mm is introduced horizontally in to the flame, at 50mm above the top edge of the wire is situated above the far vertical edge of the burner(see Fig. 9) the time necessary to melt the wire shall not exceed 6 seconds, nor be less than 4 seconds.

6.8.3 **Test Pieces**

6.8.3.1 The test piece is formed by a piece of conductor $600\text{mm} \pm 25\text{mm}$ long.

6.8.4 **Test Method**

6.8.4.1 The test piece is held vertically and placed in the middle of the test enclosure such that its lower end is approximately 50 mm from the base of the enclosure. For the test, the base of the burner ,forms an angle of 45 deg. With the axis of the test piece. The distance between the burner and the test piece must be such that the inner flame just touches the centre line of the sample(see Fig. 10). The flame must be applied about 100 mm above the lower end of the test piece for a continuous period T (seconds) given by the formula:

$$T = 60 + M/25$$

Where M is the mass in grams of the test piece of conductor per length of 600 mm.

6.8.5 **Results**

6.8.5.1 The observed phenomena are recorded in the test report, notably:

- the duration of the combustion
- the length of the charred section.

6.8.6 **Classification**

6.8.6.1 Based on the results obtained, the material will be classified as follows:

Category 1: Combustion is self- extinguished.

The upper end of the test piece is intact.

Category 2: Combustion is self- extinguished.

The upper end of the test piece is charred or affected.

Category 3: Combustion is not self- extinguished.

6.8.7 **Acceptance Criteria**

6.8.7.1 Only Category 1 conductors are permitted.

6.9 **Illumination**

6.9.1 **Dash Board Tell tale lighting/Control lighting**

6.9.1.1 The following lamps are to fall in this category:-

- Instrument lighting
- Tell-tale lighting
- Control unit lamps

6.9.1.2 The illumination intensity of all the lamps provided for lighting instruments, controls inside the cabin shall not be more than 10 candelas and shall not be less than 2 candelas.

6.9.2 **Cabin Lighting**

6.9.2.1 The illumination by lighting devices lighting up the cabin interior -should be sufficient enough to clearly distinguishing each component part of the cabin. Driver should be in a position to read signages written on the walls, door of the cabin. He should also be in position to read any instructions printed on paper.

6.9.2.2 The following lamps are to fall in this category:

- Cab lamp or courtesy lamp
- Locker lamp
- Electrical distribution lamp

6.9.2.3 The luminous flux of all the lamps provided for cabin lighting to light up the equipment, components and to read, shall not be less than 100 lux and shall not more than 150 lux at the point of observation and as seen by the driver.

6.9.3 Passenger area lighting

6.9.3.1 The illumination by lighting devices lighting up the passenger area should ensure reading of signages inside the passenger area and other important signs like emergency signs. The illumination should light up handles, latches, knobs, rods, hand-holds, etc are easy access to passenger. It should be capable of allowing for reading of printed matter like newspaper.

6.9.3.2 The following lamps are to fall in this category:-

- Entrance lamps
- Passenger area lamps

6.9.3.3 The illumination of these lamps to light up the entrance and exit for the passengers and in general to light up the passenger compartment shall not less than 150 lux and shall not be more than 200 lux at the point/place of observation.

6.9.3.4 Method of Measurement

6.9.3.4.1 For measurement of illumination requirements indicated in para 6.9.1 to para 6.9.3. The following method is to be adopted.

6.9.3.4.2 Reference para 6.9.1.2 For measurement of candela of the illuminating device, the bulbs are tested for the Photometry as per IS 1606 : 1996 and the candela values of individual bulbs on instrument light, tell tale lighting and control until lamps, shall fall within the prescribed limit.

6.9.3.4.3 Reference para 6.9.2.3 and para 6.9.3.3.
For measurement of luminous flux, a lux meter is to be employed. After switching on the individual lighting devices, in as installed condition, the lux meter shall be placed on latches, passenger hand holds, window lift larch, entry/exit doors, emergency sign, and a newspaper held by the passenger in the darkest corner of the bus, and the lux values are noted, which shall fall within the prescribed limit.

6.10 Test methods, procedures and requirements in respect of items not covered in this code shall be separately notified time to time.

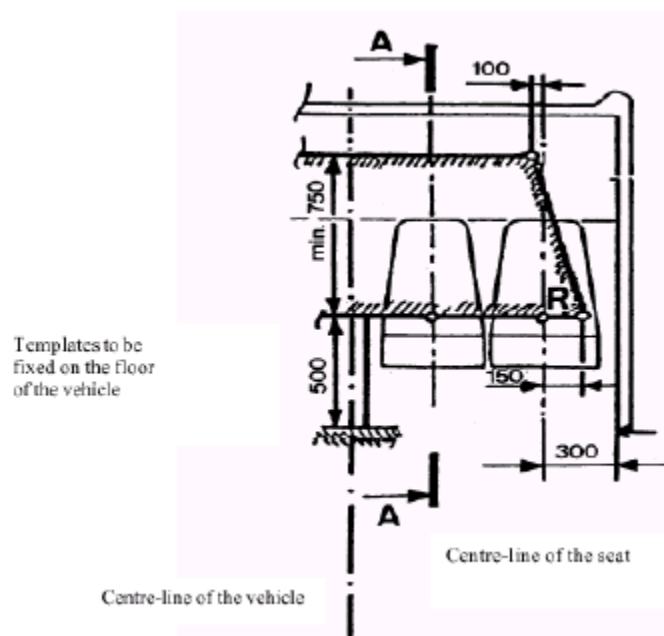


Figure 1
Residual Space after Lateral Intrusion

Section A-A of the vehicle in the vertical plane of the centre-line of the inboard seats.

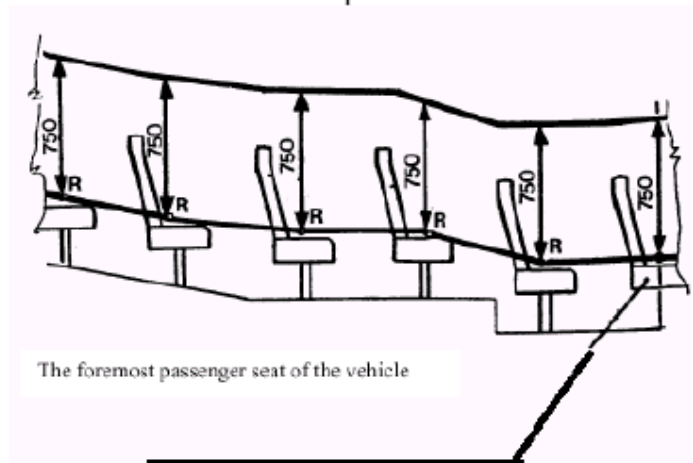
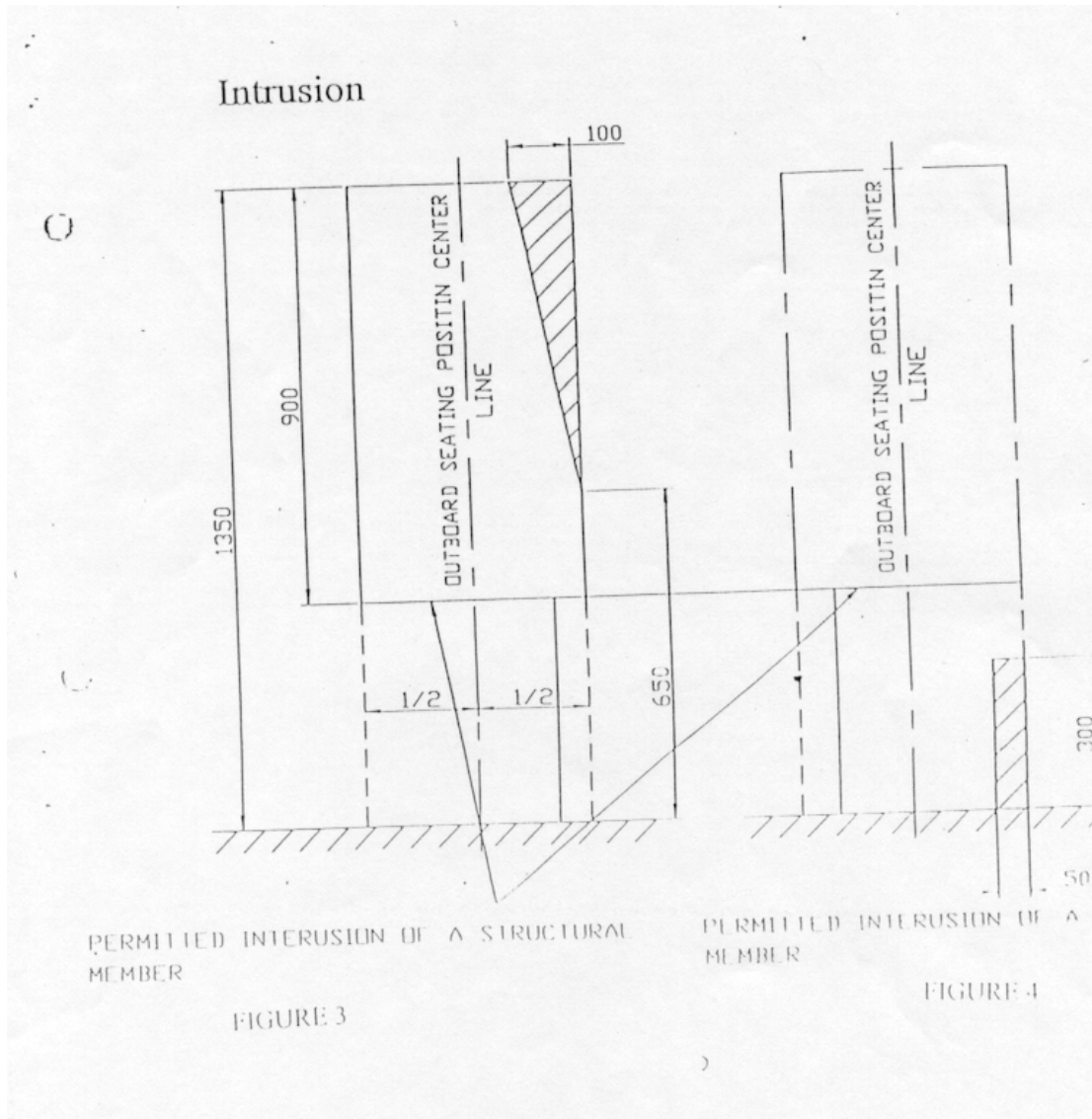


Figure 2
Residual Space after Longitudinal Intrusion



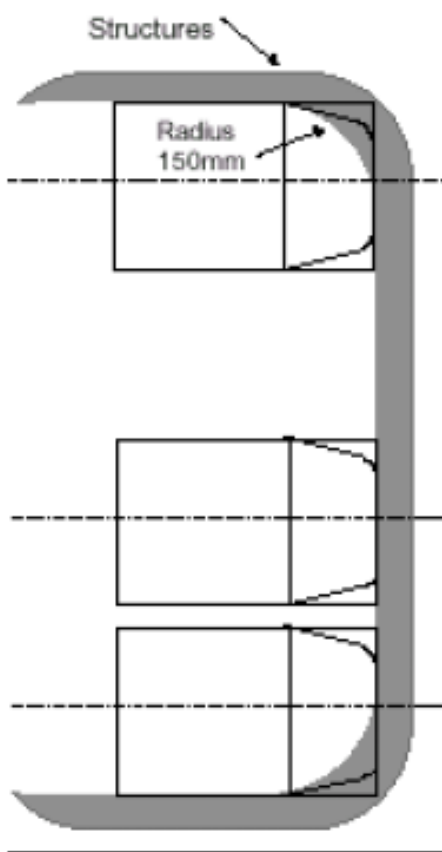


Figure 5
Permitted Intrusion at Rear Corner Seats View of the Prescribed Area
of the Seat (Two seats at the Rear)

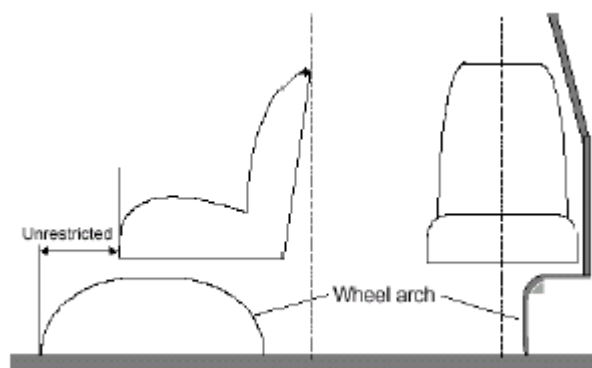


Figure 6

Permitted Intrusion of a Wheel Arch not extending beyond the vertical centre line of the side seat

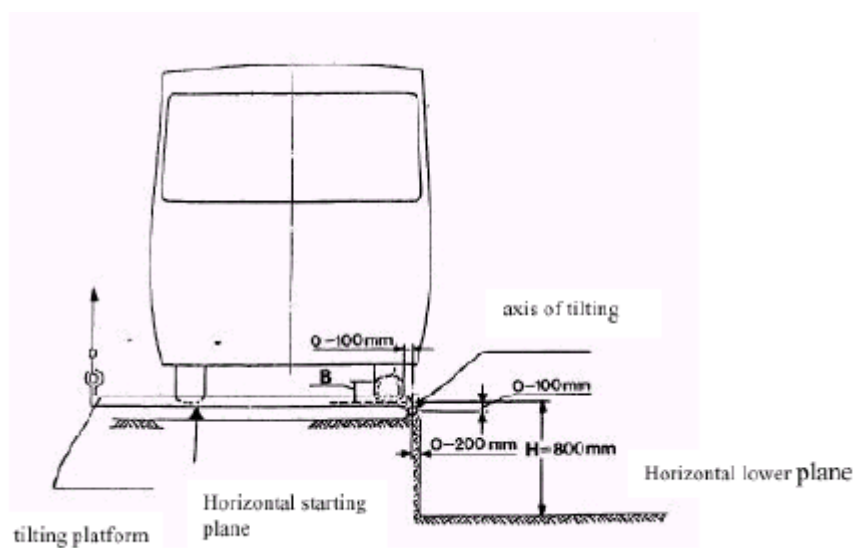


Figure 7

Test Set up for Roll-Over Test

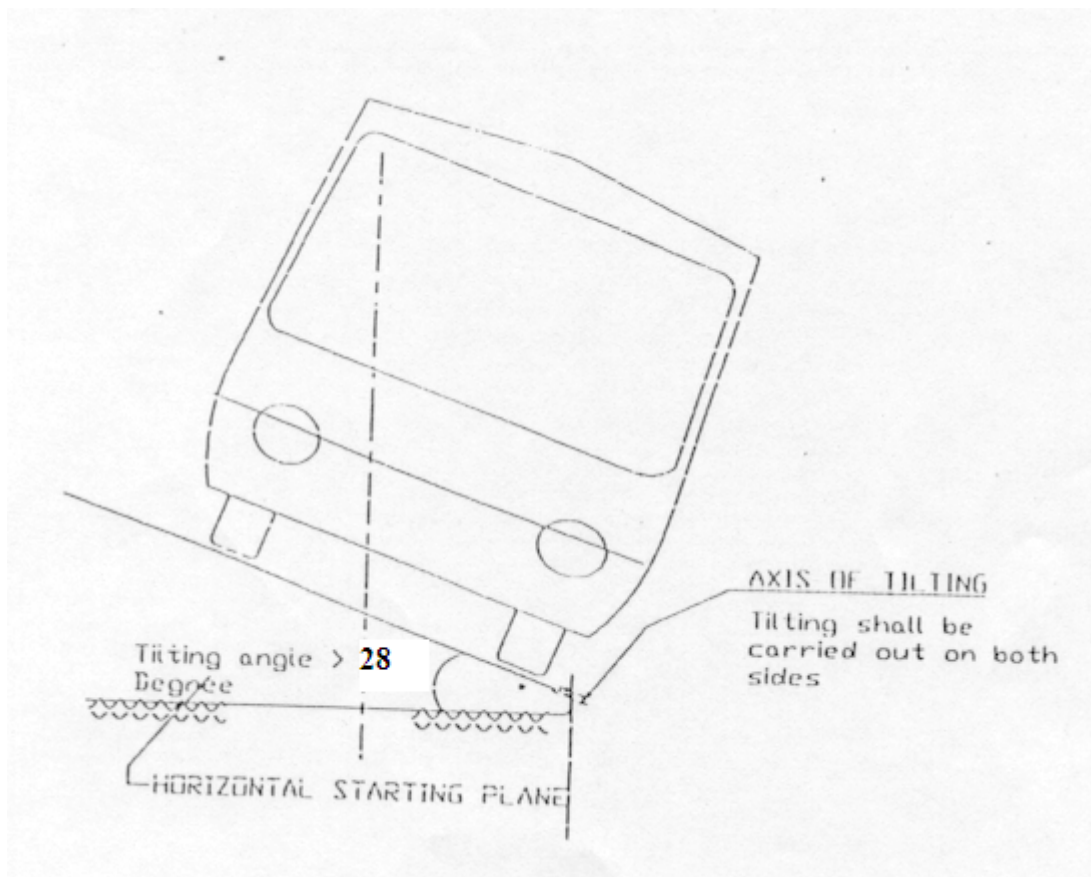


Figure 8
Stability Test and Tilt angle

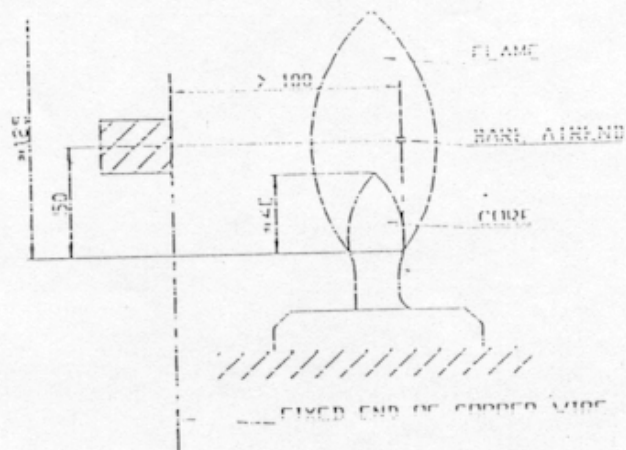


FIGURE 9

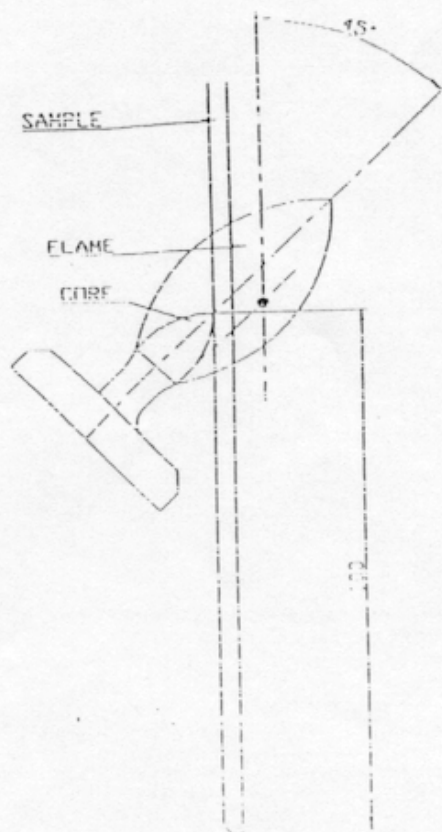


FIGURE 10

CHAPTER : 7

TYPE APPROVAL & COP PROCEDURE

7.1 SCOPE

7.1.1 The Type Approval Procedure specified in this code is applicable to buses with a seating capacity of 13 passengers or above.

7.1.2 The requirements of this code also apply to the following vehicles except in respect of those provisions* which are not compatible with the intended use and function of these vehicles :

A. High Capacity Buses like

- i. Double Decker Bus
- ii. Articulated Bus
- iv. Double Deck Articulated Bus

B Special Purpose Buses like -

- i. Sleeper Coach
- ii. School Bus
- iii. Tourist Bus
- iv. Prison vehicles
- v. Vehicles specially designed for the carriage of injured or sick persons (Ambulances)
- vi. Off road vehicles
- vii. Vehicle Designed for use by Police, Security and Armed Forces

* Provisions to be defined and notified separately.

7.1.3 The system for approval of Prototype (Rule 126) and Conformity to production (Rule 126A) to comply with provisions with respect to the safety, strength and technical requirements specified in the **Bus body building code** shall be based on the standards notified from time to time.

7.2 Procedure for Type Approval

7.2.1 The Type Approval shall be applicable to the following provisions for which compliance is sought by the vehicle manufacturer or Bus Body Builder as the case may be.

- (i) Complete Vehicle Type Approval (or)
- (ii) Bus Body Type Approval as a separate unit (or)
- (iii) Vehicle Type Approval fitted with the Bus Body which is already type approved
- (iv) Prototype Type Approval of Vehicle and other aggregates / units

7.3 **Application for Type Approval**

7.3.1 The application for type approval shall be submitted to the test agency by the Vehicle Manufacturer / Bus Body Builder , with the description of the vehicle type (s) or body type (s) or the vehicle type fitted with an already approved body. This application shall be accompanied by the following documents, as applicable to the provisions for which compliance is sought.

- a) List of provisions for which compliance is sought /to be established.
- b) All the relevant information specified in the format “Information on Technical Specifications” to be submitted by Bus Body Builder given in Annexure I.
- c) Copies of certificates or test reports of compliance to various provisions, which may have already been obtained from other recognized Testing Agencies.
- d) Copies of test reports for other models/variants, if any, which can be used for establishing compliance of the model to be type approved, with a note explaining the details.
- e) Copy of certificate of incorporation of the manufacturer, if not already submitted.
- f) Publications available.

7.3.2 In case of body builders, who have adopted any type tested designs provided by the chassis manufacturers, the body builder shall provide the necessary details and drawings of the chassis manufacturer, to the test agency for their consideration.

7.4 **Type Approval of safety components / sub-assemblies**

7.4.1 In addition to the safety components notified under Rule 124 of CMVR, 1989, the Type Approval of passenger seats and seat mountings, window sub-assembly, power operated service door, door components, luggage rack assembly etc shall be obtained.

7.5 **Methods of Establishing Compliance**

7.5.1 Depending upon the provision, the compliance can be established by either comparison of the values declared in the Technical Specifications with those in the provisions of CMVR, or checking the fitment of part(s) on the vehicle or by testing, as applicable. Applicability of rules, method of establishing the compliance and details of the test procedures shall be as specified in the bus body building code.

7.6 Certificate of Compliance: (Type-approval)

- 7.6.1 After compliance is established for all the provisions, applicable to that model/variant(s), a Certificate of Compliance consolidating all applicable provisions shall be issued by the Testing Agency. The Brief Technical Specifications as declared by the manufacturer (Brief Annexure I) shall be counter signed by the Testing Agency and shall be attached to the certificate of compliance.

7.7 Conformity of Production

- 7.7.1 COP shall be carried out at least once in 12 months by any of the testing agencies notified under Rule 126 of CMVR, 1989 or any other agency authorised by the government. A minimum of one unit shall be subjected to COP.

7.8 Accreditation of Bus Body Builders

- 7.8.1 All bus body building units shall be accredited by agencies notified by the Government. The accredited bus body building units shall meet the type approval requirements specified in para 7.2.

7.9 Non-conformity of Production

- 7.9.1 The accreditation granted to the Bus Body Building unit may be suspended or withdrawn in case of non-conformity as per notified procedures for facility accreditation of Bus Body Builders, by the Ministry of Shipping, Road Transport and Highways.

ANNEXURE I

(See 7.3.1 (b))

INFORMATION ON TECHNICAL SPECIFICATIONS

(To be submitted by the Vehicle Manufacturer / Body Builder to the Test Agency)

1.0 Details of Coach Builder

1.1 Builder's name & address :

1.2 Telephone No :

1.3 FAX. No. :

1.4 E mail address :

1.5 Contact person :

1.6 Name of model and variants :

1.7 Type and General commercial description (s) :

1.8 Plant/(s)of manufacture :

2.0 Vehicle Chassis Characteristics

2.1 Chassis types approved for Body installation :

2.2 Type of Control (normal control/Full forward control etc.) :

2.3 Wheel base (s) :

2.4 Number of Axles and wheels :

2.5 Chassis (overall drawing) :

2.6 Frame Type :

2.7 Cross sectional view :

2.8 Dimensions: length and width :

2.9 Position and arrangement of engine :

2.10 Dimension (in mm) (Specify drawing reference) :

2.11 Length mm :

2.12 Width mm :

2.13 Height (Unladen) mm :

2.14 Wheel base mm :

2.15 Wheel track mm :

Front :

Rear :

2.16 Body overhang mm :

Front end :

Rear end :

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- 2.17 Category of vehicle :
 2.17.1 As per IS:14272 part 1 :
 2.17.2 As per IS:11852 part 2 :

3.0 Body

- 3.1 Type of Body :
 (Type I, Type II, Type III & Type IV)
- 3.2 Comfort Category :
 (NDX, SDX, DLX & ACX)
- 3.3 Dimension drawing and photograph of the vehicle with representative body :
- 3.4 Range of vehicle dimension (overall) :
- 3.5 Dimension drawing of the body depicting chassis connecting members :
- 3.6 Material used for construction :
- 3.6.1 Structure Material :
- 3.6.2 Size of sections :
 (List of sections as per Table 1 of Chapter 2.)
- 3.7 Method of construction :
 (Brief construction method)
- 3.8 Area for Passenger (m^2) :
 For seated passengers:
 For standing passengers:
- 3.9 Number of passengers :
 Seated :
 Standing :
- 3.10 Number of Passenger seats :
 (As per Seat Layout)
- 3.11 Passenger capacity :
 Maximum (Including driver) :
 Crew (Including driver) :

Test Agency	Vehicle Manufacturer / Body Builder	Document No.(indicating also revision status)
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- 3.12 Number of Service doors :
- 3.13 Number of emergency exits :
- 3.14 Number of escape hatches :
- 3.15 Volume of luggage compartments(m3) :
- 3.16 Area of luggage Transportation on roof (m²) :

4.0 Clearance

- 4.1 Minimum road clearance :
- 4.2 Road clearance from floor (for buses) :
- 4.3 Approach angle :
- 4.4 Departure Angle :
- 4.5 Ramp-over along :

5.0 Weights

- 5.1 Vehicle kerb weight kg :

Front axle :

Rear axle :

Total :
- 5.2 Gross vehicle weight kg :
- 5.3 Maximum permissible axle weights kg

Front axle

Rear axle
- 5.4 Reference mass kg :

6.0 Max. stable inclination

Left :
Right :

Test Agency	Vehicle Manufacturer / Body Builder	Document No.(indicating also revision status)
Signature	Signature	
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Designation	Designation	
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7.0 Tyres

7.1 No. and arrangement of wheels :

Front :

Rear :

Other :

7.2 Inflation pressure – Unladen :

Front :

Rear :

Other :

7.3 Inflation pressure – Laden :

Front :

Rear :

Other :

8.0 Body Panels

8.1 Outer Panels :

8.1.1 Material :

8.1.2 Thickness :

8.2 Inner Panels :

8.2.1 Material :

8.2.2 Thickness :

8.3 Roof Panels :

8.3.1 Material :

8.3.2 Thickness :

8.4 Floor Panels :

8.4.1 Material :

8.4.2 Thickness :

8.4.3 Type of anti-slip coating :

Test Agency	Vehicle Manufacturer / Body Builder	Document No.(indicating also revision status)
Signature	Signature	
Name	Name	
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9.0 Service Doors

9.1 No. of Service Doors :

9.2 Position of Service Doors :

9.3 Dimension of Service Door :

- Front	Height :
	Width :
- Rear	Height :
	Width :
- Middle	Height :
	Width :

10.0 Emergency Exit

10.1 No. of Emergency Doors :

10.2 Position of Emergency Doors :

10.3 Dimension of Emergency Door :

- Ist	Height :
	Width :
- IInd	Height :
	Width :

11.0 Emergency Windows

11.1 No. of Emergency Windows :

11.2 Position of Emergency Windows :

11.3 Area (HxW in sq. m) :

12.0 Escape Hatch

12.1 No. of Emergency Hatches :

12.2 Position of Emergency Hatches :

12.3 Area (HxW in sq. m)

13.0 Steps

13.1 Height of Ist Step :

13.2 Height of Other Steps :

13.3 Depth of steps :

Test Agency	Vehicle Manufacturer / Body Builder	Document No.(indicating also revision status)
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14.0 Floor :

14.1 Floor Height from the ground (unladen):

14.2 Slope of floor :

15.0 Gangway

15.1 Height :

15.2 Width (diameter of gauging device – lower cylinder) :

15.3 Width (diameter of gauging device – upper cylinder) :

16.0 Handrails & Handholds

16.1 Position (attach dimension layout) :

16.2 No. of Handholds :

16.3 Diameter of Handholds :

16.4 Type of anti-slip coating / covering :

17.0 Stepwell Guard :

17.1 Height from the floor :

17.2 Projection from the side wall :

18.0 Passenger Seats :

18.1 Seat Layout :

18.2 Seat width :

18.3 Width of available space for one seating position :

18.4 Height of backrest :

18.5 Width of Armrest :

18.6 Depth of Seat cushion (base) :

18.7 Seat Spacing :

18.8 Seat base height :

18.9 Torso angle :

18.10 Seatbase thickness :

18.11 Seat back thickness :

18.12 Clearance space for seated passengers facing partition :

18.13 Free Height over seating position :

Test Agency	Vehicle Manufacturer / Body Builder	Document No.(indicating also revision status)
Signature	Signature	
Name	Name	
Designation	Designation	
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19.0 Cabin Luggage Rack :

19.1 Width from side wall :

19.2 Height from Roof :

20.0 Driver Partition :20.1 Dimension of partition with respect to rear edge of driver seat :
(rear most position of driver seat)

21.0 Driver Area :

21.1 Width from the right side wall :

21.2 Distance of driver partition from the driver seat back :

21.3 Distance from H-point to Roof Top :

21.4 Distance between Heel Point and H-Point :

21.5 Distance of H-Point from Floor :

21.6 Distance of lower end of steering wheel from driver seat back :

21.7 Thigh clearance of Steering Wheel :

22.0 External Projections

22.1 Ornaments :

22.2 Projection for head light :

22.3 Radiator grills (Applicable of on external surface) :

22.4 Gap between individual elements :

22.5 Radius of curvature of individual element :

22.6 Body Panel (In case of radius of curvature of folds in body panels are less than 2.5 mm the scaled drawing of folds contour and H value as per Annex A of SS29/IS 13942 is required (to be submitted) :

22.7 Radius of curvature of lateral Rain/Air deflector :

Hinges :

Handles :

23.0 Power Operated Service door

23.1 Make & identification :

23.2 Name of the producer :

Test Agency	Vehicle Manufacturer / Body Builder	Document No.(indicating also revision status)
Signature	Signature	
Name	Name	
Designation	Designation	
Date	Date	Sheet No.----- of ----

23.3 Position of control :

24.0 Automatic Service door

24.1 Make & identification :

24.2 Name of the producer :

24.3 Position of controls :

24.4 Control Circuit (schematic diagram) :

25.0 Emergency Door – Warning Device

25.1 Make & identification :

25.2 Name of the producer :

25.3 Position of device :

26.0 Door locks and hinges

26.1 Doors :

26.2 No. of doors :

26.3 Position and type of door :

26.4 Door lock :

26.4.1 Name of manufacturer :

26.4.2 Identification mark :

26.5 Door hinge :

26.5.1 Name of manufacturer :

26.5.2 Identification mark :

27.0 Hood latch

27.1 Name of manufacturer :

27.2 Type :

27.3 Identification mark :

Test Agency	Vehicle Manufacturer / Body Builder	Document No.(indicating also revision status)
Signature	Signature	
Name	Name	
Designation	Designation	
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28.0 Safety glass

- 28.1 Front wind shield (laminated) :
 - 28.1.1 Make and identification :
 - 28.1.2 Type (flat/curved, clear/tinted) :
 - 28.1.3 Thickness mm :
 - 28.1.4 No. of pieces :
 - 28.1.5 Radius of curvature (If curved) :
- 28.2 Side Windows :
 - 28.2.1 Make and identification :
 - 28.2.2 Type(flat/curved, clear/tinted, toughened) :
 - 28.2.3 Thickness mm :
 - 28.2.4 Radius of curvature (If curved) :
- 28.3 Rear Window :
 - 28.3.1 Make and identification :
 - 28.3.2 Type(flat/curved, clear/tinted, toughened) :
 - 28.3.3 Thickness mm :
 - 28.3.4 Radius of curvature (If curved) :

29.0 Rear view mirror

- 29.1 Left :
 - 29.1.1 Name of producer :
 - 29.1.2 Type :
 - 29.1.3 Dimension & radius of curvature :
- 29.2 Right :
 - 29.2.1 Name of producer :
 - 29.2.2 Type :
 - 29.2.3 Dimension & radius of curvature :
- 29.3 Inside :
 - 29.3.1 Name of producer :
 - 29.3.2 Type :
 - 29.3.3 Dimension & radius of curvature :
- 29.4 Sketch showing mounting arrangement of mirrors :

Test Agency	Vehicle Manufacturer / Body Builder	Document No.(indicating also revision status)
Signature	Signature	
Name	Name	
Designation	Designation	
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30.0 Wind Screen Wiper

- 30.1 Type :
- 30.2 No. of wipers :
- 30.3 Wiper motor :
- 30.3.1 Name of manufacturer :
- 30.3.2 Type and identification :
- 30.3.3 Rated voltage :
- 30.3.4 Frequency of wiping :
- 30.4 Wiper arm :
- 30.4.1 Length :
- 30.4.2 Manufacturer and Identification :
- 30.5 Wiper blade :
- 30.5.1 Length :
- 30.5.2 Manufacturer and Identification :
- 30.6 Rubber material :
- 30.6.1 Type of fixing (as per IS:7827) :
- 30.6.2 Drawing indicating the seat back angle, seat travel, H point, Rake angle ,F dimension And steering wheel position
(Ref document ARAI005CMVR101(2) December 1992) :

31.0 Wind Screen Washer

- 31.1 Name of producer :
- 31.2 Type :
- 31.3 Number of nozzles :
- 31.4 Spray Area :
- 32 Equipment for occupant's safety
- 32.1 Driver Seat belt :
- 32.1.1 Name of producer :
- 32.1.2 Type :
- 32.1.3 Number :
- 32.2 Driver Seat belt anchorage :
- 32.2.1 Name of producer :
- 32.2.2 Type :
- 32.2.3 Number :

Test Agency	Vehicle Manufacturer / Body Builder	Document No.(indicating also revision status)
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Designation	Designation	
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- 32.3 Head restraint :
- 32.3.1 Name of producer :
- 32.3.2 Type :
- 32.4 Passenger Seat :
- 32.4.1 Name of producer :
- 32.4.2 Type :
- 32.4.3 Frame structure Material :
- 32.4.4 Section size:
- 32.4.5 Pad material :
- 32.4.6 Upholstery :

33.0 Bumper

- 33.1 Size :
- Front :
- Rear :
- 33.2 Projection :
- 33.3 Clearance between bumper & body :

34.0 Fuel filler

- 34.1 Aperture :
- 34.2 Position :

35.0 Fire Extinguisher

- 35.1 Number :
- 35.2 Type :
- 35.3 Capacity :
- 35.4 Name of Producer :

36.0 First Aid Equipment

- 36.1 Number :
- 36.2 Contents :

37.0 Towing devices

- 37.1 Type :
- 37.2 Name of manufacturer :
- 37.3 Capacity :

Test Agency	Vehicle Manufacturer / Body Builder	Document No.(indicating also revision status)
Signature	Signature	
Name	Name	
Designation	Designation	
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38.0 Number Plate lamp

- 38.1 Name of producer :
 38.2 Type and Identification :
 38.3 Number and colour :

39.0 Tail lamp

- 39.1 Name of producer :
 39.2 Type and Identification :
 39.3 Number and colour :

40.0 Parking lamp

- 40.1 Front :
 40.1.1 Name of producer :
 40.1.2 Type and Identification :
 40.1.3 Number and colour :
 40.2 Rear :
 40.2.1 Name of producer :
 40.2.2 Type and Identification :
 40.2.3 Number and colour :

41.0 Stop lamp

- 41.1 Name of producer :
 41.2 Type and Identification :
 41.3 Number and colour :

42.0 Reversing lamp

- 42.1 Name of producer :
 42.2 Type and Identification :
 42.3 Number and colour :

43.0 Direction indicator

- 43.1 Front :
 43.1.1 Name of producer :
 43.1.2 Type and Identification :
 43.1.3 Number and colour :

Test Agency	Vehicle Manufacturer / Body Builder	Document No.(indicating also revision status)
Signature	Signature	
Name	Name	
Designation	Designation	
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43.2 Rear :
 43.2.1 Name of producer :
 43.2.2 Type and Identification :
 43.2.3 Number and colour :

43.3 Side :
 43.3.1 Name of producer :
 43.3.2 Type and Identification :
 43.3.3 Number and colour :
 43.3.4 Type of flasher :

44.0 Emergency signaling equipment

44.1 Front :
 44.1.1 Name of producer :
 44.1.2 Type and Identification :
 44.1.3 Number and colour :

44.2 Rear :
 44.2.1 Name of producer :
 44.2.2 Type and Identification :
 44.2.3 Number and colour :

44.3 Side :
 44.3.1 Name of producer :
 44.3.2 Type and Identification :
 44.3.3 Number and colour :

45.0 Reflector

45.1 Front :
 45.1.1 Name of producer :
 45.1.2 Type and Identification :
 45.1.3 Number and colour :
 45.1.4 Area :

45.2 Rear :
 45.2.1 Name of producer :
 45.2.2 Type and Identification :
 45.2.3 Number and colour :
 45.2.4 Area :

Test Agency	Vehicle Manufacturer / Body Builder	Document No.(indicating also revision status)
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Name	Name	
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- 45.3 Side :
 45.3.1 Name of producer :
 45.3.2 Type and Identification :
 45.3.3 Number and colour :
 44.3.4 Area :

46.0 Top light

- 46.1 Name of producer :
 46.2 Type and Identification :
 46.3 Number and colour :

47.0 Internal Lighting & Illumination

- 47.1 Driver Cab lighting :
 47.1.1 Type :
 47.1.2 Name of producer :
 47.1.3 Number :
 47.1.4 illumination intensity :

47.2 Passenger Compartment Lighting

- 47.2.1 Type :
 47.2.2 Name of producer :
 47.2.3 Number :
 47.2.4 Illumination intensity :

- 47.3 Other Area Lighting
 47.3.1 Type :
 47.3.2 Name of producer :
 47.3.3 Number :
 47.3.4 Illumination intensity :

48.0 Electrical Circuit

- 48.1 Circuit Diagram (attach details):

Test Agency	Vehicle Manufacturer / Body Builder	Document No.(indicating also revision status)
Signature	Signature	
Name	Name	
Designation	Designation	
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49.0 Electrical Cables

- 49.1 Name of producer :
 49.2 Conductor Cross section :
 49.3 Insulation Class :

50.0 Fuse

- 50.1 Type & Make :
 50.2 Name of producer :

51.0 Master switch for electrical :

- 51.1 Type & Make :
 51.2 Name of producer :

Test Agency	Vehicle Manufacturer / Body Builder	Document No.(indicating also revision status)
Signature	Signature	
Name	Name	
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APPENDIX - 1

(See 1.1.56)

Roof Arch Members

Vertical Pillars

Cant Rail

Diagonals

Window Rail

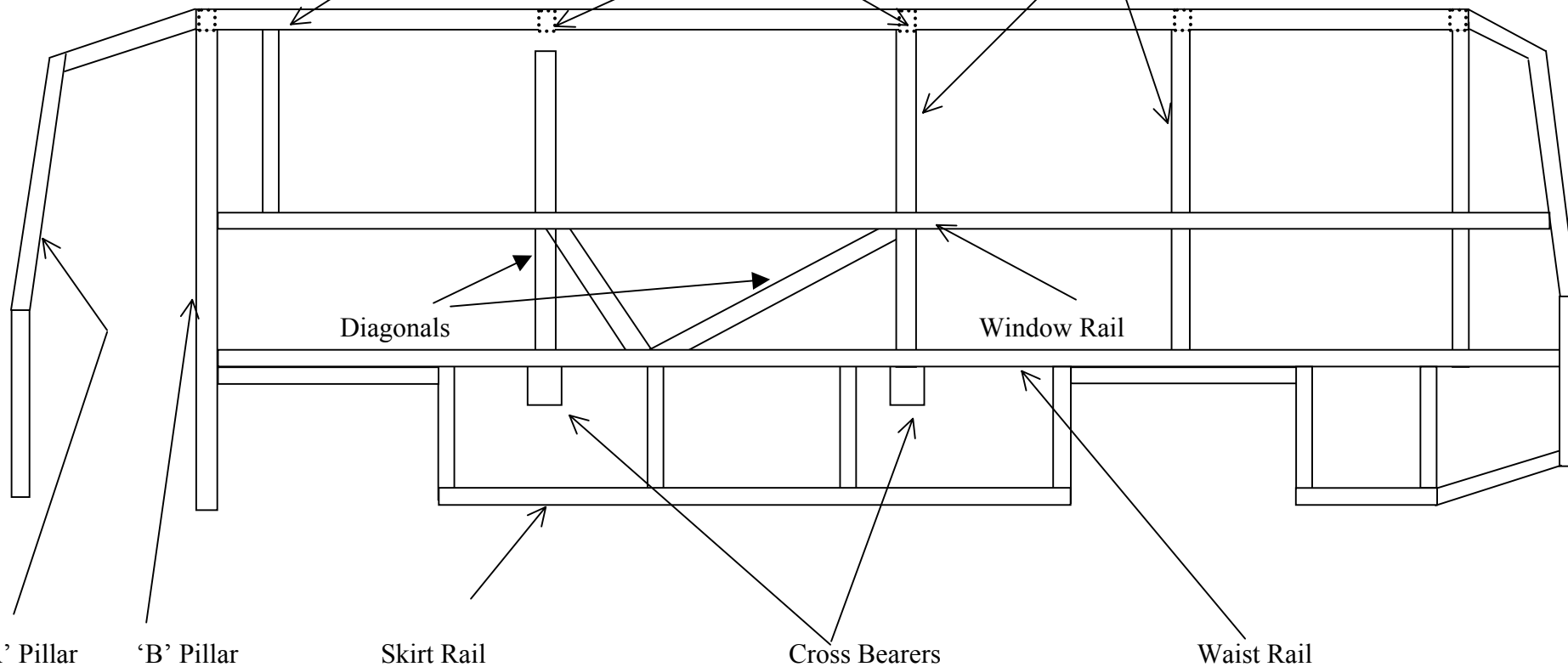
'A' Pillar

'B' Pillar

Skirt Rail

Cross Bearers

Waist Rail



Body Structure – Nomenclature

APPENDIX - 2

(See 2.1.1)

Extract of Notification NO. GSR 221(E), issued by Ministry of Road Transport & Highways on 28th March 2001

(16) in rule 93,-

(a) in sub-rule (I),-

- (i) or the words "shall not Exceed" the 'words and figures "shall not exceed 2.6 meters.", shall be substituted;
- (ii) clauses (i) and (ii) shall be omitted;
- (iii) in the Explanation, for brackets and words "(when in operation)", the words brackets, figures and letters "rub-rail (rubber beading) having maximum thickness of 20mm on each side of the body" shall be substituted; .

(b) for sub-rule(2), the following shall be substituted, namely:-

"(2) 11le overall length of the motor vehicle other than trailer shall not exceed -

- (i) in the case of motor vehicle other than transport vehicle having not more han two axles, 6.5 meters;
- (ii) in the case of transport vehicle with rigid frame having two or more axles, 12 meters;
- (iii) in the case of articulated vehicles having more than two axles, 16 meters;
- (iv) in the case of truck trailer or tractor trailer combination, 18 meters; (v) in the case of 3 axle passenger transport vehicles, 15 m;
- (vi) in the case of single articulated (vestibule type) passenger transport vehicle, 18 m. (Please see the conditions given in note below);
- (vii) in the case of double articulate passenger transport vehicles, 25 meters (Please see the conditions given in note below).

Note

In the case of single articulated passenger transport vehicles of 18 meters' length and double '4 articulated passenger transport vehicles upto 25 meters, permission of the State Government shall be obtained regarding their plying on selected routes depending upon local road conditions, width, maneuverability of the vehicle in traffic, as deemed fit. These passenger transport vehicles will also be required to have a closed circuit TV system for proper visibility in and around the passenger transport vehicle by the driver to maintain safety. Intercom system shall also be provided in such passenger transport vehicle. In addition, the standing passenger will be allowed only on the lower deck of double articulated passenger transport vehicle.";

APPENDIX - 3
(See Note under 2.2.22.1)

MAJOR BUS SPECIFICATIONS / FEATURES

S.No	Description	TYPE OF BUSES										
		Type I (Urban & City)				Type II (Inter city)				Type III (Long Distance)		
		NDX	SDX	DLX	ACX	NDX	SDX	DLX	ACX	SDX	DLX	ACX
1	SERVICE DOORS											
	Minimum No. of Service Doors											
	One			✓	✓	✓	✓	✓	✓	✓	✓	✓
	Two	✓	✓									
	Minimum Width of Service Doors											
	Front Single Door 650 mm (Except Mini and Midi Buses. Ref. Para 2.2.1.1.7.1)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Front Double Door 1200 mm (Except Mini and Midi Buses. Ref. Para 2.2.1.1.7.1)	✓	✓									
	Rear door between the axles in case of rear engine 650 mm for Single Door (Except Mini and Midi Buses. Ref. Para 2.2.1.1.7.1)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Rear Double Door 1200 mm (Except Mini and Midi Buses. Ref. Para 2.2.1.1.7.1)	✓	✓									
	Height of Service Door											
	1800 mm (Min.) (Except Mini and Midi Buses. Ref. Para 2.2.1.1.7.1)	✓	✓	✓	✓							
	1650 mm (Min.) (Except Mini and Midi Buses. Ref. Para 2.2.1.1.7.1)					✓	✓	✓	✓	✓	✓	✓

S.No	Description	TYPE OF BUSES										
		Type I (Urban & City)				Type II (Inter city)				Type III (Long Distance)		
		NDX	SDX	DLX	ACX	NDX	SDX	DLX	ACX	SDX	DLX	ACX
2	WINDOWS											
	<i>Minimum Width of Windows</i> 550 mm	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Minimum Height of Windows											
	550 mm for standard bus and 450 mm for Midi and Mini buses			✓			✓	✓		✓	✓	
	1000 mm	✓	✓			✓						
	Sliding Type Window	✓	✓	✓		✓	✓	✓		✓	✓	
3	GUARD RAILS											
	Minimum Two Guard Rails	✓	✓	✓		✓	✓	✓		✓	✓	
4	EMERGENCY EXITS											
	Two Emergency Exits	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
5	STEPS											
	Maximum Height of first step from ground											
	360 mm	✓	✓	✓	✓							
	400 mm					✓	✓	✓	✓	✓	✓	✓
	Maximum Height of next step											
	250 mm	✓	✓	✓	✓							
6	MAXIMUM FLOOR HEIGHT											
	Based on type of operation and as demanded by the States	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

S.No	Description	TYPE OF BUSES										
		Type I (Urban & City)				Type II (Inter city)				Type III (Long Distance)		
		NDX	SDX	DLX	ACX	NDX	SDX	DLX	ACX	SDX	DLX	ACX
7	GANGWAY											
	<i>Minimum Height</i> (1900 mm. Except for mini and midi buses. Refer para 2.2.8.1)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	<i>Minimum Height for mini and midi buses.</i> 1750 for Standees and 1500 for non-standees mm. Refer para 2.2.8.1	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Minimum Width											
	450 mm (Except for mini bus. Refer para 2.2.8.1)	✓	✓	✓	✓							
	350 mm (Except for mini non standee bus. Refer para 2.2.8.1)					✓	✓	✓	✓			
	300 mm									✓	✓	✓
8	SEATS											
	Seat Layout											
	2x2	✓	✓	✓	✓			✓	✓		✓	✓
	3x2					✓	✓			✓		
	2x1 (For Mini & Midi Buses, as per Para 2.2.11.2)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Seating Area/Space Per Passenger (Width X Depth)											
	400x350 mm (Min.)	✓	✓	✓	✓	✓	✓	✓	✓			
	450x400 mm (Min.)									✓	✓	✓
	Seat Spacing											
	650 mm	✓	✓	✓	✓							
680 mm					✓	✓	✓	✓	✓	✓	✓	

S.No	Description	TYPE OF BUSES										
		Type I (Urban & City)				Type II (Inter city)				Type III (Long Distance)		
		NDX	SDX	DLX	ACX	NDX	SDX	DLX	ACX	SDX	DLX	ACX
	Seat Base Thickness (Front x Rear)											
	90 x 60mm (Min.)	✓				✓						
	110 x 80 mm (Min.)		✓				✓			✓		
	130 x 100 mm (Min.)			✓	✓			✓	✓		✓	✓
	Seat Back Thickness											
	25 mm	✓	✓			✓						
	50 mm						✓			✓		
	75 mm							✓	✓		✓	✓
	Type of Seat Back											
	Fixed	✓	✓			✓	✓			✓		
	Reclining			✓	✓			✓	✓		✓	✓
9	DESTINATION BOARD											
	Minimum No. of Destination Board											
	Three	✓	✓	✓	✓							
	Two					✓	✓	✓	✓	✓	✓	✓
10	PAD MATERIAL (Recommended)											
	Fibre glass / Polymer moulded	✓										
	PU Foam	✓	✓			✓	✓					
	Rubberised coir	✓				✓				✓		
	Latex foam			✓	✓			✓	✓			
	Moulded PU Foam			✓	✓			✓	✓		✓	✓

S.No	Description	TYPE OF BUSES										
		Type I (Urban & City)				Type II (Inter city)				Type III (Long Distance)		
		NDX	SDX	DLX	ACX	NDX	SDX	DLX	ACX	SDX	DLX	ACX
11	UPHOLSTRY (Recommended)											
	PVC Rexin	✓				✓						
	Foam Rexin		✓				✓			✓		
	Tepstry cloth			✓	✓			✓	✓		✓	✓
	Velvet Cloth			✓	✓			✓	✓		✓	✓
12	OTHER FEATURES (Recommended)											
	Headrest			✓	✓			✓	✓		✓	✓
	Seat Arm			✓	✓		✓	✓	✓	✓	✓	✓
	Magazine Pouch			✓	✓		✓	✓			✓	✓
	Folding Tray For Eating										✓	✓
	Water Bottle Holding Fixture						✓	✓			✓	✓
	Individual Seat Row Fans			✓				✓			✓	
	Air Conditioning				✓				✓			✓
	Reading Lights				✓			✓	✓		✓	✓
	Cabin Luggage Carrier			✓	✓	✓	✓	✓	✓	✓	✓	✓
	Public Address System	✓										

APPENDIX - 4
(See Introduction)

List of Participants of the Sub-Committee Meetings *
Shri B. Bhanot, Chairman-CMVR-Technical Standing Committee

S.No	Name	Designation	Organisation
1.	Mr A S Lakra	Director Engg	ASRTU
2.	Mr Manuel Couthinho	Asst Supt	ACGL
3.	Mr U D Bhangale	Asst Director	ARAI
4.	Brig. S R Puranik	Director	ARAI
5.	Dr P R Sajanpawar	Sr Dy Director	ARAI
6.	Mr A Akbar Badusha	Assistant Director	ARAI
7.	Mr B Ghosh	Sr Dy Director	ARAI
8.	Mr S K Raju	General Manager	Ashok Leyland
9.	Mr R Ramakrishnan	Tech Adviser	Ashok Leyland
10.	Mr C B S Menon	Sr Manager	Ashok Leyland
11.	Mr S K Patra	Asst Director (T&E)	ASRTU
12.	Mr P Arjuna	Executive Director	APSTRTC
13.	Mr V A Patnakar	DGM Tr. Engg	BEST
14.	Mr P K Samat	EETIB Tr. Engg	BEST
15.	Mr R M kanitkar	Dy Div Manager	Bajaj Tempo
16.	Dr S Padam	Director	CIRT
17.	Prof A V Sardesai	MoF-Member of Faculty	CIRT
18.	Mr P C Rao	Member of Faculty	CIRT
19.	Mr P Udaya Kumar	AMOF	CIRT
20.	Mr M L Gore	Member of Faculty	CIRT
21.	Mr M J Singh	Dev. Officer	DID, Min of Industries
22.	Mr S K Jain		DID, MOI
23.	Nr Dinesh Kumar	Manager	DTC
24.	Mr T C Madan	Sr Manager	DTC
25.	Mr Rakesh Arora	Project Director	District Rehabilitation Centre, New Delhi
26.	Mr N Menon	Sr Manager	Eicher Motors
27.	Mr S Venkataraman	Vice President	Hindustan Motors
28.	Mr M U B Rao	Manager-PE	Hindustan Motors
29.	Mr V K Jain	Sr Dev officer	Dept of Heavy Industry
30.	Mr Z A Mujaawar	Dy General Manager	Mahindra & Mahindra
31.	Mr T G Venkataraman	Dy General Manager	Mahindra & Mahindra
32.	Mr V B Sankpal	Suppt. (R&D)	MSRTC
33.	Mr Praful Desai	Director	Neoline Enterprises
34.	Mr Ram Mohan	Consultant	SIAM

S.No	Name	Designation	Organisation
35.	Mr K K Gandhi	Sr Adviser	SIAM
36.	Dr Koshy Cherail	Asst Director	SIAM
37.	Ms Jyotika Dubey	Executive Officer	SIAM
38.	Mr Sumit Sharma	Executive Officer	SIAM
39.	Mr K S Wilkhu	Director (Engg&mkt)	Sutlej Motors Ltd
40.	Mr B S Devgun	Executive Director R&D	Swaraj Mazda
41.	Mr Ajinkya Naik	Executive Asst to MD	Sai Service Station Ltd
42.	Mr V L Abhyankar	Zonal Sales Manager	Tata Engg
43.	Mr P K Kamat	Div Manager	Tata Engg
44.	Mr Bharat Dhruv	Sr Manager	Tata Engg
45.	Mr Anupam Singh	Sr Manager	Tata Engg
46.	Mr K E Takavale	General Manager	Toyota Kirloskar
47.	Mr P N Rangan	Tech Adviser	Volvo
48.	Mr M N Srivastava	Asst Director	VRDE

Co-ordinator
Mr. A. Akbar Badusha
Sr. Assistant Director
The Automotive Research Association of India, Pune

Note : Though utmost care has been taken to include names of all the participants of Sub-Committee meetings, however, names of some of the participant might have been missed inadvertently.

* At the time of formulation of AIS-052.

APPENDIX - 5
(See Introduction)

**List of Participants for the Meeting to discuss revision of
AIS-052- Code of Practice of Bus Body Design and Approval held on
30th July 2007 at ARAI ***

Shri. Shrikant R. Marathe, Chairman-Automotive Industry Standards Committee

S.No	Name	Designation	Organisation
1.	Mr. S.M.Karlekar	Chief Engineer Transport	BEST
2.	Mr. S.R.Deshpande	Superindent (Inspector of Bodies)	BEST
3.	Mr. M.S. Sellandi	Jt. Managing Director	Metropolitan Transport Corporation(MTC), Chennai
4.	Mr. G.J. Moses	General Manager – Technical	Metropolitan Transport Corporation(MTC), Chennai
5.	Mr. S.Ramamurthy	General Manager - Technical	Metropolitan Transport Corporation(MTC), Chennai
6.	Mr. S.A.M. Shaik	Technical Officer	VRDE
7.	Mr. D.P.Saste	Scientist E	CIRT
8.	Mr. A. Akbar Badusha	Sr. Assistant Director	ARAI
9.	Mr. S.M.Haragapurkar	Deputy Director	ARAI
10.	Mr. S.S.Sandhu	Deputy Director	ARAI
11.	Mr. S.Raju	Sr.Deputy Director	ARAI
12.	Ms. Rashmi Urdhwareshe	Deputy Director	ARAI
13.	Mr. A.S.Bhale	Assistant Director	ARAI
14.	Mr. K.K.Gandhi	Executive Director (Technical)	SIAM
15.	Mr. R. Devarajan	Special Director	Ashok Leyland Ltd.,
16.	Mr. C.B.S.Menon	Deputy General Manager	Ashok Leyland Ltd.,
17.	Mr. S.Ravishankar	Sr.General Manager	Tata Motors Ltd.,
18.	Mr. P.K.Banerjee	Asst. General Manager	Tata Motors Ltd.,
19.	Mr. N.Ilango	Project Manager	Tata Motors Ltd.,
20.	Mr. Z.A.Mujawar	General Manager	Mahindra & Mahindra Ltd.,
21.	Mr. N.J.Khandare	General Manager	Mahindra & Mahindra Ltd.,
22.	Mr. Rajeev Dave	Manager	Mahindra & Mahindra Ltd.,

S.No	Name	Designation	Organisation
23.	Mr.R.M.Kanitkar	Chief Engineer	Force Motors Ltd.,
24.	Mr.S.R.Agrhari	Deputy General Manager	Swaraj Mazda Ltd.,
25.	Mr. Kulbir Singh Gosal	Deputy Manager	Swaraj Mazda Ltd.,
26.	Mr. Pankaj Yadav	Manager	Eicher Motors Limited
27.	Mr. S.V.Suderson	Sr. Manager	Volvo India Pvt. Limited

Co-ordinator
Mr. A. Akbar Badusha
Sr. Assistant Director
Deputy Director
The Automotive Research Association of India, Pune

* At the time of formulation of AIS-052 (Revision-1).



भारत का राजपत्र The Gazette of India

असाधारण

EXTRAORDINARY

भाग II—खण्ड 3—उप-खण्ड (i)

PART II—Section 3—Sub-section (i)

प्राधिकार से प्रकाशित

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सड़क परिवहन और राजमार्ग मंत्रालय

अधिसूचना

नई दिल्ली, 20 सितम्बर, 2016

सा. का. नि. 895(अ).— केन्द्रीय मोटर यान नियम, 1989 का प्रारूप नियम मोटर यान अधिनियम, 1988 (1988 का 59) की धारा 212 की उपधारा (1) की अपेक्षानुसार, भारत के राजपत्र, असाधारण, भाग II, खंड 3 उपखंड (i) में, भारत सरकार के सड़क परिवहन और राजमार्ग मंत्रालय की अधिसूचना सं. सा.का.नि. 531(अ), तारीख 18 मई, 2016 के अधीन प्रकाशित किया गया था, जिसमें उन सभी व्यक्तियों से, जिनके उससे प्रभावित होने की संभावना थी, उस तारीख से, जिसको भारत के राजपत्र में प्रकाशित रूप में उक्त अधिसूचना की प्रतियां जनता को उपलब्ध करा दी गई थीं, तीस दिन की समाप्ति के पूर्व आक्षेप और सुझाव मांगे गए थे ;

और उक्त अधिसूचना की प्रतियां तारीख 18 मई, 2016 को जनता को उपलब्ध करा दी गई थीं ;

और उक्त प्रारूप नियमों पर प्राप्त आक्षेपों और सुझावों पर केन्द्रीय सरकार ने विचार कर लिया है ;

अतः, अब, केन्द्रीय सरकार, मोटर यान अधिनियम, 1988 (1988 का 59) की धारा 110 द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए, केन्द्रीय मोटर यान नियम, 1989 का और संशोधन करने के लिए निम्नलिखित नियम बनाती है, अर्थात् :-

- (1) इन नियमों का संक्षिप्त नाम केन्द्रीय मोटर यान (बारहवां संशोधन) नियम, 2016 है ।
(2) ये राजपत्र में इनके प्रकाशन की तारीख को प्रवृत्त होंगे ।
- केन्द्रीय मोटर यान नियम, 1989 के नियम 125 ग के, उपनियम (1) के परंतुक के स्थान पर, निम्नलिखित रखा जाएगा, अर्थात् :-

"परंतु इस नियम के उपबंध दो चरणों में कार्यान्वित होंगे ।

प्रथम चरण में, एआईएस 052 (आरईवी.1)-2008 के उपबंध, नीचे सारणी 1 में दिए गए पैरामीटर और अपेक्षाएं को छोड़कर, 1 जनवरी, 2017 को और उसके पश्चात् लागू होंगे ।

दूसरे चरण में, जो समय-समय पर यथासंशोधित एआईएस-052 (आरईवी.1)-2008 के उपबंध, और नीचे सारणी-1 में दिए गए पैरामीटर तथा अपेक्षाएं, 1 जनवरी, 2018 को और उसके पश्चात् लागू होंगे।"

सारणी-1

(दूसरे चरण के लिए एआईएस:052 (आरईवी-1) के अतिरिक्त तकनीकी उपबंध)

क्रम सं.	जांच/पैरामीटर की प्रकृति	एआईएस-052 (आरईवी.1) के विनिर्दिष्ट खंडों की अपेक्षाएं
(1)	(2)	(3)
1.	विस्तार और परिभाषा (जैसा लागू हो)	1.0
2.	बाडी संरचना सामर्थ्य	3.1
3.	बाडी संरचना स्थिरता	3.2
4.	खिड़की प्रतिधारण	3.6
5.	खिड़की की चौखटें	3.6.5.5
6.	विंड स्क्रीन वाईपिंग प्रणाली और चालक की दृष्टि का क्षेत्र	3.10
7.	परीक्षण पद्धति (जैसा लागू हो)	अध्याय 6
8.	डिप्ड-बीम हैड लैंप के लिए ऊर्ध्व अभिविन्यास	उपाबंध-1, शीर्षक सहित सारणी "सुरक्षा
9.	आसर लंगर सीट	क्रांतिक घटकों/प्रणालियों का ब्यौरा।"

[फा. सं. आरटी-11028/02/2013-एमवीएल]

अभय दामले, संयुक्त सचिव

टिप्पण : मूल नियम, भारत के राजपत्र, असाधारण, भाग II, खंड 3, उपखंड (i) में अधिसूचना सं. सा.का.नि. 590(अ), तारीख 2 जून, 1989 को प्रकाशित किए गए थे और अंतिम बार अधिसूचना सं. 889(अ), तारीख 16.09.2016 को संशोधित किए गए।

MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

NOTIFICATION

New Delhi, the 20th September, 2016

G.S.R. 895(E).—WHEREAS the draft rules further to amend the Central Motor Vehicles Rules, 1989, were published, as required under sub-section (1) of section 212 of the Motor Vehicles Act, 1988 (59 of 1988), vide notification of the Government of India in the Ministry of Road Transport and Highways number G.S.R. 531 (E), dated the 18th May, 2016 in the Gazette of India, Extraordinary, Part-II, Section 3, Sub-section (i) inviting objections and suggestions from affected persons before the expiry of the period of thirty days from the date on which copies of the Gazette containing the said notification were made available to the public;

WHEREAS, copies of the said Gazette notification were made available to the public on the 18th May, 2016;

AND WHEREAS, the objections and suggestions received from the public in respect of the said draft rules have been considered by the Central Government;

NOW, THEREFORE, in exercise of the powers conferred by sub-section (1) of section 110 of the Motor Vehicles Act, 1988 (59 of 1988), the Central Government hereby makes the following rules further to amend the Central Motor Vehicles Rules, 1989, namely: —

- (1) These rules may be called the Central Motor Vehicles (Twelfth Amendment) Rules, 2016.
- (2) They shall come into force on the date of their publication in the Official Gazette.

2. In the Central Motor Vehicles Rules, 1989, in rule 125C, in sub-rule (1), for the proviso, the following shall be substituted, namely:-

“Provided that the provision of this rule shall be implemented in two phases.

In first phase, the provisions of AIS 052(Rev. 1) – 2008, excluding the parameters and requirements given in Table-1 below, shall be applicable on and after 1st day of January, 2017.

In second phase, the provisions of AIS-052(Rev. 1) – 2008, as amended from time to time, and the parameters and requirements given in (Table-1) below, shall be applicable on and after 1st day of January, 2018.

(Table -1)

(Additional Technical Provisions of AIS: 052(Rev-1))

Sr. No.	Nature of Test / Parameters	Requirements of Specific Clauses of AIS-052 (Rev.1)
(1)	(2)	(3)
1.	Scope and Definitions (As applicable)	1.0
2.	Body Structure Strength	3.1
3.	Body Structure Stability	3.2
4.	Window Retention	3.6
5.	Window Frames	3.6.5.5
6.	Wind Screen Wiping System and Driver's field of Vision	3.10
7.	Test Methods (As applicable)	Chapter 6
8.	Vertical orientation for dipped beam - head lamp	Annexure I, Table with title "Details about Safety Critical Components / Systems."
9.	Seat Anchorages	

[F. No. RT-11028/02/2013-MVL]

ABHAY DAMLE, Jt. Secy.

Note : The principal rules were published in the Gazette of India , Extraordinary, Part II, section 3, sub-section (i) vide number G. S. R. 590(E) dated the 2nd June, 1989 and last amended vide number G.S.R. 889(E) dated the 16.09.2016.