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AUTOMOTIVE INDUSTRY STANDARD

PROCEDURE FOR TYPE APPROVAL AND CERTIFICATION OF VEHICLES FOR COMPLIANCE TO CENTRAL MOTOR VEHICLES RULES

(Revision 1)

ARAI

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PROCEDURE FOR TYPE APPROVAL AND CERTIFICATION OF VEHICLES FOR COMPLIANCE TO CENTRAL MOTOR VEHICLES RULES.

Following are the abbreviations used in this document:

AIS	Automotive Industry Standards
AISC	Automotive Industry Standards Committee
ARAI	Automotive Research Association of India
BIS	Bureau of Indian Standards
CEA	Criterion for Extension of Approval
COP	Conformity of Production
CMVR	Central Motor Vehicles Rules
CMVR-TSC	CMVR Technical Standing Committee
ECE	Economic Commission for Europe
GCW	Gross Combination Weight
GVW	Gross Vehicle Weight
MoRT&H	Ministry of Road Transport & Highways
SCOE	Standing Committee on Emission
SIAM	Society of Indian Automobile Manufacturers
TA	Type Approval

1.0	**Scope:**
1.1	This document describes the procedure to be followed for evaluating the vehicle model and its variant(s) / version (s) for issue of a Certificate of Compliance as notified by Rule No. 126 of the CMVR for L, M, and N categories of vehicles..
Note 1	Procedure for agricultural tractors is detailed in AIS 017 part 2. Procedure for Construction Equipment Vehicles is planned as AIS 017 Part 3.
2.0	**Definitions**
	For the purpose of this standard, in addition to the definitions given in AIS 000 and AIS 053, the following definitions shall apply
2.1	**Base model** is the model/variant(s)/version (s) whose performance results can be used to represent a range of model/variant(s)/version (s) considering the CEA for any of the provisions. To represent an entire range of model/variant(s)/version(s), declared by the manufacturer, for all the provisions of CMVR, tests on more than one base model may be necessary, considering the CEA. Also, there could be different base models for each CMVR test (s).
2.2	**'Base vehicle'** means any vehicle which is used at the first stage of a multi-stage type-approval process.
2.3	**'CMVR certificate'** means the document whereby the approval authority officially certifies-that a type of vehicle model / variant (s) / version (s) with its', system (s), component (s) or separate technical unit (s) is approved.
2.4	**'Complete vehicle'** means any vehicle which need not be completed in order to meet the relevant-technical requirements of CMVR.
2.5	**'Component'** means a device subjected to a provision intended to be part of a vehicle, which may be type-approved independently of a vehicle.
2.6	**Criterion for Extension of Approval (CEA)** is the guidelines to be followed:
(a)	For considering whether a change in the Technical Specifications affects the compliance adversely or not, and
(b)	If the change affects the compliance adversely, to decide the tests to be carried out for establishing compliance.
(c)	Criterion for Extension of Approval is also to be used for:
(i)	Selection of the base model(s) for establishing compliance from a number of models/variants at the time of Type Approval
(ii)	Deciding on the extension of Type Approval when changes are made in the Technical Specification.
(iii)	Deciding on approval for new variants
2.7	**'Incomplete vehicle'** means any vehicle which must undergo at least one

	further stage of completion in order to meet the relevant provisions of CMVR Incomplete vehicle is also referred to as "Drive Away Chassis" or "DAC"
2.8	**'Manufacturer'** means the person or body who is responsible to the approval authority for all-aspects of the type-approval and for ensuring conformity of production. It is not essential that the person or body be directly involved in all stages of the construction of the-vehicle, system, component or separate technical unit which is the subject of the approval-process.
2.9	**'Mixed type-approval'** means a step-by-step type-approval procedure for which one or more-system approvals are achieved during the final stage of the approval of the whole vehicle, without-it being necessary to issue the type-approval certificates for those systems.
2.10	**'Model (Type of vehicle)'** means of a particular category which do not differ in at least the essential respects specified in **Annex A**. A type of vehicle may contain variants and versions as defined in **Annex A**
	'**Multi-stage type-approval'** means the procedure whereby, depending on the state of completion, an incomplete or completed type of vehicle satisfies the relevant provisions applicable to that category of vehicle. **Note:** Approvals for different stages may be granted by different test agencies.
2.11	**'Notified Standard'** means a standard, referred to in CMVR or notified separately under the provisions of CMVR, which specifies details of requirements to be complied with.
2.12	**Provisions** mean the requirements related to the construction of motor vehicles notified in the CMVR, either directly or through a reference to Notified Standards.
2.13	**'Separate technical unit' (STU)** means a device subject to the requirements of a provision and intended to be part of a vehicle, which may be type-approved separately, but only in relation to one-or more specified types of vehicle where the provision makes express permission for doing so.
2.14	'**Small volume production models'** mean models of same type, (including variants and versions) whose annual production is less than 2500 vehicles per financial year
2.15	**'Single-step type-approval'** means a procedure consisting in the approval of a vehicle as a whole-by means of a single step.
2.16	**'Step-by-step type-approval'** means a vehicle approval procedure consisting in the step-by-step-collection of the whole set of type-approval certificates for the systems, components and-separate technical units relating

	to the vehicle, and which leads, at the final stage, to the approval of the whole vehicle.
2.17	**'System'** means an assembly of devices combined to perform one or more specific functions in a-vehicle and which is subject to provision.
2.18	**Testing Agency** is an organization.
	Specified in Rule 126 of CMVR for certification of compliance to the provisions or any other testing agency approved by the CMVR Technical Standing Committee for the purpose of testing of parts / components / STU/systems / vehicles.
2.19	**'Twinned wheels'** means, in the case of L category vehicles, two wheels mounted on the same axle, the distance between the centers of their areas of contact with the ground being less than 460 mm. Twinned wheels shall be considered as one wheel.
2.20	**'Type-approval'** means the procedure whereby a testing agency certifies that a type of vehicle, system, component or separate technical unit satisfies the relevant provisions of CMVR. Type Approval can be established by the following methods: (i) Mixed Type-Approval (ii) Single Step Type-Approval (iii) Step-by-Step Type-Approval
2.21	**'Virtual testing method'** means computer simulations including calculations which demonstrate-whether a vehicle, a system, a component or an STU fulfils the technical-requirements of a provision. For testing purposes, a virtual method does not require the use-of a physical vehicle, system, component or separate technical unit.
3.0	**Applicability of provisions**
3.1	Subject to conditions of **3.5** and **3.6**, all provisions, notified in CMVR, applicable to the category of vehicle, effective as on the date of issue of the CMVR certificate shall be applicable.
3.2	However, at manufacturer's option, the provisions whose notified implementation date is after the date of the issue of the certificate may also be verified for compliance and be certified so.
Note	In such cases, COP, where applicable will start as per the new provision from the date of manufacture as per the so type approved specification.
3.3	In the case of modifications of notified standard, or conversion of an AIS to BIS, provisions of AIS 000 shall be applicable
3.3.1	In cases, where the applicant opts to implement the changed standard between the Effective date and implementation date (As defined in AIS 0000), the CMVR certificate will indicate compliance to the notified

	standard. After revised standard is notified, the CMVR certificate shall be extended to the revised standard, at any convenient time, prior to the notified date of implementation of the revised standard. In such cases no additional verification or testing is needed, unless there is a change in the specification of the affected model (s) / version (s) / variant (s) / component.
3.4	**Dates of implementation:**
3.4.1	Unless otherwise specified in the provision, the date of implementation of the provision shall be date of manufacture of the vehicle.
3.4.2	If the date of implementation is the first day of the calendar month, the date of manufacture shall be ascertained from the month of production inscribed on the Chassis number (Vehicle Identification Number as per AIS 065).
3.4.3	Where different dates of implementation are prescribed in the provision for "new models" or "existing models":
3.4.3.1	The date of implementation for "new models" shall be applicable to vehicles of same type, as defined in **2.10**, which has not been certified earlier than the date specified in the provision for new models.
3.4.3.2	The date of implementation for "all models" shall be applicable to vehicles of same type, as defined in **2.10**, for which the date of CMVR Certificate is earlier than the date specified in the provision for new models, subject to the transitional provisions prescribed in ###
~~**3.5**~~	***Exemptions for small volume vehicles have been removed from this draft as another AISC panel is working on this.*** ***Consequential changes to clause numbers will be carried out later***
3.6	**Exemptions for special purpose vehicles:**
3.6.1	The exemptions specified in Provision/notified standard shall be applicable.
3.6.2	The other exemptions of applicability of provisions and methods of verification are given in **Annex C.**
3.6.3	If any exemptions are incorporated in the provision/ notified standard at a later date, for which details are prescribed in Annex C, the corresponding provision in Annex C are automatically invalidated, when the exemptions incorporated in provision/notified standard takes effect.
4.0	**Application for Type Approval:**
4.1	While applying for the Type Approval, the application shall be accompanied by the following documents, as applicable to the provisions for which such compliance is sought:
4.2	All the relevant information specified in the applicable version of AIS 007, **"**Information on Technical Specifications to be submitted by Manufacturer**"**.
4.2.1	Subject to the transitional provisions prescribed in ###, the details of all variants and version of one type shall be covered in one document.

4.2.2	Identification of the type, variants either in the VDS section or by commercial name is left to the choice of the manufacturer.
4.3	Copies of certificates, copies of licenses in case of ISI marked parts or test reports of compliance to various provisions, which may have already been obtained from other recognized (see **2.18)** Testing Agencies.
4.4	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.
4.5	Copy of certificate of incorporation of the manufacturer, if not already submitted.
4.6.	If the process is by step-by-step type approval, in addition to the above, the documents referred to in **9.2.2 or 5.3.2** to all applicable provisions
4.7	In the case of a mixed type-approval procedure the documents referred to in **9.2.2 or 5.3.2** to those provisions for which approval already exists.
4.8	In the case of multi-stage type-approval, for the first stage, documents referred to above, are required only for the provisions that are to be verified at first stage and the documents referred to in **6.1.3.**
5.0	**Methods of Establishing Compliance:**
	Depending upon the provision, the compliance can be established by the following methods: • Documents verification • Check fitment • Testing
5.1	**Document verification**
	Comparison of details given in the documents submitted with those specified in the provisions:
	Typical examples where this method is applicable are:
	• Overall dimensions • Seating layouts • Provisions related to locations and dimensions of doors, windows etc. • Ply rating, AIS 50, 51 etc. • Those which are so specified in the notified standard. • Verification of test reports as detailed in this standard
5.2	**Check fitment:**
5.2.1	This is applicable where the provision requires fitment of certain devices (component or STU). Typical examples are shown in **Table 1**
5.2.2	While checking fitment of STU's, where applicable, verification that details

	on vehicle are within the range of such parameters for which the component has been verified.

Table 1: Typical examples of "check fitment"
See 5.2.1

94	1,2,3	Condition of tyres
96	1,2,3,7	Brakes fitments requirements
96	5,6	Parking brakes fitment
98	1	Steering gear- Back lash
98	4	Fitment of power steering
99	--	Fitment of reverse gear
100	3	Laminated safety glass for windscreen
101	1	Fitment of Wind screen wiping system (power operated)
100	1	Windscreen and windows
101	3	Fitment of Wind screen wiping system (power operated or hand operated)
102	1	Turn signal
102	2	Stop light on actuation of foot operated service brake
102	2,3	Stop light on actuation of controls actuating rear brakes/front brake
103	1	Position of indicators
103	2	Hazard warning lamp
104	1	Fitment of red reflex reflector
104	1-proviso	Reflective Tape
104	2	White reflex reflectors
104	5	Amber Reflex reflectors
105	1,2,3,4,5 and 6	Head lamps and tail lamps
105	7	Reversing light
107		Top lights
108	--	White light/ Red light
109	--	Parking light
111	---	Prohibition of spot lights etc.
110	--	Lamps on 3 wheelers
112	The main rule and 2nd proviso	Exhaust gas
112	First proviso	Exhaust gas
117	1	Speedometer
119	1	Fitment of horns
123	--	Safety devices for motor cycles
124-11	IS:13942:1994	External Projection
124-13	IS:13943:1994	Wheel guards
124-14	IS:13941:19	Wheel Nuts, Wheel discs etc.

	94	
124-18	SS: 11.1	Tell Tales and Controls
124-19	SS: 12.1	Tell Tales and Controls
125	1	Seat belt
125	2	Rear view mirror

5.3	**Test:**
	Provisions, where performance parameters are specified, shall be established by testing.
5.3.1	The tests may be carried out either at the premises of the Testing Agencies or at the manufacturer's premises. When the tests are carried out at the manufacturers' premises, the manufacturer shall demonstrate the adequacy of the test facilities for carrying out the tests as per the provisions.
	The Testing Agency may also, at the request of the manufacturer, certify, in advance, the adequacy of the test facilities at his premises, in such cases manufacturer shall demonstrate routine calibration of the equipment etc. only at the time of testing.
5.3.2	The compliance to individual provisions can also be established by verifying the documents submitted by the manufacturer such as :

5.3.2.1	In the case of system/(s):
(a)	Certificates or test reports issued by any test agency (**2.18**) for another type/model/variant/version, the Technical Specifications of which are comparable to those of the model sought to be type approved, and the changes are within the limits prescribed in the Criteria for Extension of Approval.
(b)	If such certificate or test report is issued for specific purpose of Step by Step approval, the name of model/version/variant under consideration shall be indicated in the test report. For the purpose of subsequent usage of these certificates or test reports as per 4.4, it the names of the model/version/variant need not be incorporated.
5.3.2.2	In the case of provisions/notified standard for a component or STU:
(a)	Test reports/certificates issued by test agencies (**2.18**) or any other test agency notified in CMVR or approved by CMVRTsC for a specific component or STU
(b)	In case notified standard is an Indian Standard, certificates or test reports issued by any testing agency or laboratory duly authorized by BIS for carrying out certification work for the standards issued by BIS when the notified standard is published by BIS.
Note:	The CMVR Technical Standing Committee may issue instructions regarding disqualifying the test reports from any such agency. However, such disqualification shall affect only those the test reports issued after the date of instruction from CMVR TSC
(c)	BIS License issued by BIS for affixing "ISI" mark and the device is so marked, In case notified standard is an Indian Standard. In these cases no additional verification is required for components or STU.
(d)	In case of alternate standard notified under Rule 92 (3), the agencies prescribed in the same sub-rule.
5.3.2.3	In the cases described in **5.3.2.1** and **5.3.2.2:**
(a)	Subject to provisions of AIS 037, where applicable, in the case of applications for compliance to individual provision(s), the test report(s) issued by the Testing Agency (**4.3.**) shall be considered as proof of compliance for issuing the Consolidated Certificate. In such cases, the test report shall indicate:
(i)	whether compliance has been established or not
(ii)	the provision(s) for which compliance is established
(iii)	the list of variant(s), if any, for which compliance is established. (Not applicable in the case of test reports for components and STUs. For the purpose of subsequent usage of these certificates or test reports as per 4.4, it the names of the model/version/variant need not be incorporated.

(b)	In cases of components ands STU's coming under the purview of AIS 037, the approval certificates.
5.3.2.4	In the case of test reports referred in **5.3.2** and its sub-clauses, the use of such reports is not restricted by the type (model/variant/version but only on the technical parameters of the type (model/variant/version) tested and the one to which it is to be extended.
5.3.3	In the case of provisions listed in **Table 2,** undertaking of compliance by the manufacturer, along with the reports of test carried out by the vehicle manufacturer, or where applicable, carried out by manufacturer of component/STU shall be considered to establish the compliance.

5.3.4	**Virtual testing (See 2.21):**
	In the following casers, at the request of the manufacturer, compliance shall be established by Virtual testing:
(a)	When the provision/notified standard permits this alternative
(b)	As agreed between the test agency and vehicle manufacturer.
(c)	As per Provisions listed in **Table 3**
Note:	In case the simulation techniques are not specified in the notified standard, the test agency may verify that the simulation is appropriate.

Table 2 Provision for which vehicle manufacturer's declaration are to be accepted (See 5.3.3)	
1.	Towing hooks
2.	Identification of controls
3.	Defrost/demist
4.	Wind screen wash/wipe
5.	Wheel guards
6.	Masses and dimensions
7.	External projections of cabs
8.	Audible warning
9.	Installation of lighting
10.	Identification of controls
11.	Part on installation of safety glass
12.	Statutory plates
13.	Speedometer and reverse gear
14.	Control cable
15.	Pneumatic coupling
16.	Bus window retention
17.	Wheel nuts, wheel discs etc.
18.	Acc. Control system
19.	Hood latch
20.	Towing devices
21.	Engine power for SI engines

Table 3 Provision for which Virtual testing are permitted {See 5.3.4 (c)}	
1.	Forward vision
2.	Wash/wipe, for geometric requirements
3.	Wheel guards
4.	External projections of cabs
5.	For the field of rear vision
6.	For the geometric requirements of interior fittings
7.	Exterior projections
8.	Installation of lighting
9.	Couplings; only with regard to geometric requirements
10.	Strength of superstructure'
11.	Survival space
12.	Bumper
13.	FUPD

14.	SUPD
15.	RUPD
16.	Foot control
Possibility of document verification for sl. Nos3, 4, 7 and 16 are to be discussed in panel.	

5.4	When the maximum rated FAW and RAW add up to a figure greater than the GVW, during testing the load distribution of axles shall be adjusted proportionately. Formulae for calculating the FAW and RAW under testing conditions, are given below:

	FAW_{test}	=	**FAW_{max} * GVW**	
			$FAW_{max} + RAW_{max}$	
	RAW_{test}	=	GVW- FAW_{test},	
	Where			
	FAW_{max}	=	Maximum rated load on front axle	
	RAW_{max}	=	Maximum rated load on rear axle	
	GVW	=	The maximum gross vehicle weight	
	FAW_{test}	=	Weight on Front axle for test under GVW condition	
	RAW_{test}	=	Weight on Rear axle for test under GVW condition	

	This shall be applied for all tests to be carried out in the laden condition, except in the case of tests are prescribed to be conducted with the maximum rated load, (E.g. Steering effort)
5.5	In case the vehicle is to be approved for coupling with a trailer or semitrailer, test for verification of the following requirements at the GCW condition, any suitable trailer or semitrailer may be used.
	• Parking brake test, if applicable • Gradeability • Constant speed fuel consumption (where applicable)
6.0	**Incompletely built vehicles:**
6.1	**Provisions that can be verified only after body building**
6.1.1	The manufacturer shall indicate in the application, the provisions which cannot be verified, for which the devices will be fitted only at the time of body building.
6.1.2	Such provisions, for which verification has not been carried out, shall

	be indicated in the certificate and are to be verified by the registering authority.
Note	If verification of such provisions (e.g. AIS 052) are carried out at a later stage, it is not necessary for any verification by the registering authority.
6.1.3	In these cases, the manufacturer shall submit a schematic drawing indicating the recommended mounting arrangement of such devices.
6.1.4	Testing Agency shall verify that the details contained in the schematic drawing are within the limits prescribed in the provision.
6.1.5	For this purpose, verification on the vehicle is not required.
Note:	Vehicle manufacturer shall make these details available to the body builder
6.2	In the case of incompletely built vehicle (such as drive away chassis) suitable arrangements for safety of testing personnel during testing shall be provided.
6.3	Where tests are to be conducted at the rated GVW condition, the incomplete vehicle shall be loaded to that condition and distribution of weight among axles as recommended by vehicle manufacturer. (See **5.4**)
6.4	Where tests are to be conducted in the unladen condition, the vehicle shall be loaded as per the allowances given in the notified standard, if so prescribed.
	If such allowances are not prescribed in the notified standard, the vehicle shall be loaded to the weight recommended by the manufacturer as the unladen weight.
Note	In case, there is more than one such recommended value, the highest or lowest shall be used for each provision, as per CEA of that provision.
~~**6.0**~~ **7.0**	**For imported Completely Built Unit (CBU) Vehicles (other than those exempted from the need for CMVR certificate):**
~~**6.1**~~ **7.1**	Compliance to requirements of provisions involving destructive tests of such CBU Vehicle Models need not be carried out, if the test reports/certificates as per the corresponding ECE Regulation or EEC directive submitted by the applicant are vetted and found satisfactory by the test agency. Examples of provisions involving destructive tests are given in Table 4
~~**6.2**~~ **7.2**	Verification of other provisions and their exemptions shall be as prescribed in this standard. However, test agency may exempt verification of any of these provisions if:
~~**6.2.1**~~	The test reports/certificates as per the corresponding ECE Regulation or EEC directive submitted by the applicant are vetted and found

7.2.1	satisfactory by the test agency
~~6.2.2~~ 7.2.2	The test agency is satisfied with the reasoning and justification submitted by the applicant.

Table 4 (See ~~6.1~~ 7.1)
EXAMPLES OF DESTRUCTIVE TESTS

1.	Safety Belt Component
2.	Safety Belt anchorages and Installation
3.	Safety Glass
4.	Plastic Fuel tank
5.	Door Locks & hinges
6.	Frontal Impact Test including Body Block and head form impact tests
7.	
8.	Seat, Seat anchorages and head restraints
9.	Interior fittings
10.	Side Door Impact test
11.	Bumper test
12.	Survival Space for Protection of Occupants

8.0	**Non-compliances observed during the verification process:**
8.1	During testing
8.1.1	During the verification /testing, if any of the requirements are not met, the manufacturer may request for a reverification/ retest after carrying out necessary rectifications.
8.1.2	If the rectification involves changes in the Technical Specifications, as declared by the manufacturer tests shall be repeated for all those characteristics where the changes are not within the limits of Criteria for Extension of Approval.
8.1.3	If the rectification does not involve a change in the Technical Specifications, those tests already completed satisfactorily, need not be repeated.
9.0	**Certificate of Compliance:**
9.1	**For components and STU**
	Test reports or certificates as applicable
9.2	**For Systems**
9.2.1	Test report (as per format prescribed in individual provisions, if any)
9.2.2	If the approval is system is part of Step-by-step type-approval
9.2.2.1	The test report shall indicate the details of the model/version/variant that are covered by this test report, at the time of first issue.

9.2.2.2	For use such reports, for granting approval for another type/version/variant, the applicability shall be based on the CEA parameters and not on the names of type/version/variant listed in such report.
9.2.2.3	For the purpose of records, the detailed specification submitted by the manufacturer, as per details prescribed in the individual provision attested by test agency.
9.3	**Final approval:**
9.3.1	After compliance is established for all the provisions, applicable to that type/model/variant(s)/version, a Certificate of Compliance consolidating all applicable provisions, (See **3.0)** shall be issued by the Testing Agency, in accordance with **Annex D**. All the model/version/variant of a given type, subject to the transitional provisions prescribed in ###, shall be covered by one certificate.
Note	In order to ensure that all the related verification activities are completed, the Testing Agency may use an appropriate check list.
9.3.2	Annex D provides the details of:
(a)	Formats to be used for different cases of issuing the approvals
(b)	Enclosures to the certificates/extension of approvals
(c)	Other necessary details
9.4	**In the case of multistage approval (DAC):**
9.4.1	The certificate of compliance shall indicate all the provisions which has been verified.
9.4.2	The certificate will indicate the provisions, which could not be verified due the incomplete stage of the vehicle as an annexure to the certificate.
9.5	**Approval number:**
9.5.1	The approval number on the certificate shall be in accordance with that prescribed in AIS 065.
9.5.2	The extensions of approvals (see **10**) shall be identified by affixing suitable alpha numeral (of test agencies choice) to the number of above base approval.
9.5.2.1	The numeral part of the above shall be serial. Different two different series shall be used, One for approvals involving • Addition of variants • Changes in the Brief technical specifications • Changes in provisions. Another series for approvals involving other changes in the technical

	specification.
9.5	**Conditions of *issuiluree* of CMVR Certificate**
9.5.1	Certificate is issued as per CMVR 126 to establish compliance with the provisions of Central Motor Vehicle Rules 1989 and shall not be construed as compliance to any other rules other than those listed in the certificate or its annexures.
9.5.2	Compliance to these rules have been verified based on use of specific components /parts/assemblies etc., details of which are submitted by the vehicle manufacturer. It is the vehicle manufacturer's responsibility to ensure that these details are adhered to on the vehicles submitted for registration.
9.5.3	The test agency is in no way responsible for any breach of statutory provision or laws of India or other countries, by the applicant, in relation to issue of the certificate.
9.5.5	The test agency is not liable for any claims or damages made by any party, arising out of the issuing of the certificate.
9.5.5	Appropriate local court where the testing agency is situated shall have jurisdiction in respect of any dispute, claim or liability arising out of the certificate.
9.5.6	The test agency has the right to initiate action for cancellation/withdrawal of the certificate in case any fraud or misrepresentation, when it surfaces and comes to the knowledge of the test agency. (See **12**)
9.6	The Testing Agency shall maintain confidentiality of the information submitted by the vehicle manufacturer, certificates, test reports and test data. However, if required, the test results may be given to the Ministry of Surface Transport and Ministry of Industry. The compiled test data without indicating the name of the manufacturer or model may be given to SCOE/CMVR TSC with a copy to SIAM as and when needed.

9.7	**Refusal of Type Approval:**
	In case, a Testing Agency has refused approval of a vehicle this should be informed to the vehicle manufacturer. Manufacturer may .make a fresh application after making necessary changes.
10.0	**Extensions of Type Approval:**
	Type Approval already granted shall need revalidation, by an extension of the Type Approval whenever:

	• Technical Specifications, already attested by Testing Agency are amended by the manufacturer • Addition of a variant/version • There are changes in the provisions.
Note:	Extension certificates may be issued by test agencies other than those who issued the CMVR certificate.
10.1	**Changes in the Technical Specifications of the model/variant(s) already Type Approved:**
10.1.1	Every modification pertaining to the information, even if the changes are not technical in nature (such as change of model name etc.), declared in accordance with Para **3** shall be intimated by the manufacturer to the certifying agency.
10.1.1.1	If the changes are in parameters not related to the provisions, no further verification need be taken.
10.1.1.2	If the changes are in parameters related to the provisions the test agency may then consider:
(a)	Vehicle with modifications complies with specified performance requirements, or,
(b)	Any verification is required.
10.1.2	For considering verification/testing for establishing is required or not, guidelines given in the notified standards (Criteria for Extension of Approval) shall be followed
10.1.3	In case of **10.1.1.2),** tests for only those parameters which are affected by the modifications need be carried out.
10.1.4	In case of fulfillment of criterion of para **10.1.1.1** and **10.1.1.2(a)** or after results of further verification as per para of **10.1.1.2 (b)** are successful, the approval of compliance shall be extended for the changes carried out.
10.1.5	With reference to the performance parameters related to the notified provisions, in order to facilitate the processing of extension certificate, the manufacturer shall submit declaration based on the requests by the Test Agency.
10.2	**Addition of a variant/version:**
	Procedure prescribed in 10.1 shall be followed in this case also.
10.2.	**Changes in the Provisions:**
	For every subsequent change/addition in the provisions, the vehicle manufacturer shall get the Certificate of Compliance extended from any of the Testing Agencies. The procedure of establishing compliance shall be as per Para **5.0**

10.3.1	In case testing is required for establishing compliance,
a)	tests need be carried out only for those parameters, which are required to establish compliance to the additional/amended provision. If, for the purpose of complying with the additional/amended provisions, changes are made in the Technical Specifications of the model/variant, the additional verifications shall be as per Para **10.1**
b)	If requirements of additional/amended provisions were already satisfied in the previous Type Approval it is not necessary to carry out further verification/tests.
10.3.2	In cases where the provision relates to fitment of a component and the compliance is to be established by merely checking fitment on the vehicle, (as per para **5.2**), it is not necessary for the Testing Agency to verify the fitment if the following conditions are satisfied:
a)	The manufacturer gives an undertaking that the necessary fitments will be carried out by him from the date of applicability of provision
b)	Submits the details of the provisions made in the vehicle for fitment of the item.
c)	Submits test reports for the individual requirements, if any, specified for the components.
10.3.3	In case of notified provisions, which are to come into effect at a later date, the manufacturer, may get the Type Approval in advance, which could be along with an original Type Approval or an extension. (See **3.2**/**3.3**)
Note:	In such cases, once the manufacturer implements the modified specification in production, the COP would be as per the new provision to the extent of implementation. Till then COP would be conducted based on the procedure for COP applicable at the time of manufacture of the vehicle.

11.0	**Withdrawal of TA:**
11.1	In the case of emission related issues, the withdrawal of TA shall be as prescribed in TAP document.
11.2	In all other cases, the decision will be taken by MoRT&H, as per advice of CMVRTsC
12.0	**Transitional provisions:**
12.1	Approvals issued as per earlier version of AIS 017 shall remain valid.
12.2	**For compilation of models/variants/versions falling under same type**
	Till the time, all approvals of all models, variants and versions of the same type are covered in the same certificate, the procedure prescribed in Annex E shall be adopted.
12.3	Transitional provision prescribed in AIS000 shall be applicable
13	**Resolving of operational difficulties:**
	In case of difficulties arising out of an interpretation of the provisions and other operational difficulties, the Testing Agency and the manufacturer shall endeavour to resolve these by mutual discussions, within the frame work of CMVR and related procedures. However, if these cannot be resolved mutually, the matter shall be referred by the vehicle manufacturer under intimation to the Testing Agency, to the CMVR TsC/SCOE for a final decision and implementation.

Annex A
Definition of Type/Version/Variant (See 2.10)

A-1	**For M1 category**
A-1.1	A 'type' shall consist of vehicles which do not differ in at least the following essential respects:
(a)	The manufacturer,
(b)	The manufacturer's type designation,
(c)	Essential aspects of construction and design:
(d)	Chassis/floor pan (obvious and fundamental differences),
A-1.2	'Variant' of a type means vehicles within a type which do not differ in at least the following essential respects:
(a)	Body style (e.g. Saloon, hatchback, coupé, convertible, station-wagon, multi-purpose vehicle), as described in Annex 1 of AIS 053
(b)	Working principle of power plant : (positive ignition/compression ignition/hybrid/electric),
(c)	Cycle of engine: four stroke/two stroke/rotary
(e)	Number and arrangement of cylinders of engine,
(d)	Power differences of more than 30% (the highest is more than 1.3 times the lowest) of the power plant
(e)	Capacity differences of more than 20% (the highest is more than 1.2 times the lowest),
(f)	Powered axles (number, position, interconnection),
(g)	Steered axles (number and position)
A-1.3	'Version' of a variant means vehicles, which consist of a combination of items shown in the information package subject to the requirements in applicable tables of AIS 007 Multiple entries of the following parameters may not be combined within one version:
(a)	technically permissible maximum laden mass,
(b)	engine capacity,
(c)	maximum net power,
(d)	type of gearbox and number of gears,
(e)	maximum number of seating positions
A-2.0	**For M2 and M3 category**
A-2.1	A 'type' shall consist of vehicles which do not differ in at least the following essential respects:

(a)	the manufacturer,
(b)	the manufacturer's type designation,
(c)	category,
(d)	essential aspects of construction and design:
(e)	chassis/self-supporting body, single/double deck, rigid/articulated (obvious and fundamental differences),
(f)	number of axles,
A-2.2	'Variant' of a type means vehicles within a type which do not differ in at least the following essential respects:
(a)	class as defined in AIS 053 (only for complete vehicles),
(b)	extent of build (e.g. complete/incomplete),
(c)	Working principle of power plant : (positive ignition/compression ignition/hybrid/electric),
(d)	number and arrangement of cylinders,
(e)	power differences of more than 50% (the highest is more than 1.5 times the lowest),
(f)	capacity differences of more than 50% (the highest is more than1.5 times the lowest),
(g)	location (front, mid, rear),
(h)	technically permissible maximum laden mass differences of more than 20% (the highest is more than 1.2 times the lowest),
(j)	powered axles (number, position, interconnection),
(k)	steered axles (number and position).
A-2.3	'Version' of a variant means vehicles, which consist of a combination of items shown in applicable tables of AIS 007
A-3.0	**For Categories N1, N2 and N3 category**
A-3.1	A 'type' shall consist of vehicles, which do not differ in at least the following essential respects:
(a)	the manufacturer,
(b)	category,
(c)	essential aspects of construction and design:
(d)	chassis/floor pan (obvious and fundamental differences),
(e)	number of axles,
A-3.2	Variant' of a type means vehicles within a type which do not differ in at least the following essential respects:
(a)	body structural concept (e.g. platform truck/tipper/tanker/semi-trailer

	towing vehicle) (only for complete vehicles),
(b)	extent of build (e.g. complete/incomplete),
(c)	power plant (internal combustion/electric/hybrid).
(d)	working principle
(e)	number and arrangement of cylinders,
(f)	power differences of more than 50% (the highest is more than 1.5 times the lowest),
(g)	capacity differences of more than 50% (the highest is more than 1.5 times the lowest),
(h)	technically permissible maximum laden mass differences of more than 20% (the highest is more than 1.2 times the lowest),
(j)	powered axles (number, position, interconnection),
(k)	steered axles (number and position),
A-3.3	Variant' of a type means vehicles within a type which do not differ in at least the following essential respects:
	'Version' of a variant means vehicles, which consist of a combination of items shown in the information package subject to the requirements in AIS 007.
A-3.4	For M and N categories of vehicles, Full identification of the vehicle just from the designations of type, variant and version must be consistent with a single accurate definition of all the technical characteristics required for the vehicle to be put into service.
A-4.0	**For L category**
A-4.1	**'type of vehicle'** means either a vehicle or a group of vehicles (variants) which:
(a)	belong to a single category as defined in AIS 053
(b)	are constructed by the same manufacturer;
(c)	have the similar chassis, frame, sub-frame, floor pan or structure to which major components are attached; Eg: In the case of two wheelers, Motorcycle chassis, Step thru chassis, Scooter type chassis
	A type of vehicle may include variants and versions
A-4.2	**'variant'** means either a vehicle or a group of vehicles (versions) being of the same type where:
(a)	they have the same shape of bodywork (basic characteristics);
(b)	within the group of vehicles (versions) the difference in the mass in running order between the lowest value and the highest value does not

	exceed 20% of the lowest value;
(c)	within the group of vehicles (versions) the difference in the maximum permissible mass between the lowest value and the highest value does not exceed 20% of the lowest value;
(d)	they have the same operating cycle (two or four stroke, spark ignition or compression ignition);
(e)	within the group of vehicles (versions) the difference in the cylinder capacity of the power unit (in the case of an internal combustion unit) between the lowest value and the highest value does not exceed 30% of the lowest value;
(f)	have the same number and arrangement of cylinders;
(g)	within the group of vehicles (versions) the difference in the power output of the power unit between the lowest value and the highest value does not exceed 30% of the lowest value;
(h)	have the same operating mode (positive ignition/compression ignition/hybrid/electric),
(i)	have the same type of gearbox (manual, automatic, etc.);
A-4.3	**'version'** means a vehicle of the same type and variant but which may incorporate any of the equipment, components or systems listed in applicable tables of AIS 007.
(a)	one value quoted for:
(i)	the mass in running order;
(ii)	the maximum permissible mass;
(iii)	the power output of the power unit;
(iv)	the cylinder capacity of the power unit

Annex B

(See 3.5.1, 3.5.2) Exemptions for small volume vehicles:

Deleted as a separate panel is working

Annex C
Exemptions for special purpose vehicles
(See 3.6)

C-1.0	The provisions which are exempted for special purpose vehicles are detailed in this Annex
C-1.1	The vehicle shall comply with the provisions, which are not listed in the relevant tables of this Annex.
C-2	The exemptions and condition of exemptions for Motor-Caravans, Ambulances and Hearses are given in **Table C-1**
C-3	The exemptions and condition of exemptions for Armoured Vehicles are given in Table C-2
C-4	The exemptions and condition of exemptions for Wheelchair Accessible Vehicles are given in **Table C-3**
C-5	The exemptions and condition of exemptions for Other Special Purpose Vehicles () are given in **Table C-4**. However, these exemptions are permitted only if the manufacturer demonstrates to the satisfaction of the testing agency that the vehicle, due to the special function, can not meet all the requirements.
C-6	The meaning of letters shown in tables **C-1** to **C-5** is given in table **C-6**

Table C-1
FOR MOTOR-CARAVANS, AMBULANCES AND HEARSES

Item	Subject	M1 ≤ 2500 kg	M1 > 2500 kg	M2	M3
1	Pass by Noise	H	G + H	G + H	G + H
2	Emissions	Q	G + Q	G + Q	G + Q
3A	Fuel tanks -Non Plastic /	F	F	F	F
3B	Fuel tanks –Plastic /	F	F	F	F
5	Steering effort	X	G	G	G
6	Door latches and hinges	B	G + B	N/A	N/A
7	Audible warning – Horn Installation and Horn Performance	X + K	X + K	X + K	X + K
8	Devices for indirect vision	X	G	G	G
9A	Braking - Performance	G	G	G	G
9B	Braking - High Speed Braking Requirements:	G	G	N/A	N/A
11	Diesel smoke	H	H	H	H
12	Interior fittings	C	G + C	N/A	N/A
13A	Anti-theft and immobilizer – Protection against unauthorized use	X	G	G	G
13B	Vehicle Alarm Systems	X	G	N/A	N/A
14	Protective steering	X	N/A	N/A	N/A
15	Seat strength	D	G + D	G + D	G + D
16	Exterior projections	X for the cab; A for the remaining part	G for the cab; A for the remaining part	N/A	N/A
19	Seat belt anchorages	D	G + L	N/A	N/A
20	Installation of lighting and light signalling devices including HLLD	A + N	A + G + N for the cab; A + N for the remaining part	A + G + N for the cab; A + N for the remaining part	A + G + N for the cab; A + N for the remaining part
27	Towing hooks	E	E	E	E
31	Seat belts and restraint systems	D	G + M	N/A	N/A
32	Forward vision	X	G	N/A	N/A
34	Defrost/demist	X	G + O	N/A	N/A
35	Wash/wipe	X	G + O	O	O
37	Wheel guards	X	G	N/A	N/A
38	Head restraints	D	G + D	N/A	N/A
	Fuel consumption	N/A	N/A	N/A	N/A
41	Emissions heavy duty vehicles	N/A	G + H	G + H	G + H
45	Safety glazing	J	G + J	G + J	G + J

46A	Tyres - Performance	X	G	G	G
46B	Tyres -Installation	X	G	G	G
50	Couplings	X	G	G	G
51	Flammability	N/A	N/A	N/A	G for the cab; X for the remaining part
52	Buses and coaches	N/A	N/A	A	A
53A	Front impact – Steering Impact	N/A	N/A	N/A	N/A
53B	Front impact – Head on Collision	N/A	N/A	N/A	N/A
53C	Front impact – Offset Frontal collision	N/A	N/A	N/A	N/A
54	Side impact	N/A	N/A	N/A	N/A
58	Pedestrian protection	X	N/A **(*)**	N/A	N/A
	*	Any frontal protection system supplied with the vehicle shall comply with the requirements of notified AIS			

Table C-2
ARMOURED VEHICLES

Item	Subject	M1	M2	M3	N1	N2	N3
2	Emissions	A	A	A	A	A	A
7	Audible warning – Horn Installation and Horn Performance	A + K	A + K	A + K	A + K	A + K	A + K
8	Devices for indirect vision	A	A	A	A	A	A
12	Interior fittings	A	N/A	N/A	N/A	N/A	N/A
14	Protective steering	N/A	N/A	N/A	N/A	N/A	N/A
15	Seat strength	X	D	D	D	D	D
16	Exterior projections	A	N/A	N/A	N/A	N/A	N/A
19	Seat belt anchorages	A	N/A	N/A	N/A	N/A	N/A
20	Installation of lighting and light signalling devices including HLLD	A + N	A + N	A + N	A + N	A + N	A + N
27	Towing hooks	A	A	A	A	A	A
31	Seat belts and restraint systems	A	N/A	N/A	N/A	N/A	N/A
32	Forward vision	S	N/A	N/A	N/A	N/A	N/A
34	Defrost/demist	A	N/A	N/A	N/A	N/A	N/A
35	Wash/wipe	A	O	O	O	O	O
	Fuel consumption	N/A	X	X	N/A	X	X
41	Emissions heavy duty vehicles	A	X	X	X	X	X
45	Safety glazing	N/A	N/A	N/A	N/A	N/A	N/A
46A	Tyres - Performance	A	A	A	A	A	A
46B	Tyres -Installation	A	A	A	A	A	A
49	External projections of cabs	N/A	N/A	N/A	A	A	A
51	Flammability 95/28/EC	N/A	N/A	X	N/A	N/A	N/A

52	Buses and coaches	N/A	A	A	N/A	N/A	N/A
53A	Front impact – Steering Impact	N/A	N/A	N/A	N/A	N/A	N/A
53B	Front impact – Head on Collision	N/A	N/A	N/A	N/A	N/A	N/A
53C	Front impact – Offset Frontal collision	N/A	N/A	N/A	N/A	N/A	N/A
54	Side impact	N/A	N/A	N/A	N/A	N/A	N/A
58	Pedestrian protection	N/A	N/A	N/A	N/A	N/A	N/A

Table C-3
WHEELCHAIR ACCESSIBLE VEHICLES

Item	Subject	M1
2	Emissions	G + W1
3A	Fuel tanks -Non Plastic/	X + W2
3B	Fuel tanks –Plastic/	X + W2
15	Seat strength	X + W3
16	Exterior projection	X + W4
31	Seat belts and restraint systems	X + W6
	Fuel consumption	X + W7
53A	Front impact – Steering Impact	X + W9
53B	Front impact – Head on Collision	X + W9
53C	Front impact – Offset Frontal collision	X + W9
54	Side impact	X + W10

Table C-4 OTHER SPECIAL PURPOSE VEHICLES

	Subject	M2	M3	N1	N2	N3
1	Permissible sound level- Pass by Noise	H	H	H	H	H
2	Emissions	Q	Q	Q	Q	Q
3A	Fuel tanks -Non Plastic/	F	F	F	F	F
3B	Fuel tanks -Plastic	F	F	F	F	F
6	Door latches and hinges	N/A	N/A	B	B	B
11	Diesel smoke	H	H	H	H	H
15	Seat strength	D	D	D	D	D
19	Seat belt Anchorages	N/A	N/A	N/A	N/A	N/A
20	Installation of lighting and light signalling devices including HLLD	A + N	A + N	A + N	A + N	A + N
27	Towing hooks	A	A	A	A	A
31	Seat belts and restraint systems	N/A	N/A	N/A	N/A	N/A
34	Defrost/demist	N/A	N/A	N/A	N/A	N/A
35	Wash/wipe	O	O	O	O	O
41	Emissions heavy duty vehicles	H	H	H	H	H
45	Safety glazing	J	J	J	J	J
54	Side impact	N/A	N/A	N/A	N/A	N/A
58	Pedestrian protection	N/A	N/A	N/A **(*)**	N/A	N/A

Table C-6 The meaning of letters shown in tables C-1 to C-5

X:	No exemptions except those specified in the regulatory act.
N/A:	This regulatory act is not applicable to this vehicle (no requirements).
A:	Exemption permitted where special purposes make it impossible to fully comply. The manufacturer shall demonstrate this to the satisfaction of the type-approval authority that the vehicle cannot meet the requirements due to its special purpose.
B:	Application limited to doors giving access to the seats designated for normal use when the vehicle is travelling on the road and where the distance between the R-Point of the seat and the average plane of the door surface, measured perpendicular to the longitudinal medium plane of the vehicle, does not exceed 500 mm.
C:	Reserved
D:	Application limited to seats designated for normal use when the vehicle is travelling on the road. Seats which are not designated for use when the vehicle is travelling on the road shall be clearly identified to users either by means of a pictogram or a sign with an appropriate text.
E:	Front only.
F:	Modification to the routing and length of the refueling duct and re-positioning of the tank inboard is permissible.
G:	Requirements according to the category of the base/incomplete vehicle (the chassis of which was used to build the special purpose vehicle). In the case of incomplete/completed vehicles, it is acceptable that the requirements for vehicles of the corresponding Category N (based on maximum mass) are satisfied.
H:	Modification of exhaust system length after the last silencer not exceeding 2 m is permissible without any further test.
J.	For all window glazing other than driver's cab glazing (windshield and side glasses), the material may be either of safety glass or rigid plastic glazing.
K:	Additional panic alarm devices permitted.
L:	Application limited to seats designated for normal use when the vehicle is travelling on the road. At least anchorages for lap belts are required in the rear seating positions. Seats which are designated for use when the vehicle is travelling on the road shall be clearly identified to users either by means of a pictogram or a sign with an appropriate text.
M:	Application limited to seats designated for normal use when the vehicle is travelling on the road. At least lap belts are required in all rear seating positions. Seats which are not designated for use when the vehicle is travelling on the road shall be clearly identified to users either by means of a pictogram

	or a sign with an appropriate text.
N:	Provided that all mandatory lighting devices are installed and that the geometric visibility is not affected.
O:	The vehicle shall be fitted with an adequate system in the front.
Q:	Modification of exhaust system length after the last silencer not exceeding 2 m is permissible without any further test.
R:	Provided that the registration plates can be mounted and remain visible.
S:	The light transmission factor is at least 60%, also the 'A' pillar obstruction angle is not more than 10°.
T:	Test to be performed only with the complete/completed vehicle.
U:	Reserved
V:	The compliance with Directive 97/68/EC can be accepted.
W1:	Requirements must be complied with, but modification in the exhaust system is permitted without any further test provided the emission control devices including particulate filters (if any) are not affected. No new evaporative test shall be required on the modified vehicle on condition that the evaporative control devices are kept as fitted by the manufacturer of the base vehicle. An EC type approval issued to the most representative base vehicle remains valid irrespective of change in the reference mass.
W2:	Requirements must be complied with, but modification of the routing, length of the refueling duct, fuel hoses and fuel vapour pipes is permitted. Re-location of the original fuel tank is permitted.
W3:	A wheelchair location is considered as a seating position. For each wheelchair sufficient space shall be provided. The longitudinal plane of the special area shall be parallel to the longitudinal plane of the vehicle. Appropriate information shall be made available to the vehicle owner that a wheelchair used as a seat in the vehicle shall be capable of withstanding the forces transmitted by the tie-down mechanism during the various driving conditions. Appropriate adaptations may be made to the seats of the vehicle provided that their anchorages, mechanisms and head restraints guarantee the same level of performance provided for in the Directive.
W4:	Compliance with Directive shall be required for the boarding aids when in the resting position.
W5:	Reserved
W6:	Reserved
W7:	A new measurement relating to CO2 emissions does not need to be performed when, in application of the provisions under W1, no fresh tests have to be performed with regard to tail pipe emissions.
W8:	For the purposes of calculations, the mass of the wheelchair including the user shall be assumed to be 100 kg. The mass shall be concentrated at the H Point of the three-dimensional machine. The technical service shall also consider the

	possibility to use electric wheelchair(s), the mass of which, including the user, is assumed to be 250 kg. Any limitation in the passenger capacity resulting from the use of electric wheelchair(s) shall be recorded in the type-approval certificate and an appropriate language thereto shall be included in the certificate of conformity.
W9:	No new test shall be required on the modified vehicle on condition that the front part of the chassis located in front of the R Point of the driver is not affected by the conversion of the vehicle and no part of the supplementary restraint system (air-bag(s)) has been removed or deactivated.
W10:	No new test shall be required on the modified vehicle on condition that the side reinforcements have not been altered and no part of the supplementary restraint system (side air-bag(s)) has been removed or deactivated.
Y:	Provided that all mandatory lighting devices are installed.
Z:	Only for vehicles of Category N1, Class I as described in the first table in Point 5.3.1.4 of Annex I to Directive 70/220/EEC (To be modified in Indian Standard context)
C	Application limited to that part of the vehicle in front of the rearmost seat designated for normal use when the vehicle is travelling on the road and also limited to the head impact zone as defined in Directive 74/60/EEC.
W5	Each wheel-chair location shall be fitted with an integrated restraint system which consists of a restraint system for the wheel-chair and a restraint system for the wheel-chair user. Anchorages for restraint systems shall resist forces as prescribed in Directive 76/115/EEC and in Standard ISO 10542-1: 2001. Webbings and hardware intended to secure the wheel-chair (tie-down mechanisms) shall meet the requirements of Directive 77/541/EEC and of the relevant part of Standard ISO 10542. Tests shall be performed by the technical service which has been appointed for testing and checking in accordance with the Directives referred to above. The criteria are those included in these Directives. Tests shall be performed with the surrogate wheel-chair described in Standard ISO 10542.
W6	When, due to the conversion, anchorage points for the safety belts need to be moved outside the tolerance provided for in point 2.7.8.1. of Annex I to Directive 77/541/EEC, the technical service shall check whether the alteration constitutes a worst case or not. If that is the case, the test provided for in Annex VII to Directive 77/541/EEC shall be performed. Extension to the EC type-approval does not need to be issued.

Annex D
(See Para **9**)
Formats for Certificate of Compliance

D-1.0	The format of the Certificate of compliance consolidating all applicable provisions, for a new model (type) is given Table **D1**.
Note 1	Para No.3 given in **Table D1** is to be included only in the case of certificates for incompletely built vehicles.
Note 2	If the numbers of variants are too many to be included in the certificate, a list may be attached.
D-2.0	**The format for certificates of extension approval**
D-2.1	The format for certificates of extension approval given in **Table D2.1**, is applicable for approval of changes in the brief technical specification and/or Table 11 (of AIS 007), other than inclusion of a variant.
D-2.2	The format for certificates of extension approval given in **Table D2.2**, is applicable for approval of changes in the brief technical specification and/or Table 11(of AIS 007), for inclusion of a variant.
D-2.3	The format for certificates of extension approval given in **Table D2.3**, is applicable for approval of compliance to additional provisions of Central Motor Vehicle Rules 1989
D-2.4	In the case of **D2.1** and **D2.3,** where the information to be conveyed by the certificate of extension of approval is common for a number of models, at the manufacturer's request, the certificate of extension of approval shall be combined into one document, by giving the details of the base model and certificates in an attached annexure.
D-2.5	In the case of other changes, (those which do not have a change in brief technical specification of Table 11 of AIS 007) the extension of approval shall be communicated by the test agency to the vehicle manufacturer suitably.
D-2.6	**Tables D3.1**, **D3.2** and **D3.3** are formats for the annexes referred to in the above tables
D-3.0	The following shall be attached to the certificate, which along with the documents listed in constitute the compliance to the provisions of CMVR.
(a)	Brief technical specification (Table 7 of AIS 007) submitted by the manufacturer, duly attested by the test agency.
(b)	Where applicable, seating layout,
(c)	Table 11 of AIS 007, submitted by the manufacturer, duly attested by the test agency.
(d)	In the case of LPG/CNG, the kit specification
D-4.0	The Testing Agency shall also issue reports of all tests conducted by that agency to the vehicle manufacturer. For the purpose of records, the

	detailed specification submitted by the manufacturer, as per applicable tables of and other documents submitted as per AIS 007. Reference to the documents as per **9.4** shall not be indicated in the certificate or certificate of extension of approval.
D-5.0	**Certificate Number:**
D-5.1	Certificates issued as per **D-1**, shall have numbering system as given in AIS 065
D-5.2	Certificates issued as per **D-2.1**, **D-2.2** and **D2.3** shall have the number starting that allotted as per D7.1, followed by characters of test agencies choice.
D-5.3	Certificates issued as per **D-2.4**, shall have the number at the choice of the Test agency. However, this shall not be part of series used for the extra strings used for **D-5.2.**

TABLE D1
Format For Certificate of Compliance to the Central Motor Vehicles Rules.

Certificate No.			Date			
	Cert	Brief	table1 1	Drg	Total	
					# pgs	
CERTIFICATE FOR COMPLIANCE TO CENTRAL MOTOR VEHICLE RULES						
1. In order to establish compliance to the provisions of CMVR, 1989 applicable as on date, documentary verification/necessary testing was carried out, on the following base model and its variants submitted by the vehicle manufacturer, referred below						
This certificate supersedes *(If applicable, earlier certificate No)*		Vehicle Manufacturer				
Base Model	Type/ Description	category	Seating Capacity (incl. driver)	GVW (kg)		
Variants						
2. It is certified that the above model/variant comply with the provisions of Central Motor Vehicle Rules 1989, as amended upto date, as detailed at Annexure I. The Brief Technical specification of the model and variant, submitted by the manufacturer and duly attested by us, is attached to this certificate. Seating layout/LPG? CNG??????						
3. Compliance to rules listed in Annexure II, are to be verified after body building, at the time of registration.						
4. This certificate is issued under the conditions specified in paragraph **9.4** of AIS 017						
Authorized signatories						
Name Designation		Name Designation				

TABLE D2.1
Format For Extension Certificate of Compliance to the Central Motor Vehicles Rules.
(For changes in Brief Technical Specification other than inclusion of variants)

Certificate No.			Date			
	Cert	Brief	table1 1	Drg	Total	
					# pgs	

CERTIFICATE
FOR COMPLIANCE TO CENTRAL MOTOR VEHICLE RULES

1. In order to establish compliance of changes carried out in the Brief Technical specification to the already certified model/variant, by the manufacturer, to the provisions of CMVR, 1989 applicable as on date, documentary verification/necessary testing was carried out, on the following base model and its variants submitted by the vehicle manufacturer, referred below.

Vehicle Manufacturer	
Base Model	

2. It is certified that the compliance to provisions of Central Motor Vehicle Rules 1989, as amended upto date, as per CMVR Certificate No. ----- dated----- is also applicable to the endorsed changes.
The Brief Technical specification of the model and variant, submitted by the manufacturer incorporating the changes and duly attested by us, is attached to this certificate.

3. This certificate is issued under the conditions specified in paragraph **9.4** of AIS 017

Authorized signatories

Name Designation	Name Designation

TABLE D2.2
Format For Extension Certificate of Compliance to the Central Motor Vehicles Rules.
(For inclusion of variant/s)

Certificate No.			Date			
	Cert	Brief	table1 1	Drg	Total	
					# pgs	

CERTIFICATE
FOR COMPLIANCE TO CENTRAL MOTOR VEHICLE RULES

1. In order to establish compliance of additional variants to the already certified model/variant, to the provisions of CMVR, 1989 applicable as on date, documentary verification/necessary testing was carried out, on the following base model/variants submitted by the vehicle manufacturer, referred below.

	Vehicle Manufacturer			
Base Model	Type/ Description	category	Seating Capacity (incl. driver)	GVW (kg)
Additional Variants				

2. It is certified that the above additional variant/s comply with the provisions of Central Motor Vehicle Rules 1989, as amended upto date, as detailed at Annexure I.
The Brief Technical specification of the model and variant, submitted by the manufacturer and duly attested by us, is attached to this certificate.
Seating layout/LPG/CNG???????

3. Compliance to rules listed in Annexure II, are to be verified after body building, at the time of registration.

4. This certificate is issued under the conditions specified in paragraph **9.4** of AIS 017

Authorized signatories

Name Designation	Name Designation

TABLE D2.3
Format For Extension Certificate of Compliance to the Central Motor Vehicles Rules.
(For changes in provisions of CMVR)

Certificate No.			Date			
	Cert	Brief	table1 1	Drg	Total	
					# pgs	

CERTIFICATE
FOR COMPLIANCE TO CENTRAL MOTOR VEHICLE RULES

1. In order to establish compliance of additional variants to the already certified model/variant, to the additional provisions of CMVR, 1989 applicable as on date, documentary verification/necessary testing was carried out, on the following base model/variants submitted by the vehicle manufacturer, referred below.

Vehicle Manufacturer	
Base Model	

2. It is certified that the models and variants listed in CMVR Certificate No.----- dated----- comply to the additional provisions of Central Motor Vehicle Rules 1989, as amended upto date, as listed in Annexure I.

3. This certificate is issued under the conditions specified in paragraph **9.4** of AIS 017

Authorized signatories

Name Designation	Name Designation

Table D 3.1
Format for Annexure I referred in Table D1 and Table D2.2

	List of provision of CMVR for which compliance has been established				
	CMV Rule No.	Subject	Sub-Rule No.	Standard (if any)	

Table D3.2
Format for Annexure II referred in Table D1.

	List of provision of CMVR for which are to be verified after body building at the time of registration			
	CMV Rule No.	Subject	Sub-Rule No.	

Table D3.3
Format for Annexure I referred in Table D2.3

		List of provision of CMVR for which compliance has been established				
	Notification No and date	CMV Rule No.	Subject	Sub-Rule No.	Standard (if any)	

Annex E (See 12.2)
Procedure to be followed till all models, variant, versions of same type are covered by same CMVR certificate

E-11	The manufacturer shall apply to a test agency of his choice, the details of models/variants which are to be considered as one type in the formats given in Tables E1, E2, E3 or E4, as applicable
E-2	Approval for each type designation shall be made in separate tables.
E-3	The test agency to whom the application is being made, shall have issued at least one CMVR certificate/extension covered in the tables as described above.
	The test agency shall verify the details given in these formats and issue a certificate in the format given in Table E5.

Table E1.
Application format for M1 category vehicles

Name of Manufacturer				
Name of Current Model/variant				
CMVR Certificate No. (1)				
Issued by (2)				
Type designation (3)				
Essential aspects of construction and design:				
Chassis/floor pan (obvious and fundamental differences),				

Table E2.
Application format for M2 and M3 category vehicles

Name of Manufacturer				
Name of Current Model/variant				
CMVR Certificate No. (1)				
Issued by (2)				
Type designation (3)				
category,				
Essential aspects of construction and design (4)				
chassis/self-supporting body, single/double deck, rigid/articulated (obvious and fundamental differences),				
number of axles,				

Table E4. Application format for N1, N2 and N3 category vehicles				
Name of Manufacturer				
Name of Current Model/variant				
CMVR Certificate No. (1)				
Issued by (2)				
Type designation (3)				
category,				
Essential aspects of construction and design (4)				
chassis/floor pan (obvious and fundamental differences),				
number of axles,				

Table E4. Application format for L category vehicles				
Name of Manufacturer				
Name of Current Model/variant				
CMVR Certificate No. (1)				
Issued by (2)				
Type designation (3)				
category,				
chassis, frame, sub-frame, floor pan or structure to which major components are attached (4) In the case of two wheelers, Motorcycle chassis, Step thru chassis, Scooter type chassis				

Notes for Tables E1 to E4	
(1)	Including the latest applicable extension Number
(2)	Name of test agency who issued the certificate
(3)	To be newly allotted by the Manufacturer
(4)	Add additional sheets/sketches if required
	Add as many columns as desired

Table E5
Format of approval of models/versions/variants as one type

	Certificate No.			Date	
	The following models, variants listed below come under the same type definition and are considered as one model for the purpose of implementation dates of CMVR provisions				
	Vehicle Manufacturer				`
	CMVR Certificate No and date			Name of model/variant	
	Authorized signatories				
	Name Designation			Name Designation	