

AMENDMENT NO. 3 18th February 2017
TO
AIS – 065
Statutory Plates and Inscriptions for Motor Vehicles, their Location and
Method of attachment – Vehicle Identification Numbering System

1. Page No. 1, Clause 3.1.2.1(1) , Code for Test agencies:

Add following row at end:

G - Global Automotive Research Centre

2. Page No. 2, Clause 3.1.2.1(4) , Code for Miscellaneous Information:

Substitute following text for existing text:

N - Conventional vehicles like Gasoline and Diesel.

A - CNG/Bio-CNG/LNG/Biogas (Bio-methane).

L - LPG vehicles.

B - Battery Operated Vehicles.

H - Hybrid Vehicles.

C - Biodiesel.

E - Ethanol/ E-85/ ED-95/E-100.

F - Hydrogen and HCNG.

M - Methanol and DME Vehicles.

PRINTED BY
THE AUTOMOTIVE RESEARCH ASSOCIATION OF INDIA
P. B. NO. 832, PUNE 411 004

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

18th February 2017

AMENDMENT NO. 2 11 May 2015
TO
AIS-065/2005

**Statutory Plates and Inscriptions for Motor Vehicles, their Location and
Method of attachment-Vehicle Identification Numbering System**

1. Page 1/9, clause 3.1.

Substitute following text for existing text:

“ 3.1 Manufacturer’s plate shall be mandatory for all vehicles of Category L7-N and N, i.e., for the N1, N2, N3 category of vehicles and shall be optional for all other categories of vehicles.

The manufacturer’s plate, typically shown in the Annexure-1, shall be firmly attached by riveting, hammer drive screws or welding in a conspicuous and readily accessible position on a part which is normally not likely to be replaced during use.

It shall show clearly and indelibly the following information in the order listed:”

2. Page 2/9, clause 4.1.

Substitute following text for existing text:

“4.1 Body Builder’s plate shall be mandatory for all vehicles of categories M1, M2, M3, N1, N2 , N3 and L7-N built on incompletely built vehicles, which are in the form of drive away chassis, chassis with or without cab, chassis with cab and without windshield, chassis with cab and with windshield etc., The body builder’s plate, typically shown in the Annexure-1, shall be firmly attached by riveting, hammer drive screws or welding in a conspicuous and readily accessible position on a part which is normally not likely to be replaced during use. It shall show clearly and indelibly the following information in the order listed:”

PRINTED BY
THE AUTOMOTIVE RESEARCH ASSOCIATION OF INDIA
P. B. NO. 832, PUNE 411 004
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

11 May 2015

AMENDMENT NO. 1
TO
AIS – 065
Statutory Plates and Inscriptions for Motor Vehicles, their Location and Method
of attachment – Vehicle Identification Numbering System

1. Page 1/ 9, cl. 3.1.2.1, (1), Code for test agency :
Add following text at the end :
C – International Centre for Automotive Technology (ICAT)
R – Central Institute of Road Transport (CIRT)

PRINTED BY
THE AUTOMOTIVE RESEARCH ASSOCIATION OF INDIA
P. B. NO. 832, PUNE 411 004
ON BEHALF OF
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 2007

AUTOMOTIVE INDUSTRY STANDARD

**Statutory Plates and Inscriptions for
Motor Vehicles, their Location and
Method of attachment –
Vehicle Identification
Numbering System**

PRINTED BY

THE AUTOMOTIVE RESEARCH ASSOCIATION OF INDIA
P. B. NO. 832. PUNE 411 004

ON BEHALF OF
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

December 2005

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

Sr. No.	Corr- igenda.	Amend- ment	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 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.

This standard specifies a typical method of Vehicle Identification System, which is more or less in line with the current European practice. This new vehicle identification system also takes care of the requirement of chassis numbering system currently followed by the vehicle manufacturers as per Rule 122 of CMVR, 1989. In addition, the new system also mandates the fitment of a separate identification plate for N category of vehicles, which would be placed on an easily accessible location. The new system will have three sections, namely the World manufacturer's Identifier Section, Vehicle Descriptor Section and Vehicle indicator Section, along with the month and year code of manufacture of the vehicle. For incompletely built vehicles, there is an additional requirement of a Body Builder's plate, giving details of the name of the body builder, Unladen weight of the vehicle, seating capacity of the vehicle and / or the payload of the vehicle available after body building.

While preparing this AIS considerable assistance is derived from 76/114/EEC – Statutory Plate and Inscriptions – Issue 2 - Nov / 1994 and 93/34/EEC – Statutory markings for Two- or Three Wheel Motor Vehicles - Issue 1 - Jul / 2000.

The Automotive Industry Standards Committee responsible for preparation of this standard is given in Annexure: 2.

**Statutory Plates and Inscriptions for Motor Vehicles,
their Location and Method of attachment –
Vehicle Identification Numbering System.**

1.0 Scope: This standard prescribes the details of the statutory plate and inscriptions for all L, M and N categories of vehicles provided by vehicle manufacturers and body builders. This standard is not applicable for trailers, semi-trailers, agricultural tractors and construction equipment vehicles.

2.0 References:

2.1 Rule 122 of Central Motor Vehicle Rules.

3.0 Manufacturer's Plate:

3.1 Manufacturer's plate shall be mandatory for all vehicles of Category N, i.e., for the N1, N2, N3 category of vehicles and shall be optional for all other categories of vehicles.

The manufacturer's plate, typically shown in the Annexure-1, shall be firmly attached by riveting, hammer drive screws or welding in a conspicuous and readily accessible position on a part which is normally not likely to be replaced during use.

It shall show clearly and indelibly the following information in the order listed:

3.1.1 Name of the manufacturer.

3.1.2 CMVR type-approval number.

3.1.2.1 The testing agencies referred in Rule 126 of the Central Motor Vehicles Rules, 1989, shall adopt the following methodology for numbering the Type Approval Certificates. The Type Approval certificate shall be in 8 digits to indicate the following as given below.

1 digit code for the Test Agency	1 digit code for the Type of certificate	1 digit code for the year of certification	1 digit code for the miscellaneous information on the type of vehicle	4 digit code for the Serial Number of the Type Approval Certificate
(1)	(2)	(3)	(4)	(5)

The digit Codes referred above shall represent the following details.

- (1) Code for test agency :
- A - Automotive Research Association of India (ARAI)
 - V - Vehicles Research and Development Establishment (VRDE)
 - P - Indian Institute of Petroleum (IIP)
 - T - Central Machinery testing and Training Institute (CFMTTI)

- (2) Code for the Type of certificate:
A - Base Certificate
- (3) Code for the Year of Certification:
A - 2005, B - 2006, C - 2007, D - 2008 ----- Z - 2029.
- (4) Code for Miscellaneous Information:
N - Conventional vehicles like Gasoline and Diesel
A - CNG vehicles
L - LPG vehicles
B - Battery Operated Vehicles
H - Hybrid Vehicles.
- (5) Four digit Code for the Serial Number of the Type Approval Certificate.
0009, 0099..... 0999, 9999

- 3.1.3 Vehicle identification number. (See Clause 5.0)
- 3.1.4 Maximum permitted laden weight of the vehicle. (GVW– Gross Vehicle Weight).
- 3.1.5 Maximum permitted laden weight for the combination, where the vehicle is used for towing (GCW – Gross Combination Weight).
- 3.1.6 Maximum permissible weight for each axle, listed in order from front to rear.
- 3.2 The manufacturer may give additional information below or to the side of the prescribed inscriptions, outside a clearly marked rectangle, which shall enclose only the information prescribed in 3.1.1 to 3.1.6 (see Annexure-1).

4.0 Body Builder's Plate:

- 4.1 Body Builder's plate shall be mandatory for all vehicles of categories M1, M2, M3, N1, N2 and N3 built on incompletely built vehicles, which are in the form of drive away chassis, chassis with or without cab, chassis with cab and without windshield, chassis with cab and with windshield etc., The body builder's plate, typically shown in the Annexure-1, shall be firmly attached by riveting, hammer drive screws or welding in a conspicuous and readily accessible position on a part which is normally not likely to be replaced during use. It shall show clearly and indelibly the following information in the order listed:

- 4.1.1 Name of the body builder.
- 4.1.2 Unladen weight of the vehicle.
- 4.1.3 Pay load of the vehicle after bodybuilding.
- 4.1.4 Seating capacity of the vehicle after its full construction, for all passenger vehicles of M1, M2 and M3 category.

5.0 Vehicle Identification Number (VIN) : The vehicle identification number is a unique combination of characters assigned to each vehicle by the manufacturer. Its purpose is to ensure that every vehicle can be clearly identified over a period of 30 years. The vehicle identification number shall conform to the following requirements.

5.1 It shall be marked on the chassis or frame by punching or embossing and on the manufacturer's plate for vehicle categories as per Clause 3.1.

5.1.1 It shall consist of three sections.

- First Section -- World Manufacturer's Identifier (WMI)
- Second Section -- Vehicle Descriptor Section (VDS)
- Third Section -- Vehicle Indicator Section (VIS)

5.1.1.1 **World Manufacturers Identifier (WMI) :** The first section shall consist of a code assigned to the vehicle manufacturer to enable him to be identified.

Note: The code shall comprise three characters, letters or numerals which shall be assigned by the competent authorities of the country where the manufacturer has his principal place of business, by agreement with the international agency acting under the authority of the International Organization for Standardization (ISO). The first character shall designate a geographical area, the second character a country within a geographical area, and the third character a specific manufacturer. Where the vehicle manufacturer's cumulative production is less than 500 vehicles per year, the third character shall always be '9'. In order to identify such manufacturers, the competent authority referred to above shall also assign the third, fourth and fifth character of the third section.

5.1.1.2 **Vehicle Descriptor Section (VDS) :** The second section assigned by the vehicle manufacturer, shall be composed of six characters (letters or numerals), which shall serve to indicate the general characteristics of the vehicle. If the manufacturer does not use one or more of these characters, the unused spaces shall be filled by alphabetical or numerical characters, of the manufacturer's choice.

Note : The manufacturer may use this section for indicating the type designation / version / variant/manufacturing logistics .

- 5.1.1.3 **Vehicle Indicator Section (VIS) :** The third section assigned by the vehicle manufacturer, composed of eight characters shall in conjunction with the other two sections provide clear identification of particular vehicle. At least the last four characters of the VIS shall be numerical. Any unused space shall be filled by a zero in order that the total number of characters required may be fulfilled.
- 5.1.1.4 Wherever possible it shall be marked on a single line. However it may be marked on two lines provided that no section may be divided between the two lines. The beginning and end of each line shall be indicated by a divider which may be a symbol, character or physical border. This divider shall not be an Arabic numeral or a Roman capital letter, and which cannot be confused with the other characters of the Vehicle Identification Number (VIN). The requirement of use of dividers is optional in the case of manufacturer's plates where the number is marked on one line only. It is also permissible to place such a symbol between the three sections on one line (Clause 5.1.1). There must be no spaces between the characters other than the normal gap between characters.
- 5.1.1.5 **Month and Year Code of Production :**
 - 5.1.1.5.1 The month and year of production shall be indicated by a suitable code decided by the vehicle manufacturer.
 - 5.1.1.5.2 The vehicle manufacturer may use any of the fourteen characters in the second section (VDS) and the third section (VIS) for indicating the month and year of production, as per the code adopted by the manufacturer.
 - 5.1.1.5.3 If the characters for indicating the month and year codes of production are not part of the second or third section of the vehicle Identification Number (VIN), it shall be marked as characters, in addition to the three sections of the Vehicle Identification Number(VIN). This may be positioned above or below or adjacent to the VIN
 - 5.1.1.5.4 The vehicle manufacturer shall declare the codes used for the month and year of production, their location as per Clause 5.1.1.5.2 or 5.1.1.5.3 and the location of the Vehicle Identification Number (VIN) in Table - 11 of AIS: 007.
- 5.1.2 The vehicle identification number must however,
 - 5.1.2.1 be marked on the chassis frame or similar structure on the vehicle.

- 5.1.2.2 be placed in a clearly visible and accessible position by a method such as hammering or stamping, in such a way that it cannot be obliterated or deteriorate.
- 5.2 In case of manual or machine errors during the process of punching or embossing the VIN number on the vehicle, the following corrective procedure shall be adopted.
 - 5.2.1 In such cases of wrong punching of numbers due to manual or machine error, the punched wrong number shall be crossed and the correct number may be punched or etched once again , exactly above or below the crossed number as shown in Clause 5.2.1.1 and 5.2.1.2.
 - 5.2.1.1. Example of re-marking, above the wrong number.

			M								3								
J	H	4	B	B	1	1	7	0	0	C	2	0	0	0	0	0	0	0	0

- #### 5.2.1.2 Example of re-marking below the wrong number.

J	H	4	B	B	1	1	7	0	0	C	2	0	0	0	0	0
		M									3					

6.0 Characters:

- 6.1 Characters for the Vehicle Identification Number (VIN) :
- 6.1.1 Roman letters and Arabic numerals shall be used for all the markings provided for in section 2 (VDS) and section 3 (VIS). However, the Roman characters used in the markings provided for in Clause 5.0 shall be capital letters.
- 6.1.1 The use of the letters I, O and Q and dashes, asterisks and other special signs, is not permitted, except for characters specified in Clause 5.1.1.4.
- 6.1.2 The minimum height of the letters and numerals shall be as follows:

6.1.2.1 7 mm for characters marked directly on the chassis or frame in the case of 4 - wheeled motor vehicles.

6.1.2.2 4 mm for characters marked directly on the chassis or frame in the case of 2 and 3 - wheeled motor vehicles.

6.2 Characters for the Manufacturer's Plate:

6.2.1 Roman letters and Arabic numerals shall be used for all the markings in the Manufacturer's plate. However, the Roman letters used in the markings provided for in Clause 3.1.1 shall be capital letters.

6.2.2 The minimum height of the characters marked on the manufacturer's plate shall be;

6.2.2.1 4 mm in the case of 4- wheeled motor vehicles, and

6.2.2.2 3 mm in the case of 2 and 3- Wheeled motor vehicles.

7.0 Approval for compliance:

7.1 **Compliance by the Vehicle manufacturer:** The compliance to this standard for certification purposes, shall be established by the testing agencies referred in Rule 126 of the Central Motor Vehicles Rules, 1989 by verifying the documents submitted by the vehicle manufacturer . These documents shall include the following.

- i) Information as per Table – 11 of AIS: 007.
- ii) Information regarding the World manufacturer's Index (WMI).

7.2.1 Compliance by the Body Builder : The compliance to this standard shall be established by the testing agencies referred in Rule 126 of the Central Motor Vehicles Rules, 1989, by verifying the documents submitted by the body builder for the requirements specified at Clause 4.0 of this standard. This shall be in accordance with the Accreditation Scheme for Body Builders, as and when separately notified by the Ministry of Shipping, Road Transport and Highways.

ANNEXURE: 1**TYPICAL MANUFACTURER'S PLATE**

The following examples for the Vehicle Manufacturer and Body Builder are given as a guide.

Example No. 1 --- For two-axle N category vehicle given by the vehicle manufacturer.

	Name of the vehicle manufacturer Type approval number 3ISKLM3ACB1239546 6000 kg 10200 kg 1 – 3000 kg 2 – 4000 kg	
--	--	--

In the case of vehicles with more than two axles, the axles should be listed in the order starting from the front most axle.

Additional information as provided for in 3.2 may be given below or to the side of the prescribed data (see rectangles shown with dotted lines in the above model).

Example No. 2 -- For 3-axle N category vehicle given by the vehicle manufacturer.

	<hr/> Name of the vehicle manufacturer Type approval number 3GTWO18009BS51312 6000 kg 19000 kg 1 - 4000 kg 2 - 5000 kg	
--	--	--

Additional information as provided for in 3.2 may be given below or to the side of the prescribed data (see rectangles shown with dotted lines in the above model).

Example No. 3 -- For incompletely built vehicles of M category given by the body builder.

	Name of the body builder ULW - 8000 kg PL - 8200 kg Seating capacity - 52 persons	

Example No. 4 -- For incompletely built vehicles of N category given by the body builder.

	Name of the body builder ULW - 8000 kg PL - 8200 kg	

ANNEXURE :2
(See Introduction)
COMMITTEE COMPOSITION *
Automotive Industry Standards Committee

Chairman	
Shri B. Bhanot	Director The Automotive Research Association of India, Pune
Members	Representing
Shri Alok Rawat	Ministry of Shipping, Road Transport & Highways, New Delhi
Shri Sushil Kumar	Department of Heavy Industry, Ministry of Heavy Industries & Public Enterprises, New Delhi
Shri Chandan Saha	Office of the Development Commissioner, Small Scale Industries, Ministry of Small Scale Industries, New Delhi
Shri S. Dasgupta Shri S. K. Bhatia (Alternate)	Bureau of Indian Standards, New Delhi
Shri A. S. Lakra Shri D. P. Saste (Alternate)	Central Institute of Road Transport, Pune
Director	Indian Institute of Petroleum, Dehra Dun
Dr. C. L. Dhamejani Dr. N. Karuppaiah (Alternate)	Vehicles Research & Development Establishment, Ahmednagar
Shri Dilip Chenoy	Society of Indian Automobile Manufacturers
Shri T.C. Gopalan Shri Ramakant Garg (Alternate)	Tractor Manufacturers Association, New Delhi
Shri K.N.D. Nambudiripad	Automotive Components Manufacturers Association New Delhi
Shri G. P. Banerji	Automotive Components Manufacturers Association New Delhi

Member Secretary
Mrs. Rashmi Urdhwareshe
Deputy Director
The Automotive Research Association of India, Pune

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