

7. Construction, Equipment and Maintenance of Motor Vehicles

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7. Construction, Equipment and Maintenance of Motor Vehicles

7.1. General provision regarding construction and maintenance of vehicles. (MV S 109)—

(1) Every motor vehicle is required to be constructed and maintained in such manner, so as to be at all times under the effective control of the person driving the vehicle.

(2) Every motor vehicle is required to be so constructed as to have right hand steering control. For left hand control it should be equipped with a mechanical or electrical signaling device.

(3) Central Government is empowered to notify that any article or process used by a manufacturer should conform to standard as may be specified in that order published in the Official Gazette, in the public interest.

7.2 General. (CMV R 92)—(1) A person should not, use or cause or allow to be used any motor vehicle in any public place which does not comply with the provisions of the Chapter “CONSTRUCTION, EQUIPMENT AND MAINTENANCE OF MOTOR VEHICLES”. However, vehicles manufactured prior to 26/3/93 are excluded from the purview of this provision.

(2) The provisions of Chapter “CONSTRUCTION, EQUIPMENT AND MAINTENANCE OF MOTOR VEHICLES” are not applicable to a motor vehicle which is —

(a) damaged in an accident.

(b) stopped or impeded owing to shortage of fuel or other temporary defects.

(c) defective or damaged and is being removed to the nearest place of repair or disposal.

(d) more than fifty years old from the date of its registration and is being driven for taking part in a vintage car rally:

(3) If a motor vehicle does not remain under the effective control of the person driving, it should not be used in a public place except by towing.

(4) Central Government is empowered to specify and approve standards for testing of components conforming to standards in lieu of Indian Standards:

(5) A part, component or assembly if used in a vehicle complying with international standard (for example, EEC/ECE/IEC/ISO or such other standards) or a foreign national standard, then permission for use of such parts, component or assembly complying with such standards should be given by the Central Government.

In such cases, the compliance of parts, components or assemblies to such international or foreign national standards will be established for the purpose of rule 126, by a certificate of compliance issued by an authorized certifying agency or by an accredited certifying agency of the country of origin for such international or foreign national standards and vetted by a testing agency as referred to in rule 126.

7.3. Overall dimensions of motor vehicles. (CMV R 93)— (1) The overall width of a vehicle, should not exceed 2.6 metres.

(2) The overall width of a construction equipment vehicle should not exceed 3 metres while in the travel mode and such construction equipment vehicle should be painted by yellow and black zebra stripes on the portion of the width that exceeds 2.6 metres on the front and rear sides. The zebra stripes need not be used on attachments.

(3) The overall length of a vehicle other than a trailer should not exceed in the case of —

(i) Non- Transport vehicle having not more than two axles, 6.5 metres;

(ii) Transport vehicle with rigid frame having two or more axles, 12 metres;

(iii) Articulated vehicles having more than two axles, 16 metres;

(iv) Truck-trailer or tractor-trailer combination, 18 metres;

(v) 3 axle passenger transport vehicles, 15 metres;

(vi) Single articulated (vestibule type) passenger transport vehicle, 18 metres

(vii) Double articulated passenger transport vehicles, 25 metres

(3) In the case of single articulated passenger transport vehicles of 18 metres length and double articulated passenger transport vehicles upto 25 metres, permission of the State Government is required to be obtained for plying on selected routes depending upon local road conditions, width, manoeuvrability of the vehicle in traffic, as deemed fit. These passenger transport vehicles are 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 should also be provided in such passenger transport vehicle. Standing passenger are allowed only on the lower deck of double articulated passenger transport vehicle.

(4) In the case of an articulated vehicle or a tractor-trailer combination specially constructed and used for the conveyance of individual load of exceptional length, if all the wheels of the vehicle are —

(i) fitted with pneumatic tyres, or

(ii) not fitted with pneumatic tyres, so long as the vehicle is not driven at a speed exceeding twenty-five kilometres per hour, the overall length should not exceed 18 metres.

(5) “Overall length” means the length of the vehicle measured between parallel planes passing through the extreme projection points of the vehicle exclusive of—

- (i) a starting handle;
- (ii) any hood when down;
- (iii) any fire-escape fixed to a vehicle;
- (iv) any post office letter-box, the length of which measured parallel to the axis of the vehicle, does not exceed 30 centimetres;
- (v) any ladder used for loading or unloading from the roof of the vehicle or any tail or indicator lamp or number plate fixed to a vehicle;
- (vi) any spare wheel or spare wheel bracket or bumper fitted to a vehicle;
- (vii) any towing hook.

(6) The overall length of the construction equipment vehicle, in travel mode should not exceed 12.75 metres: In the case of construction equipment vehicle with more than two axles, the length should not exceed 18 metres.

(7) The overall height of a vehicle, in the case of -

- (i) Vehicle other than a double-decked transport vehicle, should not exceed 3.8 metres;

- (ii) Double decked transport vehicle, should not exceed 4.75 metres;

- (iii) Tractor-trailer goods vehicle, should not exceed 4.20 metres;

- (iv) Laden trailer carrying ISO series 1 Freight Container or in the case of fabricated containerised motor vehicle, should not exceed 4.52 metres:

(8) The provisions of above clauses (i) to (iii) should not apply to fire-escape tower wagons and other special purpose vehicles exempted by general or special order of registering authority.

(9) The overall height of a construction equipment vehicle should not exceed 4.75 metres, while in the travel mode: This provisions is not applicable to any other special purpose attachment to the construction equipment vehicle exempted by general or special order of the registering authority.

(10) The overhang of a tractor should not exceed 1.85 metres.

(11) The overhang of the vehicle other than a tractor and construction equipment vehicle should not exceed 60% of the wheel base.

(12) “wheel base” means, in the case of vehicles

(a) with only two axles, the distance measured horizontally and parallel to the longitudinal axis of the vehicle, between the centre points of the front axle and rear axle;

(b) having only three axles, and the front axle is only the steered axle, the distance measured horizontally and parallel to longitudinal axis of the vehicle between the centre of the front axle and centre point between the two rear axles;

(c) having more than three axles, the distance measured between the centre point of the front combination axles and the centre point of the rear combination axles.

(13) “overhang” means the distance measured horizontally and parallel to the longitudinal axis of the vehicles between two vertical planes at right angles to such axis passing through the two points.

(14) The overhang of the construction equipment vehicle should not exceed 7.5 metres in front or rear while in the travel mode.

(15) No part of the vehicle other than a direction indicator, when in operation, or a driving mirror, should project laterally more than 355 millimetres beyond the centre line of the rear wheels, in the case of a single rear wheels or more than 152 millimetres beyond the extreme outer edge of the outer tyres, in the case of dual rear wheels:

(16) No part of the construction equipment vehicle in travel mode other than a direction indicator, or a driving mirror, should project laterally more than 300 millimetres beyond the extreme outer edge of the tyres or wheel drums regardless of single or dual tyres or rollers.

(17) No motor vehicle should be loaded in such a manner that the load or any part thereof extends,—

(i) laterally beyond the side of the body;

(ii) to the front beyond the foremost part of the load body of the vehicle;

(iii) to the rear beyond the rear most part of the vehicle;

(iv) to a height beyond the limits specified in CMV R , 93 (4):

(18) The above clause (iii) should not apply to a goods carriage when loaded with any pole or rod or indivisible load so long as the projecting part or parts do not exceed the distance of one metre beyond the rear most point of the motor vehicle.

केंद्रिय मोटार वाहन नियम, १९८९ च्या
नियम ९३ मधील तरतूदीमधून सूट

परिवहन आयुक्त कार्यालय,
प्रशासकीय इमारत, ३/४ मजला,
डॉ. आंबेडकर उद्यानाजवळ,
वांद्रे (पूर्व), मुंबई - ४०० ०५१.

क्र. एमव्हीआर ०२०५/सीआर १५४(ई)/का २(४)/जा.क्र. ४४६३ दिनांक 11 APR 2011

वाचा :- शासन पत्र क्र. एमव्हीआर १११०/२०४३/प्र.क्र. ६८६/परि-२, दि. ४/२/२०११.

प रि प त्र क

उपरोक्त शासनपत्राद्वारे केंद्रिय मोटार वाहन नियम, १९८९ च्या नियम ९३ च्या तरतूदीमधून सूट मिळण्याबाबत काही परिवहन कार्यालयांकडून शासनाला पाठविण्यात आलेले प्रस्ताव या कार्यालयास पाठविण्यात आले असून अशा प्रस्तावांस मान्यता देताना कोणते निकष विचारात घ्यावेत याबाबत चेक लिस्ट तयार करून अभिप्रायासह शासनास सादर करावेत असे निर्देश प्राप्त झाले आहेत.

याबाबतची पार्श्वभूमी अशी आहे की, शासनाने आपल्या परिपत्रक क्र. एमव्हीआर - ०८०७/प्र.क्र. २३२/परि-२, दि. ११/७/२००७ अन्वये केंद्रिय मोटार वाहन नियम, १९८९ च्या नियम ९३ मध्ये विहित केलेली वाहनाची परिमाणे शिथिल करण्याबाबत कार्यपध्दती विहित करण्यात आली होती. त्यानुसार अशा प्रकारचे प्रस्ताव परिवहन कार्यालयांनी परिवहन आयुक्त कार्यालयास पाठवावेत असे निर्देश दिले होते. तसेच, परिवहन आयुक्त कार्यालयाने सदर प्रस्तावाची सर्वांगीण तपासणी करून, सार्वजनीक हिताच्या दृष्टीने परिमाणे शिथिल करणे योग्य ठरेल किंवा कसे याबाबत स्पष्ट अभिप्राय नमूद करून सकारात्मक / नकारात्मक शिफारस करण्याचे देखील निर्देश देण्यात आले होते. तथापि, शासन परिपत्रक क्र. एमव्हीआर - ०८०७/प्र.क्र. २८५/परि-२, दि. १५/११/२००७

अन्वये सुधारीत कार्यपध्दती विहित करण्यात येऊन परिवहन कार्यालयांनी प्रस्ताव आयुक्त कार्यालयास न पाठवता थेट शासनास पाठवावेत असे निर्देशित करण्यात आले.

त्यानुसार सदर विषयाबाबतचे प्रस्ताव परस्पर शासनास सादर करण्यात येत आहेत. सबब, सदर प्रस्तावांची छाननी परिवहन आयुक्त कार्यालयाच्या सतरावर होत नसल्याने त्रुटी राहतात.

सबब, आपणास सूचित करण्यात येते की, प्रस्ताव सादर करताना पुढील प्रमाणे कार्यपध्दती अवलंबावी -

१) वाहन मालकास केंद्रिय मोटार वाहन नियम, १९८९ च्या नियम ९३ मधील तरतुदीपेक्षा अधिक मोजमापांच्या वाहनाची बांधणी करावयाची असल्यास अधिक मोजमापांची आवश्यकता का आहे याच्या कारणमिमांसेसह सदर वाहनाचा आराखडा नोंदणी प्राधिकार्यास सादर करावा.

२) असा आराखडा प्राप्त झाल्यावर संबंधित परिवहन कार्यालयाने तो आपल्या अभिप्रायासह परिवहन आयुक्त कार्यालयास तपासणीसाठी पाठवावा.

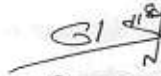
३) परिवहन आयुक्त कार्यालयाकडून अशा आराखड्याची तपासणी झाल्यानंतर आपल्या सकारात्मक वा नकारात्मक शिफारशीसह शासनास पुढील निर्णयासाठी पाठविण्यात येईल.

४) शासनाकडून अशा आराखड्यास पूर्व परवानगी मिळाल्यानंतरच त्यानुसार वाहन मालकास अगर वाहनाचा सांगाडा (बॉडी) बनविणाऱ्या कार्यशाळेस वाहनाची बांधणी करता येईल.

सदर परिपत्रकास विविध प्रसारमाध्यमातून प्रसिध्दी द्यावी. तसेच आपल्या कार्यालयाच्या कार्यक्षेत्रातील वाहनाची बांधणी करणाऱ्या व्यवसाय प्रमाणपत्रधारक कार्यशाळांना आणि आपल्या विभागातील विविध वाहतूक संघटनांना सदर परिपत्रकाबाबत अवगत करावे.

प्रति,

सर्व प्रादेशिक परिवहन अधिकारी /
उप प्रादेशिक परिवहन अधिकारी


परिवहन आयुक्त,
महाराष्ट्र राज्य, मुंबई.

प्रत - कक्ष अधिकारी (परि-२), गृह विभाग, मंत्रालय, मुंबई - ४०० ०३२.

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7.4 Overall dimension for agricultural tractors.(CMV R 93-A)

- (1) The overall width of the agricultural tractor should not exceed 2.6 metres.
- (2) The overall length of the agricultural tractor should not exceed 6.5 metres.
- (3) The overall height of the agricultural tractor should not exceed 3.8 metres.

(4) The overhang of the agricultural tractor should not exceed 1.85 metres:

7.5 Overall dimension for power tillers. (CMV R 93-B)

(1) The overall length of the power tiller with a riding attachment should not exceed 3.5 metres.

(2) The overall width of the power tiller with a riding attachment including case wheelers should not exceed 1.5 metres.

(3) The maximum overall height of the power tiller should not exceed 2.0 metres.

(4) The overall length of the power tiller when coupled to a trailer should not exceed 6.0 metres.

(5) The maximum overall width of the power tiller when coupled to a trailer should not exceed 1.7 metres.

(6) The maximum overall height of the power tiller when coupled to a trailer should not exceed 2.0 metres.

7.6. Construction Equipment Vehicle (CMV R 2(ca))— (1) “construction equipment vehicle” is a vehicle having rubber tyre (including pneumatic tyre), rubber padded or steel drum wheel mounted and is self-propelled.

(2) It includes excavator, loader, backhoe, compactor roller, dumper, motor grader, mobile crane, dozer, fork lift truck, self-loading concrete mixer or any other construction equipment vehicle or combination, designed for off-highway operations in mining, industrial undertaking, irrigation and general construction.

(3) These vehicles are modified and manufactured with “on or off” or “on and off” highway capabilities.

7.7. Agricultural Tractor (CMV R 2(b))— “agricultural tractor” is a mechanically propelled four wheel vehicle, designed to work with suitable implements for various field operations and/or attached with trailers to transport agricultural materials. Agricultural tractor is a non-transport vehicle;

7.8. Agricultural Trailer (CMV R 2(c))— “agricultural trailer” is a trailer having single/double axle, which is coupled to an agricultural tractor by means of two hooks and predominantly used for transporting agricultural materials.

7.9. Power Tiller (CMV R 2(v))— (1) “Power tiller” is an agricultural machinery used for soil preparation.

(2) It has a single axle in the direction of travel and its control for field operation is performed by the operator walking behind it.

(3) This equipment may or may not have a riding attachment.

(4) When coupled to a trailer, it can be used for the transportation of goods.

(5) The maximum speed of the power tiller when coupled to a trailer, should not exceed 22 km/h.

(6) The maximum haulage capacity of the Power tiller coupled to a trailer should not exceed 1.5 tons.

7.10. Conditions of Tyres (CMV R 94)- (1) All motor vehicles including agricultural tractor and its trailer are required to be fitted with pneumatic tyres.

(2) All construction equipment vehicles, other than steel drum rollers of vibratory compactors or compactor rollers or road roller or a track laying vehicle, are required to be fitted with pneumatic tyres or solid rubber tyres.

(3) The pneumatic tyres should be kept properly inflated and in good and sound condition.

(4) a tyre should not be deemed to be of good and sound condition if—

(i) any of the fabric of its casing is exposed by wear of the tread or by any unvulcanised cut or abrasion in any of its parts; or

(ii) it shows signs of incipient failure by local deformation or swelling; or

(iii) it has been patched or repaired by an outside gaiter or patch other than a vulcanised repair;

(iv) the Non-Skid Depth (NSD), should not be less than 0.8 mm in the case of two-wheeler and three-wheeler and 1.6 mm in the case of other motor vehicles, below the Tread Wear Indicator (TWI).

(5) A motor vehicle, other than road roller or track laying vehicle, is not fitted with pneumatic tyres, should not be used in a public place unless it is fitted with shoes or other suitable device so that plying of such vehicle does not damage the road:

(6) The requirements of the Non-Skid Depth (NSD) and Tread Wear Indicator (TWI) should not be applicable for the agricultural tractor tyres.

7.11. Size and ply rating of tyres. (CMV R 95)-(1) The tyres including radial tyres used on all vehicles manufactured or imported on and after the 1st day of April, 2006, other than agricultural tractors, construction equipment vehicles and power tillers are required to be comply with the requirements specified in IS: 15627-2005 or IS: 15633-2005 or IS: 15636-2005 as applicable:

(2) Motor vehicles manufactured or imported on and from the 1st day of April, 2006 are required to comply with AIS:050:2004 in the case of two and three-wheelers and AIS:051:2004 in case of other motor vehicles.

7.12. Size and ply rating of tyres for agricultural tractor. (CMV R 95 A)—

(1) The tyre of the agricultural tractor should have load carrying capacity as specified by the tyre manufacturer.

(2) The agricultural tractor manufacturer is required to select rim size as recommended by the tyre manufacturer.

7.13. Size and ply rating of tyres for power tillers. (CMV R 95 B) —(1) The tyre should have load carrying capacity as specified by the tyre manufacturer.

(2) The power tiller manufacturer is required to select the recommended/preferred rim sizes, as suggested by the tyre manufacturer.

7.14. Brakes. (CMV R 96) — (1) All vehicles, other than a motor cycle, three-wheeled invalid carriage, trailer or a road roller are required to be equipped with two independent and efficient braking systems, namely, the parking brake and foot operated service brake:

(2) A motor cycle and three-wheeled invalid carriage are required to be equipped with the independent and efficient braking systems, either both hand operated or one foot operated and the other hand operated.

(3) In every motor vehicle other than agricultural tractors, the brakes operated by one of the means of operation should act directly upon the wheel and not through the transmission gear.

(4) Except in the case of a motor cycle, the braking system of a motor vehicle should be so constructed and maintained that it can be so set as effectively to prevent at least two, or in the case of a motor vehicle having three wheels, at least one of the wheels from revolving when the vehicle is left unattended. This braking system is known as parking brake when such parking brake is designed to be operated by hand, it should be known as hand-brake.

(5) The service braking system in the case of vehicle other than three-wheelers and motor cycles, and the braking system operated by one of the means of operation other than the parking brake in the case of three-wheelers and motor cycles should be capable to bring the vehicles to halt within the distance specified in CMVR 96 .

(6) The following category of vehicles should be fitted with Anti-Lock Braking System conforming to IS:11852:2003 (Part 9):—

(i) N2 and N3 category of vehicles other than tractor-trailer combination manufactured on and after the 1st day of October, 2006 meant for carrying hazardous goods and liquid petroleum gas;

(ii) N3 category vehicles manufactured on and after the 1st day of October 2007, which are double decked transport vehicles;

(iii) N3 category vehicles manufactured on and after the 1st day of October 2007, that are used as tractor-trailer combinations.

(iv) M3 category of buses that ply on All India Tourist permit, manufactured on and after the 1st day of October, 2007.

7.15. Brakes for construction equipment vehicle. (CMV R 96 A) —

(1) Construction equipment vehicle with hydrostatic transmission should employ either hand or foot operated hydrostatic braking system both for service and parking brake system acting at least on two wheels on the same axle or drum.

(2) The braking system should be of a strength capable of stopping the vehicle within the distance specified in CMVR 96 A (8) and of holding it at rest in all conditions, and all such brakes should at all times be properly conducted and maintained in efficient condition.

(3) Every construction equipment vehicle which manufactured on or after the commencement of the Motor Vehicles (Sixth Amendment) Rules, 2000, should have a braking system whose performance should conform to the test and stopping distance formula as mentioned below.

STOPPING DISTANCE FORMULA

$$S \leq 0.15v + (V^2/130),$$

Where S is the Stopping distance in metres,

V is the test speed corresponding to 80% of designed maximum speed in Km/h., Control force $F \leq 700$ Newtons.

(5) The braking system or one of the braking systems of construction equipment vehicle, are required to be so constructed and maintained that it can effectively prevent at least two wheels or drums from revolving when the vehicle is left unattended and it should be designed to be applied through hand or foot or automatically when engine is not running.

7.16. High Speed Braking Requirements. (CMV R 96 B) —For high speed braking, the following test procedure is required to be followed, namely:—

(a) in the case of Category M-1, the P type, service brake test as defined under IS: 11852-2001—Part 3, should be carried out in the engine connected mode at a test speed of 120 km/h or at 80% of the designed maximum speed of the vehicle, whichever is lower.

(b) the stopping distance requirements should be according to the following formula, namely:—

$$S \leq 0.1 V + (V^2/130):$$

where, S is the Stopping Distance in mtrs.

V is the test speed in km/h, and

Control force $F \leq 500$ Newtons.

7.17. Brakes for agricultural tractor. (CMV R 96 C) —The braking system of the agricultural tractor is required to conform to IS: 12061-1994 and IS: 12207-1999,

7.18. Braking requirements for power tillers. (CMV R 96 D) —The power tillers when coupled to a trailer are required to conform the requirements prescribed in CMVR 96 D.

7.19. Brakes for trailers. (CMV R 97) —(1) All trailers, other than a tractor-drawn trailer, having five hundred kilograms and more of weight should have an efficient braking system which is capable of being applied when it is being drawn,—

(i) in the case of trailer having not more than two axles, to at least all the wheels of one axle; or

(ii) in the case of a trailer having more than two axles, to at least all the wheels of two axles:

(2) The braking system and performance requirements of the agricultural trailer in combination with the agricultural tractor should be in accordance with AIS:043-2005.

7.20. Steering gears. (CMV R 98) —(1) The steering gear of every motor vehicle should be maintained in good and sound condition, free from back-lash exceeding 30 degrees on the steering wheel, all ball joints connecting the steering linkage and should be protected by rubber caps. Where the connections are secured with bolts or pins, the bolts or pins should be effectively locked.

(2) The steering gear of every motor vehicle should conform to IS: 12222-1987.

(3) On and after 1st May, 2003, the steering effort of all motor vehicles other than three-wheelers not fitted with steering wheel, motor cycles, and invalid carriages manufactured should conform to the Indian Standard IS: 11948-1999.

(4) Every heavy passenger motor vehicle should be fitted with power steering gears.

(5) The power steering should be fitted in,—

- (a) the Category N3 multi-axle vehicles on and from 1st May, 2004; and
- (b) other than multi-axle vehicles of Category N3 on and from 1st December, 2004.

7.21. Steering gears for construction equipment vehicles. (CMV R 98 A) —

(1) The steering system of every construction vehicle should be maintained in good and sound condition, with backlash not exceeding 30 degrees on the steering wheel when tested with the engine running; ball-joints connecting the steering linkage of the mechanical steering system should be protected by rubber caps. Where the connections are secured with bolts or pins, the bolts or pins should be effectively locked.

(2) The steering system of the construction equipment vehicle should be adequately designed to ensure efficient and effective control of the vehicle under all the driving conditions and should conform to the Indian Standards IS: 12222-(1987).

7.22. Steering Gears for agricultural tractors.— (CMV R 98 B) (1) The

steering gear of agricultural tractor should be maintained in good and sound condition, free from backlash exceeding 30 degrees on the steering wheels. All ball joints connecting the steering linkage should be protected by rubber caps. Where the connections are secured with bolts, or pins, the bolts or pins should be effectively locked.

(2) The turning circle diameter and turning circle clearance diameter of every agricultural tractor should conform to IS: 11859-1986.

7.23. Steering gear for power tillers. (CMV R 98 C) —The turning circle diameter and the turning clearance circle diameter of power tillers coupled to trailers, when measured as per IS:12222:1987, should not exceed 10 metres.

7.24. Forward and backward motion. (CMV R 99) –(1) All motor vehicle including construction equipment vehicle and agriculture tractor other than a motor cycle and three-wheeled invalid carriages, should be capable of moving in the reverse direction also:

(2) Power tillers with a riding attachment and power tillers coupled to trailers should be capable of moving in the reverse direction also.

7.25. Safety Glass.— (CMV R 100) (1) The glass of windscreens and the windows of all motor vehicle other than agricultural tractors should be of safety glass:

(2) In the case of three-wheelers and vehicles with hood and side covers, the windows be of acrylic or plastic transparent sheet.

(3) The glass of the windscreen and rear window of all motor vehicles should be maintained in such a condition that the visual transmission of light is not less than 70%. The glasses used for side windows should be maintained in such condition that the visual transmission of light is not less than 50%, and should conform to Indian Standards IS: 2553—Part 2—1992;

(4) The glass of the front windscreen of all motor vehicles other than two-wheelers and agricultural tractors should be made up of laminated safety glass:

(5) The glass of the front windscreen of a construction equipment vehicle should be made of laminated safety glass.

(6) Central Government is empowered to exempt any motor vehicle including construction equipment vehicle for use by any person, from the provisions of CMVR 100.

7.26. Windscreen wiper.— (CMV R 101) (1) An efficient power operated windscreen wiper should be fitted to all motor vehicles having a windscreen, other than three-wheeled invalid carriage and motor cycles.

(2) All construction equipment vehicles having windscreen should be fitted with an efficient power operated windscreen wiping system.

7.27. Signalling devices, direction indicators and stop lights. (CMV R 102)

— (1) The signal to turn to the right or to the left should be given by electrically operated direction indicator lamps on all motor vehicles including construction equipment vehicles.

(2) Every construction equipment vehicle should be fitted and maintained to meet the following conditions:—

(i) The direction indicator lamps should be of amber colour.

(ii) The light emitted by the lamp when in operation should be clearly visible from both front and rear of the vehicle.

(3) On all vehicles other than motor cycles, the intention to stop the vehicle (other than construction equipment vehicle having hydrostatic brakes) should be indicated by two electrical stop lamps which should be red in colour. They should be fitted one each on left and right-hand sides at the rear of the vehicle. The stop lamps should light up on the actuation of the service brake control. In the case of motor cycle, the intention to stop the vehicle should be indicated by one stop lamp at the rear which should light up on the actuation of the control operating the brakes on the rear wheels.

(4) The stop lamp of every motor cycle should be so designed and fitted that it will light up on actuation of any of the controls which actuate the brakes on any wheel.

7.28. Position of the indicator.(CMV R 103)—(1) A direction indicator should be fitted and so designed that the driver of the vehicle including a construction equipment vehicle when in his driving seat is aware that it is operating correctly.

(2) All motor vehicles including a construction equipment vehicle other than motor cycles should be equipped with such a device that when the vehicle is in parked condition, all the direction indicators flash together giving hazard warning to other road users.

7.29. Fitment of reflectors. (CMV R 104)— (1) All motor vehicles including trailers and semi-trailers, other than three-wheelers and motor cycles should be fitted with two red reflectors, one each on both sides at their rear. Every motor cycle should be fitted with at least one red reflex reflector at the rear:

(2) Vehicles of category N-1 and Category N-2, 3.5 tonnes and above but less than 7.5 tonnes Gross Vehicle Weight, should be affixed at the front with a white-reflective tape and at the rear with a red reflective tape running across the width of the body. The tapes affixed at front and rear should not be less than 20 mm width.

(3) Vehicles of category N-3 and Category N-2, 7.5 tonnes and above Gross Vehicle Weight, should be affixed at the front with a white reflective tape running across the width of the body. The tape affixed at the front should not be less than 50 mm width.

(4) Vehicles of category N-3 including trailers or semi-trailers and Category N-2, 7.5 tonnes and above GVW along with trailers or semi-trailers, should be affixed with reflective contour marking at the rear and side.

(5) Vehicles of category M-2 and M-3, should be affixed at the front with white reflective tape and at the rear with red reflective tape running across the width of the body and the sides of M3 category vehicles should be affixed with yellow reflective tape running across the length of the body. Tapes so affixed should not be less than 50 mm width.

(6) Every goods carriage vehicle including trailers and semi-trailers other than three-wheeler should be fitted with two white reflectors, one each at the extreme right and left bottom corners in the front of the vehicle and facing to the front.

(7) All trailers including semi-trailers, other than those drawn by three-wheeled tractors should be fitted with the following reflex reflectors, namely,—

(i) two white reflex reflectors in the front, one each at the right and left corners.

(ii) two red reflex reflectors in the rear, one each at the right and left corners.

(8) All motor vehicles and trailer of length exceeding 6 metres should be fitted with two amber coloured reflex reflectors on each left hand and right hand of the vehicle, one set as close to the front end as possible and the other set as close to the rear end as possible.

**AIS :090-2005 मानांकनाची
पुर्तता करणारी रिट्रॉरिफ्लेक्टिव्ह
टॅप बसविण्याबाबत.**

परिवहन आयुक्त कार्यालय,
प्रशासकिय इमारत, ३रा व ४ था मजला,
डॉ. आंबेडकर उद्यानाजवळ, सरकारी वसाहत,
वांद्रे (पूर्व), मुंबई - ४०० ०५१.

क्र. एमव्हीआर-०७१०/सीआर-१०११/का.२(४)/जा.क्र. ३९८७ दिनांक - 15 MAR 2011
बाबत : केंद्र शासन अधिसूचना क्र.जी.एस.आर.७८४(ई), दि.१२/११/२००८.

परिपत्रक


या कार्यालयाचे परिपत्रक क्र.एमव्हीई-०३९७/सीआर-६५८(अ)/का.२(४)/जा.क्र.४२३७,
दि.३०/०३/२०१० नुसार सर्व प्रादेशिक परिवहन अधिकारी/उप प्रादेशिक परिवहन अधिकारी यांना केंद्र शासन
अधिसूचना क्र.जी.एस.आर.-७८४(ई), दि.१२/११/२००८ नुसार दि.०१/०४/२००९ पासून उत्पादित होणाऱ्या N1,
N2, N3 परिवहन संवर्गातील वाहनांना व दि.०१/०४/२०१० पासून उत्पादित होणाऱ्या M2, M3 परिवहन
संवर्गातील वाहनांना अधिसूचनेत नमूद केलेल्या आकारमानाची, AIS :090-2005 मानांकनाची पुर्तता करणारी
रिट्रॉरिफ्लेक्टिव्ह टॅप बसविणे बंधनकारक करण्यात आले असून त्याची अंमलबजावणी करण्याचे आदेश देण्यात
आले होते.

तथापि, असे निदर्शनास आले आहे की, परिवहन वाहनांना लावण्यात येणारी रिट्रॉरिफ्लेक्टिव्ह टॅप
हे AIS :090-2005 मानांकनाची पुर्तता करणारी नसते. असे टॅप लावल्याने रात्रीच्या वेळेस दूर अंतरावरून वाहने
दृष्टीक्षेपात पडत नाहीत त्यामुळे वाहनांच्या अपघाताच्या संख्येत वाढ होऊन मनुष्यहानी वाढण्यास कारणीभूत ठरते.

या कार्यालयाकडे प्राप्त माहितीनुसार एअरएआय, पुणे या तपासणी संस्थेने AIS :090-2005 या
मानांकनाची पुर्तता करणाऱ्या खालील कंपन्यांच्या रिट्रॉरिफ्लेक्टिव्ह टॅपला मान्यता दिलेली आहे.

- | | |
|--|--|
| 1] Avery Dennison (India) Pvt.Ltd.,
Narsinghpur Industrial Area, Six Kilometer
Stone, Delhi Jodhpur Highway,
District-Gurgaon-122001. | 2] 3M India Ltd.,
Plot No.48-51, Electronic City,
Hosur Road, Bangalore-560100 |
| 3] M/s.Modi Measurement System Pvt.Ltd.,
219, Hill View Industrial Estate,
Amruti Nagar Road, off.L.B.S. Marg,
Ghatkopar (West), Mumbai-400086. | |

आपणास पुन्हा सूचित करण्यात येते की, AIS :090-2005 या मानांकनाची पूर्तता करणारे रिट्रोरेफ्लेक्टिव्ह ट्रेम परिवहन संवर्गातील वाहनांना बसविणे सक्तीचे करून त्याप्रमाणे कडक अंमलबजावणी करावी.


परिवहन आयुक्त
महाराष्ट्र राज्य, मुंबई.

प्रति,
सर्व प्रादेशिक / उप प्रादेशिक परिवहन अधिकारी, महाराष्ट्र राज्य.
प्रत माहितीसाठी सादर
प्रधान सचिव, गृह (परिवहन) विभाग, मंत्रालय, मुंबई-४०००३२.

7.30. Fitment of reflectors on construction equipment vehicles.(CMV R 104

A)—(1) All construction equipment vehicles should be fitted with—

(i) two white reflex reflectors in the front of the vehicle on each side and visible to on-coming vehicles from the front at night;

(ii) two red reflectors in the rear of the vehicle, one each at right and left corners.

(iii) two sets of amber coloured side reflex reflectors, one each on left hand and right hand sides of the vehicle, one set as close to the front end and the other set as close to the rear end as possible to the basic machine without attachments.

(iv) the construction equipment vehicle should be fitted with a retro-reflective tape or retro-reflective paint of not less than 20 millimetres width, running across the width of the body at the front and rear, and the colour of the reflective tape or reflective paint should be white at the front and red at the rear;

7.31. Fitment of reflectors for agricultural tractors.(CMV R 104 B)— Every agricultural tractor should be fitted with two non-triangular red reflectors.

7.32. Fitment of reflectors on power tillers. .(CMV R 104 C)-

(1) every power tiller should be fitted with two white reflex reflectors.

(2) In the case of trailers attached to power tillers, two red reflectors of not less than 7 sq.cm reflecting area in the rear side, one each at right and left corners.

7.33. Lamps.—(CMV R 105)-(1) All motor vehicles during the period half an hour after sunset and at any time when there is no sufficient light, should be lit with the following lamps which should render clearly discernible persons and vehicles on the road at a distance of one hundred and fifty five metres ahead:—

(a) in the case of motor vehicle other than three-wheelers, three-wheeled invalid carriages and motor cycles, two or four head lamps;

(b) in the case of motor cycles, three-wheelers and three-wheeled invalid carriages one or two head lamps;

(c) in the case of a side car attached to a motor cycle one lamp showing a white light to the front;

(d) in the case of construction equipment vehicle, two or four lamps showing to the front white light visible from a distance of one hundred and fifty five metres ahead.

(2) All motor vehicles other than a three-wheeler should also carry—

(i) two lamps, showing to the rear a red light visible in the rear from a distance of one hundred and fifty-five metres.

(ii) In the case of a motor cycle one lamp showing a red light to the rear visible from a distance of seventy-five metres;

(iii) lamp, which be the rear lamp or some other device, illuminating with a white light the whole of the registration mark exhibited on the rear of the vehicle including construction equipment vehicle, and on the side in the case of construction equipment vehicle so as to render it legible from a distance of fifteen metres to the rear:

(iv) When a motor vehicle is drawing another vehicle or vehicles and the distance between such vehicles does not exceed 1.5 metres, it should be sufficient, if the last drawn vehicle carries a rear lamp or a lamp.

(v) All construction equipment vehicles should also carry two lamps showing to the rear red lights visible in the rear from a distance of one hundred and fifty-five metres.

(3) All vehicles other than three-wheelers of engine capacity less than 500 cc, motor cycles and three-wheeled invalid carriages should be fitted with two rear lamps showing red light to the rear.

(4) All the obligatory front head lamps of a construction equipment vehicle should be as nearly as possible of the same power and fixed at a height so that front visibility is maintained and farthestmost point of equipment/attachment is clearly seen by on-coming traffic.

(5) The rear lamp should be fixed either on the centre line of the vehicle or to the right hand side.

(6) All heavy goods carriage including trailers should be fitted with a red indicator lamp, on the extreme rear most body cross beam. In the case of a vehicle not constructed with body in the rear, the indicator lamp should be fitted near the right rear light.

(7) All construction equipment vehicles of an unconventional or extraordinary type in travel mode should be fitted or installed with a red indicator lamp on the extreme rearmost point of the body.

(8) All motor vehicles should be fitted with at least one lamp which should automatically be operated, throwing a white light to the rear, when the vehicle is being driven in the reverse gear.

(9) In the case of vehicles, other than three-wheelers of engine capacity not exceeding 500 CC, which are attached with trailers, all the lamps required to be fitted on the rear of the such vehicle should be fitted at the rear of the trailer.

(10) All construction equipment vehicles should be fitted with two lamps at the rear throwing light to the rear when the vehicle is being driven in the reverse gear and there should also be an audible warning system operating when the vehicle is being driven in the reverse gear.

7.34. Deflection of lights.(CMV R 106)—(1) No lamp showing a light to the front should be used on any motor vehicle including construction equipment vehicle unless such lamp is so constructed, fitted and maintained that the beam of light emitted therefrom—

(a) is permanently deflected downwards to such an extent that it is not capable of dazzling any person.

(b) is capable of being deflected downwards by the driver in such manner as to render it incapable of dazzling any such person.

(c) is capable of being extinguished by the operation of a device which at the same time either deflects the beam of light from another lamp downwards or both downwards and to the left in such manner as to render it incapable of dazzling any person.

(2) The above provisions should not apply to any lamp fitted with an electric bulb, if the power of the bulb does not exceed 7 watts and the lamp is fitted with a frosted glass or other material which has the effect of diffusing the light.

7.35. Top lights.(CMV R 107)—All goods vehicles including trailer and semi-trailer other than three-wheelers and vehicles with overall width not exceeding 2.1 metres should be fitted with two white lights at the top right and left corners showing white light to the front and two red lights at the top right and showing red light to the rear.

7.36. Implement lights for construction equipment vehicle.(CMV R 107 A)—Construction equipment vehicle having implements with front overhang greater than 60% of wheelbase should be fixed with additional implement light of amber colour at a location nearest to the extreme edge of the implement without affecting the functions of showing light in all directions. Where the implement is more than 3 metres in length, additional amber coloured lamps should be fixed at a distance of not exceeding 3 metres for the entire length of the implement:

7.37. Use of red, white or blue light. .(CMV R 108)-(1) A motor vehicle should not show a red light to the front or light other than red to rear:

(2) The above provisions of should not apply to—

(i) the internal lighting of the vehicle;

(ii) the amber light, if displayed by any direction indicator or top light or as top light used on vehicle for operating within the premises like airports, ports.

(iii) a vehicle carrying high dignitaries as specified by the Central Government or the State Government.*

(iv) the blinker type of red light with purple glass fitted to an ambulance van used for carrying patients;

(v) to a vehicle having a lamp fitted with an electrical bulb, if the power of the bulb does not exceed seven watts.

(vi) white light illuminating the rear number plate;

(vii) white light used while reversing;

(viii) plough light provided in agricultural tractors for illuminating the implement's working area on the ground in agricultural field operations.

(2) The State Governments is empowered to determined and notified the use of blue light with flasher or without flasher to be permitted as top light on vehicles escorting high dignitaries entitled to the use of red light.

(3) In case vehicle is not carrying dignitaries, red or blue light, as the case be, light should not be used and be covered by black cover.

शोभार सोहेव
O.S.D. T. Kille M.V.

Shri - Pratapsingh Kadam Sahab.

म.हाराष्ट्र शासन
गृह विभाग

अति-महत्वाच्या / महत्वाच्या
व्यक्तीच्या / अधिका-यांच्या
वाहनांवर लाल /अंबर दिया
अनुज्ञेय करण्याबाबत

शासन निर्णय क्रमांक एमव्हीआर ०८१०/प्र.क्र. ५१५/परि-२
मंत्रालय, मुंबई-४०० ०३२, दिनांक :- १७ सप्टेंबर, २०१०.

- बाचा :- १) शासन निर्णय क्र.एमव्हीआर १३९७ / १९५ / सीआर ३७ / परि-२.
दिनांक ०३ जुलै, १९९७
२) शासन परिपत्रक क्र.एमव्हीआर १३९७ / १९५ / सीआर ३७ / परि-२.
दिनांक ११ फेब्रुवारी, १९९८

प्रस्तावना :- महत्वाच्या / अति महत्वाच्या व्यक्ती व अधिका-यांच्या शासकीय वाहनांवर लाल / अंबर दिया लावण्यास अनुज्ञेयता यादी संदर्भाधीन शासन निर्णय दि. ०३, जुलै, १९९७ अन्वये निश्चित करण्यात आली आहे. तसेच सदर सुविधेचा वापर योग्य प्रमाणे होण्यास्तव शासकीय वाहनांवर स्टीफर्स लावण्याबाबत दि.०३.०७.१९९७ च्या शासन निर्णयातील परिच्छेद ४ प ५ अन्वये विहित केलेल्या कार्यपद्धतीची काटेकोरपणे अंमलबजावणी करण्याबाबत शासन परिपत्रक दि. ११ फेब्रुवारी, १९९८ अन्वये सूचना निर्गमित करण्यात आलेले आहेत. लाल अंबर दिया वाहनांवर असविषयकारिता विविध अधिकारी, पदाधिकारी, केंद्र शासनाचे अधिकारी यांचेकडून सातत्याने शासनास विनंती करण्यात येत आहे. समाज विध्यंशक घटकाकडून अतिरेकी / दहशतवादी कृत्यासाठी लाल / अंबर दियाच्या वाहनांवर वापर करण्याची शक्यता नकारता येत नाही. या सुविधेचा वापर टाळण्यासाठी / या विषयाचे गांभीर्य व अनन्य साधारण महत्त्व टिकवून ठेवण्याच्या उद्देशाने सध्या अनुज्ञेय लाल अंबर दिया सुविधेचा आढावा घेऊन नव्याने ही सुविधा अनुज्ञेय करण्याकरिता गठीत केलेल्या समितीने शासनास केलेल्या शिफारशीस शासन मान्यता प्राप्त झाल्याने संदर्भाधीन शासन आदेशासह वाहन अनुज्ञेयबाबत निर्गमित केलेले स्वतंत्र आदेश अधिक्रमीत करून सुधारित अनुज्ञेयतेबाबतचे आदेश निर्गमित करण्याचा प्रस्ताव शासनाच्या विचाराधीन होता.

शासन निर्णय :- दिव्याची सुविधा नव्याने अनुज्ञेय करण्याबाबत समितीने दि.१६.०८.२०१० रोजी अप्पर मुख्य सचिव (गृह) यांच्या अध्यक्षतेखाली आयोजित केलेल्या बैठकी अन्वये केलेल्या

श्रीम. अनुसूचित खालीलप्रमाणे लाल/ अंबर दिवा अनुज्ञेय करण्याबाबत याद्वारे शासन
व्यता देण्यात येत आहे.

याहनावरील लाल दिवा सुविधा	
१	राज्यपाल
२	मुख्यमंत्री
३	उप मुख्यमंत्री
४	मुंबई उच्च न्यायालयाचे मुख्य न्यायाधीश
५	सभापती, महाराष्ट्र विधानपरिषद
६	अध्यक्ष, महाराष्ट्र विधानसभा
७	विरोधी पक्षनेता, महाराष्ट्र विधानसभा
८	विरोधी पक्षनेता, महाराष्ट्र विधानपरिषद
९	सर्व मंत्री
१०	मुंबई उच्च न्यायालयाचे सर्व न्यायाधीश
११	उप सभापती, महाराष्ट्र विधानपरिषद
१२	उपाध्यक्ष, महाराष्ट्र विधानसभा
१३	सर्व राज्यमंत्री
१४	सर्व उपमंत्री
१५	मुख्य सचिव
१६	अपर मुख्य सचिव
१७	शासनाचे प्रधान सचिव
१८	शासनाचे सचिव
१९	महाधिवक्ता, मुंबई उच्च न्यायालय
२०	लोक आयुक्त, महाराष्ट्र राज्य
२१	उपलोक आयुक्त, महाराष्ट्र राज्य
२२	अध्यक्ष, सर्व वैधानिक विकास मंडळ
२३	आयुक्त, मुंबई महानगरपालिका
२४	सर्व जिल्हापरिषदेचे अध्यक्ष (वापर त्यांच्या अधिकार क्षेत्रापुरताच)
२५	महानगरपालिकेचे महापौर (वापर त्यांच्या अधिकार क्षेत्रापुरताच)
२६	मुंबईचे नगरपाल (वापर मुंबई शहरापुरताच)
२७	पोलीस महासंचालक व महासंचालक दर्जाचे अधिकारी
२८	अपर पोलीस महासंचालक दर्जाचे अधिकारी
२९	मुख्य निवडणूक अधिकारी, महाराष्ट्र राज्य
३०	विविध महामंडळावरील अध्यक्ष (मंत्री /राज्यमंत्री पदाचा दर्जा देण्यात आलेले)
३१	मुख्य माहिती आयुक्त
३२	राज्य निवडणूक आयुक्त

२३	अध्यक्ष, महाराष्ट्र लोकसेवा आयोग
२४	शासकीय परिवहन सेवेत असलेल्या डी.ए.टी. वाहनांचा तसेच जिल्हास्तरावर राज्य अतिरिक्त्या परिवहन व्यवस्थेकरिता जिल्हाधिकारी यांच्या अधिनस्त उपलब्ध करून देण्यात आलेली वाहने.

वाहनावरील अंबर दिवा सुविधा	
१	सर्व विभागीय आयुक्त
२	सर्व जिल्हाधिकारी तथा जिल्हा दंडाधिकारी / जिल्हा स्तरावरील अतिरिक्त जिल्हाधिकारी
३	सर्व मुख्य कार्यकारी अधिकारी, जिल्हा परिषद
४	पोलीस आयुक्त (अप्पर पोलीस महासंचालक दर्जा यगळून)
५	सर्व पोलीस अधिक्षक
६	आयुक्त, राज्य उत्पादन शुल्क
७	चिक्रीकर आयुक्त
८	परिवहन आयुक्त
९	महाव्यवस्थापक, बेस्ट उपक्रम, मुंबई
१०	सर्व "ब आण क" दर्जा असलेले महानगरपालिका आयुक्त
११	महानिरीक्षक (तुरुंग)
१२	अतिरिक्त आयुक्त महानगरपालिका ("अ" दर्जा प्राप्त महानगरपालिका)
१३	प्रधान मुख्य घनसंरक्षक
१४	महाराष्ट्र शासनाच्या अधिनियमाद्वारे स्थापन झालेल्या सर्व विद्यापीठांचे कुलगुरु
१५	उपविभागीय दंडाधिकारी
१६	तालुका दंडाधिकारी
१७	परिक्षेत्र विशेष पोलीस महानिरीक्षक
१८	पोलीस उप महानिरीक्षक, गडचिरोली परिक्षेत्र
१९	सह पोलीस आयुक्त (पोलीस आयुक्त कार्यालय)
२०	अप्पर पोलीस आयुक्त, (वाहतूक)
२१	महानगरपालिका/महापालिका/नगरपालिका/नागरी संरक्षण दलाच्या अधिपत्या-खालील राज्य फिरते आणीबाणी सेना स्थंब दलातील अग्नीक्षमन वाहने
२२	पोलीस दलाची वाहने
२३	परिवहन विभागातील वायुवेग पथक / विशेष मोहीमेतर्गत तपासणी /अंमलबजावणी करण्यासाठी वापरली जाणारी वाहने
२४	मुंबईस्थित असलेल्या राजशिष्टाचार विभागाच्या वाहनांवर (सह सचिव व सह मुराअ, उप सचिव (राजशिष्टाचार) तसेच विमान तळावरील विशेष राजशिष्टाचार अधिकारी
२५	परिवहन विभाग, राज्य उत्पादन शुल्क व पर्यावरण नियंत्रण मंडळ तसेच चिक्रीकर विभागातील अंमलबजावणी करणारी शासकीय वाहने
२६	विशेष महामंडळावरील कार्यरत सचिव दर्जाचे नियुक्त अधिकारी

7.39. Parking light.(CMV R 109)— All construction equipment vehicles and all motor vehicle other than motor cycles and three-wheeled invalid carriages should be provided with one white or amber parking light on each side in the front. Two red parking lights one on each side in the rear should also be provided. The front and rear parking lights should remain lit even when the vehicle is kept stationary on the road.

7.40. Lamps on three-wheelers.(CMV R 110)—(1) All three-wheeler should be fitted with one front head lamp and two side white or amber lights or two front lamps on the body. Two rear lamps showing to the rear red light visible from a distance of 75 metres and a white light illuminating the registration mark exhibited on the rear of the vehicle.

(2) Vehicles attached with trailers should be provided with the above provision and the direction indicator system.

7.41. Prohibition of spot lights, etc.(CMV R 111)—Spot light or search light should not be carried on the front of any vehicle.

7.42. Exhaust gases.(CMV R 112)—(1) All motor vehicles should be so constructed or equipped that the exhaust gases from the engine are discharged neither downward nor to the left side of the vehicle. It should be so fitted as to allow the gases to escape to the right side or rear of the vehicle:

(2) Tankers carrying explosives and inflammable goods should provide the fitment of exhaust pipe according to the specification of the Inspector of Explosives:

(3) The vehicles where the exhaust gases are discharged to the right of the vehicle, slight downward angle is permitted. However, the exhaust gases should not kick up any dust when the vehicle is stationary and engine is in running

conditions. In any case the angle of the exhaust pipe to the horizontal should not be more than 30 degrees:

(4) Where the exhaust gases are discharged to the left of the vehicle the inclination of exhaust pipe should not cross 30 degrees in downward and 30 degrees in left direction against the vertical plane.

(5) Agricultural tractors should be provided with vertical or horizontal exhaust pipe. Outlet of this pipe should be so directed that the driver of the tractor is not exposed to exhaust gases.

(6) Construction equipment vehicle should be provided with vertical exhaust pipe. Outlet of this pipe should be so directed that the driver of the vehicle is not exposed to exhaust gases.

7.43. Location of exhaust pipes.(CMV R 113)—Exhaust pipe of a motor vehicle including construction equipment vehicle should not be located within a distance of 35 millimetres from the fuel line connecting to the fuel tank and engine.

7.44. Exhaust pipes of public service vehicles.(CMV R 114)—Exhaust pipe of all public service vehicle should be so fitted or shielded that no inflammable material is thrown upon it from any other part of the vehicle and that it is not likely to cause a fire.

7.45. Emission of smoke, vapour, etc. from motor vehicles.(CMV R 115)—

(1) Motor vehicles other than motor cycles of engine capacity not exceeding 70 cc, manufactured prior to the first day of March 1990, are required to be maintained in such condition and be so driven so as to comply with the standards prescribed in CMV R115 .

(2) On and after 1st October, 2004, all motor vehicles operating on—

(i) Petrol/CNG/LPG should be complied with the idling emission standards for Carbonmonoxide (CO) and Hydrocarbon (HC) given in the Table below:—

PETROL / CNG / LPG DRIVEN VEHICLES

Sr. NO	Vehicle Type	CO %	*HC (n-hexane equivalent ppm)
1.	2 and 3- Wheelers (2 /4 –stroke) (vehicles manufactured on and before 31 st March, 2000)	4.5	9000
2.	2 and 3- Wheelers (2 stroke) (vehicles manufactured on and before 31 st March, 2000)	3.5	6000
3.	2 and 3- Wheelers (4 stroke) (vehicles manufactured on and before 31 st March, 2000)	3.5	4500
4.	4-wheelers manufactured as per pre Bharat Stage –II norms	3.0	1500
5.	4-wheelers manufactured as per Bharat Stage –II , Bharat stage –III or subsequent norms	0.5	750]

(ii) Smoke density for all in use diesel –driven vehicles are required to be as follows

DIESEL VEHICLES

Method of Test	Maximum smoke Density	
	Light absorption coefficient (1/m)	Hartidge units
Free acceleration test for turbo charged engine and naturally aspirated engine	2.45	65

(3) All vehicle should carry a valid “ Pollution Under Control” certificate issued by an agency authorised for this purpose after the completion of one year from the date of registration. The validity of this certificate is six months. The certificate should always be carried in the vehicle and required to be produced on demand by the officers referred to in CMV R 116 (1). The certificate is valid throughout India.

7.46. Emission of smoke and vapour from agricultural tractors, power tillers and construction equipment vehicles driven by diesel engines.(CMV R 115-A)—(1) All agricultural tractors and construction equipment vehicles manufactured after 16.09.2005 are required to be maintained by its owner in such condition and be so used that visible and gaseous pollutants emitted by them comply with the standards as prescribed in CMV R 115-A.

7.47. Mass emission standards for Compressed Natural Gas Driven Vehicles (CMV R115-B)—

(1) For in-use gasoline vehicles.—(a) The in-use vehicles fitted with CNG kits should meet the type approval emission norms on CNG operation, subject to a minimum norms as under:—

(i) for the vehicles manufactured up to 31st March, 2000, the type approval norms equivalent to India—2000 (India Stage I) norms as applicable under these rules; and

(ii) for the vehicles manufactured after 1st April, 2000, the type approval norms as specified in the Bharat Stage II norms, till the validity of such Bharat Stage II norms;

(iii) for the vehicles manufactured on and after the 1st day of April, 2005, the type approval norms as applicable subject to minimum of Bharat Stage III emission norms in case of four-wheelers and Bharat Stage II emission norms for two and three-wheelers;

(iv) for the vehicles manufactured on and after the 1st day of April 2010, the type approval norms as applicable, subject to minimum of Bharat Stage-IV emission norms for Category M and Category N Vehicles with Gross Vehicle Weight not exceeding 3,500 kg and Bharat Stage-III emission norms for two and three wheelers.

(2) For conversion by modification of engines of In-use Diesel Vehicles.—

(I) The in-use vehicles when converted to operate on CNG are required to meet the type approval norms of diesel vehicles corresponding to the year of their manufacture subject to the following minimum norms:—

(i) for the vehicles manufactured upto the 31st day of March, 2000, the type approval norms equivalent to India-2000 (India Stage I) norms as applicable under these rules;

(ii) for the vehicles manufactured on and after the 1st day of April, 2000, the type approval norms as specified in the Bharat Stage II norms, till the validity of such Bharat Stage II norms;

(iii) for the vehicles manufactured on and after the 1st day of April, 2005, the type approval norms as applicable subject to minimum of Bharat Stage III emission norms in case of four-wheelers and Bharat Stage II emission norms for two and three-wheelers till the validity of these norms;

(iv) for the vehicles manufactured on and after 1st April 2010, the type approval norms as applicable, shall be subject to minimum of Bharat Stage-IV emission norms in case of four wheelers and Bharat Stage-III emission norms in case of two end three wheelers till the validity of these norms;

7.48. Mass emission standards for Liquefied Petroleum Gas (hereinafter in this rule referred to as LPG), driven vehicles.(CMV R 115-C.) —

(1) Mass emission standards for vehicles when operating on Liquefied Petroleum Gas (hereinafter in this rule referred to as “LPG”) shall be same as are applicable for gasoline vehicles with the exception that HC should be replaced by Reactive Hydrocarbon (RHC), where $RHC=0.5 \times HC$.

(2) *For in-use gasoline vehicles,—*

(a) From 16.09.2005 the in-use vehicles fitted with LPG kits should meet the type approval emission norms specified in CMV R 115-C for gasoline vehicles as applicable to the corresponding year of manufacture of such vehicle, subject to the following minimum norms:

(i) for the vehicles manufactured upto the 31st day of March, 2000, the type approval norms equivalent to India-2000 (India Stage I) norms as applicable under these rules;

(ii) for the vehicles manufactured after the 1st day of April, 2000, the type approval norms as specified in the Bharat Stage II norms, till the validity of such Bharat Stage II norms;

(iii) for the vehicles manufactured after the 1st day of April, 2005, the type approval norms as applicable subject to minimum of Bharat Stage III emission norms in case of four-wheelers and Bharat Stage II emission norms for two and three-wheelers:

Provided that in respect of vehicle model/conversion kits/engine replacements type approved and certified under rule 115-C prior to commencement of these rules (as per notification number G.S.R. 284(E), dated the 24th April, 2001), such certificates shall cease to be valid after one year from the date of publication of the Central Motor Vehicles (Fifth Amendment) Rules, 2005, in the Official Gazette notwithstanding the period of validity specified in such certificates. Such certificates need to be revalidated by testing agencies in terms of these rules:

Provided further that respective kit manufacturer/retrofitter/converters shall be free to obtain from testing agencies type approval in terms of new rules even prior to commencement of these rules;

(iv) for the vehicles manufactured on and after the 1st day of April 2010, the type approval norms as applicable, subject to minimum of Bharat Stage-IV emission norms for Category M and Category N Vehicles with Gross Vehicle Weight not exceeding 3,500 kg and Bharat Stage-III emission norms for two and three wheelers.

केंद्रिय मोटार वाहन नियम, ११५ अंतर्गत, प्रदुषणासंदर्भात भारत सरकारने बेळोवेळी लागू केलेली मानके

वर्ष	प्रदुषण मानके
१९९१	पेट्रोलवर चालणा-या ३.५ टनापर्यंतच्या वाहनांबाबत कार्बनमोनॉक्साईड व हायड्रोकार्बन व डिझेलवर चालणा-या वाहनांसाठी लोड व फ्री अॅक्सलरेशनची धुराची मानके निश्चित केली.
१९९२	३.५ टनावरील डिझेलवर चालणा-या वाहनांसाठी लोड व फ्री अॅक्सलरेशनची धुराची मानके निश्चित केली.
१९९६	महानगरांमध्ये नव्याने नोंद होणा-या नविन चार चाकी पेट्रोल वाहनांना कॅटलिटीक कन्व्हर्टर अनिवार्य करण्यात आला
१९९८	पेट्रोलवर चालणा-या वाहनांबाबत कोल्ड स्टार्ट एमिशन टेस्ट लागू करण्यात आली. ४५ शहरांमध्ये नव्याने नोंद होणा-या नविन चार चाकी पेट्रोल वाहनांना कॅटलिटीक कन्व्हर्टर अनिवार्य करण्यात आला.
१९९९	भारत स्टेज - १ मानक पॅसेंजर वाहनांसाठी नॅशनल कॅपिटल रिजन, दिल्लीसाठी लागू करण्यात आला.
१.४.२०००	भारत स्टेज - १ मानक सर्व वाहनांसाठी लागू करण्यात आले. भारत स्टेज - २ मानक पेट्रोलवर व डिझेलवर चालणा-या पॅसेंजर कार वाहनांसाठी तसेच डिझेलवर चालणा-या वाहनांसाठी ११ शहरांमध्ये लागू करण्यात आले.
१.४.२००५	भारत स्टेज - २ मानक सर्व वाहनांसाठी लागू करण्यात आले. भारत स्टेज - ३ मानक पेट्रोलवर व डिझेलवर चालणा-या पॅसेंजर कार वाहनांसाठी तसेच डिझेलवर चालणा-या वाहनांसाठी ११ शहरांमध्ये लागू करण्यात आले.
१.०४.२०१०	भारत स्टेज - ३ मानक दुचाकी व तीनचाकी वाहनांसाठी मुंबई, कोलकाता, चेन्नई, बंगळूरु, हैदराबाद (सिकंदराबाद देखील), अहमदाबाद, पुणे, सुरत, कानपुर, आग्रा, सोलापूर आणि लखनऊ या शहरांमध्ये लागू करण्यात आले. भारत स्टेज ४ मानक चारचाकी वाहनांसाठी

	मुंबई, कोलकाता, चेन्नई, बंगळूरु, हैदराबाद (सिकंदराबाद देखील), अहमदाबाद, पुणे, सुरत, कानपुर आणि आग्रा या शहरांमध्ये लागू करण्यात आले.
१.०६.२०१०	भारत स्टेज - ४ मानक चारचाकी वाहनांसाठी सोलापूर आणि लखनऊ या शहरांमध्ये लागू करण्यात आले.
१.१०.२०१०	भारत स्टेज - ३ मानक दुचाकी व तीनचाकी वाहनांसाठी उपरोक्त शहरे वगळता उर्वरित देशामध्ये लागू करण्यात आले. भारत स्टेज ३ मानक चारचाकी वाहनांसाठी उपरोक्त शहरे वगळता उर्वरित देशामध्ये लागू करण्यात आले.

7.49. Test for smoke emission level and carbon monoxide level for motor vehicles. (CMV R 116) — (1) Any officer not below the rank of Sub-Inspector of Police or the Inspector of Motor Vehicles are empowered to direct the driver or any person incharge of the vehicle to submit the vehicle for conducting the test to measure the standards of emission in any one of the authorized testing stations, and produce the certificate to an authority at the address mentioned in the written direction within 7 days from the date of conducting the check.

(2) The driver or any person incharge of the vehicle is required to submit the vehicle for testing for compliance of the provisions of CMV R 115 (2) (7) , at any authorised testing station.

(3) The measurement for compliance of the provisions of CMVR 115 (2) and (7) should be done with a approved meter.

(4) If the result of the tests indicate that the motor vehicle complies with the provisions CMVR 115 (2) and (7) the driver or any person incharge of the vehicle should produce the certificate to the authority within 7 days.

(5) If the test results indicate that the motor vehicle does not comply with the provisions of the CMVR 115 (2) and (7) , the driver or owner should rectify the defects so as to comply with the provisions of CMV R115 (2), within a period of 7 days and submit the vehicle to any authorised testing station for re-

check and produce the certificate so obtained from the authorised testing station to the authority referred to in sub-rule (1).

(6) If the certificate is not produced within the period of seven days or if the vehicle fails to comply with the provisions of CMV R 115 (2) and (7) within a period of seven days, the owner of the vehicle is liable for the penalty specified under MVA S 190 (2).

(7) If the driver or owner does not produce the said certificate within 7 days, such vehicle should be deemed to have contravened the provisions CMV R 115 (2).

(8) The registering authority should suspend the certificate of registration of the vehicle, until such time the certificate is produced before the registering authority to the effect that the vehicle complies with the provisions CMV R 115 (7).

(9) On such suspension of the certificate of registration of the vehicle, any permit granted in respect of the vehicle should be deemed to have been suspended until a fresh “Pollution under control” certificate is obtained.

विषय : सीएनजी व एलपीजी कन्वर्शन किट बसविलेली
मोटर वाहनांची तपासणी करताना व अभिलेखात
पृष्ठांकन करताना ध्यावयाची दक्षता

13

परिवहन आयुक्त यांचे कार्यालय,

प्रशामकीय इमारत, चौथा मजला, शासकीय वसाहत, वांद्रे (पूर्व), मुंबई-४०० ०५१.

परिपत्रक

क्र. एमएपी /१९९९/सीआर ६४०(ए) / का. २ (१) जाक्र. ३३४९ दिनांक : १० मार्च २००४

संदर्भ : या कार्यालयाचे दिनांक २४.०६.२००४ चे परिपत्रक क्रमांक एमएपी /१९९९/सीआर
६४०(ए)/का. २ (१) जाक्र. ८२७४

या कार्यालयाचे संदर्भांकित दि. २४.०६.२००४ चे परिपत्रक अधिकृतित करण्यात येत असून त्याऐवजी सदर परिपत्रकाच्या राज्यातील सर्व परिवहन कार्यालयातील संबंधीतांना निर्देश देण्यात येते की, त्यांच्या क.वांक्षेत्रातील मोटर वाहने सि.एन.जी. व एल.पी.जी. या इंधनावर रुपांतरित करण्यासाठी व सिएनजी/एलपीजी या इंधनावर चालणारी नवीन वाहने नोंदणी करण्यासाठी परवानगी देण्यात यावी. आपल्या कार्यालयांत सिएनजी/एलपीजी इंधनावर रुपांतरित झालेली वाहने तपासणीसाठी आल्यावर अशा वाहनांची विस्तृत व काळजीपूर्वक तपासणी करण्यात यावी. तपासणीच्या वेळी खालील मुद्द्यांवर विशेष लक्ष देण्यात यावे.


- १) वाहनावर बसविण्यांत आलेले कन्वर्शन किट केंद्रिय मोटर वाहन नियम १९८८ चे नियम १२६ मध्ये तरतुद असलेल्या तपासणी संस्थेद्वारा मान्यताप्राप्त असावे.
- २) तपासणीसाठी सादर केलेल्या बनावटीच्या वाहनावर सदर किट बसविण्याची मान्यता आहे, तसेच सदर वाहनाचा उत्पादन/नोंदणी दिनांक तपासणी संस्थेच्या प्रमाणपत्रात उल्लेख असलेल्या कालावधीतीलच आहे याची खात्री करावी.
- ३) सिएनजी/एलपीजी किटचे भाग म्हणून असलेले CNG/LPG Cylinder हे मुख्य नियंत्रक, विस्फोटक विभाग नागपूर (Chief Controller of Explosives, Nagpur) द्वारे मान्यता प्राप्त असावे व ज्या क्षमतेच्या बनावटीच्या व उत्पादकांच्या सिलेंडर्सची शिफारस तपासणी संस्थेद्वारा मान्यताप्रमाणपत्रात केली आहे. केवळ तेच सिलेंडर्स वाहनावर बसविले आहेत याची खात्री करावी.
- ४) धागुती वापरासाठी असलेले LPG सिलेंडर्स मोटर वाहनावर लावून वाहन चालविणे बेकायदेशीर व धोकादायक आहे असे सिलेंडर्स लावलेल्या वाहन मालकावर/चालकावर कारवाई करावी व केलेल्या कार्यासाठी मासिक अहवाल या कार्यालयास सादर करावा तसेच वाहन धारकाने असे सिलेंडर्स लावू नये याबाबत प्रसिद्धी माध्यमाद्वारे व्यापक प्रसिद्धी देण्यात यावी.

त्याचप्रमाणे इतर भाग जसे Multifunction Valve, Cylinder Valve, CNG/LPG Solenoid Valve, Petrol Solenoid Valve, Refueling Valve, Pressure Regulators, Vaporizer, CNG/LPG Filter, Oil Pump / Lubrication Systems, High Pressure Tubing, Low Pressure Tubing, Gas Air Mixer, On-Off Switch, Ignition System & Wiring Harness, Ignition Timing Advancer, Catalytic Converter व इतर आवश्यक भाग हे तपासणी संस्थेच्या प्रमाणपत्रातील जोडपत्रात विहित केलेल्या बनावटीचे व उत्पादकाचे असणे अत्यंत आवश्यक आहे.


उपरोक्त सुट्या भागा व्यतिरिक्त इतर बनावटीचे व इतर उत्पादकांद्वारा निर्मित पर्यायी सुटे भाग बसविलेले असल्यास असे वाहन किटचे पृष्ठांकन नोंदणीसाठी स्विकारण्यात येऊ नये व असे किट बसविणाऱ्या रेट्रोफिटिंग वर्कशॉपवर आवश्यक ती कार्यवाही करावी व त्याचा अहवाल या कार्यालयास विनाविलंब सादर करावा.

सिएनजी व एलपीजी इंधनावर परावर्तीत झालेल्या वाहनाची माहिती वाहनाचा प्रकार निहाय आकडेवारी दर्शविणारे अभिलेख तयार करून ते अद्ययावत ठेवावे व या कार्यालयाकडून मागणी केल्यावर ते तात्काळ सादर करण्यात यावे.

सिएनजी व एल.पी.जी. हे इंधन अत्यंत ज्वालाग्राही असल्याने सुरक्षिततेच्या दृष्टीने वरिलप्रमाणे केलेल्या निर्देशांचे पालन वाहन तपासणी करतांना काटेकोरपणे करण्यात यावे. सदरच्या परिपत्रकातील निर्देश आपल्या कार्यालयातील संबंधित अधिकारी व कर्मचारी यांचे निदर्शनास आणून निर्देशांचे पालन त्यांच्याकडून होईल असे पहावे. तसेच परिपत्रकाची उलट टपाली पोच घ्यावी.


परिवहन आयुक्त,
महाराष्ट्र राज्य, मुंबई.

- प्रत : १) परिवहन आयुक्त कार्यालयातील सर्व नियंत्रक अधिकारी यांना माहितीसाठी
२) सर्व प्रादेशिक परिवहन अधिकारी / उप प्रादेशिक परिवहन अधिकारी यांना माहिती व त्या अनुषंगाने कार्यवाहीसाठी.


परिवहन आयुक्त,
महाराष्ट्र राज्य, मुंबई.

✓

*Upgradation of Pollution Under Control
(PUC) Norms w.e.f. 01/10/2004.*

C I R C U L A R

Read :- 1) This office's letter No. MVR 0902 / CR-11 / D-2(4) / ON-3773, dt. 16/3/2004.
2) Letter No. MAP-0195 / CR-25(E) / D-2(1) / ON-15279, dt. 29/9/2004.

1 This office vide above two letters has circulated the Government of India Notification No. GSR No. 111(E), dt. 10th February, 2004 to all Registering Authorities in the State of Maharashtra.

2 By this Notification, the G.O.I. revised idle Emission Norms for Carbon Monoxide (CO) based on year of manufacture of vehicle along with measurement of Hydrocarbon (HC) emission with improved test methods for measuring emissions from petrol and diesel driven vehicles.

3 For diesel vehicles the Oil temperature and revolution per minute (RPM) aspects for smoke measurement and the test procedures for petrol and diesel vehicles have been spelt out in detail, in the notification.

4 As per the code of practice and TAP document, the original equipment manufacturer will modify the existing single gas analyser to 2-gas analyser.

5 It is mandatory for the PUC center to enter into Annual Maintenance Contract with the equipment manufacturer only. This has been already intimated by this office to all Registering Authorities vide this office letter no. MAP 0195 / CR-42(B) / D-2(1) / ON- 6988, dt. 29/05/2000.

6 Once an AMC is entered into, it will be the responsibility of the manufacture to provide calibration gases as a part of the AMC.

7 It is mandatory for equipment manufacturer to enter into AMC with the PUC center to whom the equipment is supplied. The AMC contract includes 3 visits for servicing and calibration per year. The PUC centers which are in AMC will get extension as the PUC center.

8 The equipment manufacturer will decide the centralised stations for conducting AMC and calibration of the equipment by their authorised engineer

9 As per the mandatory requirement 2 gas analysers can be used for 2 & 3 wheeler Bharat Stage-I and earlier emission norms compliant vehicles only.

10 The new 4 gas analyser can be used only for 2,3, & 4 wheeler vehicles which are Bharat Stage -II and tighter norms compliant vehicles.

11 The Registering Authority shall renew the PUC center for conducting tests as per revised PUC norms based upon the report submitted by equipment manufacturer regarding completion of modification / calibration of the equipment belonging to the PUC center.

12 All Registering Authorities are hereby directed to convene the meeting of all PUC centers on or before dt. 11/11/2004 and apprise them in this regard and submit a compliance report to this office latest by dt. 16/11/2004 without fail. The instructions in this circular will have to be observed scrupulously without any fear or favour.



Transport Commissioner
Maharashtra State, Mumbai.

No. MAP 0195/CR-25(E)/D-II(1)/ON-18876
TRANSPORT COMMISSIONER'S OFFICE

Administrative Bldg., 3rd and 4th floor,
Near Dr. Ambedkar Udyan,
Govt. Colony, Bandra (East),
Mumbai 400 051.

Date :- - 9 NOV 2004

To,

All Registering Authorities in the State of Maharashtra. for more information they are requested to visit ARAI site having address:- <http://www.araiindia.com>

Copy for information submitted to

- (1) Principal Secretary, Home (Transport), Mantralaya, Mumbai.
- (2) Under Secretary, GOI, MoRTH, Transport Bhavan, 1, Parliament Street, New Delhi-110 001.



Transport Commissioner
Maharashtra State, Mumbai.

क्र. एमएपी ११९९/सीआर ६४० (अ)/का.३(१)/जा.क्र. - १०५४०

परिवहन आयुक्त यांचे कार्यालय,

प्रशासकीय इमारत, ३ रा / ४ था मजला,

शासकीय घनात, बोद्रे (पूर्व), मुंबई - ४०००५१

दिनांक - 12 JUN 2006

प्रति,
सर्व प्रादेशिक परिवहन अधिकारी/
उप प्रादेशिक परिवहन अधिकारी


विषय - एलपीजी/सीएनजी वा इंधनावर चालणाऱ्या वाहनाची नोंदणी /रुपांतरण
आणि retrofitter वर्कशॉपला मान्यता देणेबाबत.

संदर्भ - या कार्यालयाचे परिपत्रक क्र.एमएपी/११९९/सीआर६४०(ए)/का.३(१)/
जा.क्र.३३४९, दिनांक १०.३.२००५.

१. सी.एन.जी. व एल.पी.जी. कॅन्डर्शन किट बसविलेल्या मोटार वाहनांची तपासणी करताना व अभिलेख पुढांवन करताना, घ्यावयाच्या काळजांबद्दल या कार्यालयाने यापूर्वी परिपत्रक क्र. एमएपी ११९९/सीआर ६४०(अ)/का.३(१)/जा.क्र. ८२७४, दि. ५६/६/२००४ चारे सुचना केव्या होत्या.
२. या परिपत्रकाच्या परिच्छेद २ नुसार, ज्या परिवहन कार्यालयांच्या क्षेत्रात मोटार वाहनांचे इंधन म्हणून, सी.एन.जी. अथवा एल.पी.जी इंधन म्हणून अधिकृतरीत्या उपलब्ध असेल त्याच कार्यालयांमध्ये त्यांच्या अभिलेखावर असलेली वाहने सी.एन.जी. व एल.पी.जी. इंधनावर परावर्तीत करण्याची परवानगी देण्याचे निर्देश देण्यात आले होते.
३. CNG / LPG वर चालणारी वाहने CNG / LPG आणि Petrol अशा दोन्ही प्रकारच्या इंधनावर चालू शकत असल्यामुळे, अशी वाहने ज्या ठिकाणी CNG / LPG उपलब्ध आहे अशा ठिकाणी गेल्यास त्या वाहनांना CNG / LPG वर चालवता यावे आणि त्या द्वारे त्यांची आर्थिक बचत कावी आणि प्रदूषण कमी होण्यास मदत कावी ह्या उद्देशाने या कार्यालयाने परिपत्रक क्र. एमएपी ११९९/सीआर ६४०(अ)/का.३(१)/जा.क्र. ३३४९, दि. १०/३/२००५ चारे राज्यातील सर्व परिवहन कार्यालयांना सी.एन.जी. व एल.पी.जी. इंधनावर चालणाऱ्या

रुपांतर करणाची परवानगी दिली होती, तसेच अनधिकृत रुपांतरण किंवा अनधिकृत CNG/LPG (स्वयंपाकाचा LPG) वापरला जातो किंवा कसे हवाबाबत कमीत तपासणी करणे आणि परतक तपासणी करणाऱ्या वृत्तात दिलेल्हा आहेत.

४. परंतु या कार्यालयाचे असे निर्देशनास आले आहे की, एल.पी.जी. वा इंधनावर रुपांतरित झालेली वाहने परगुती स्वयंपाकासाठी असलेल्या इंधनावर चालत आहेत, याबाबत अनेक तक्रारी या कार्यालयास प्राप्त झालेल्या आहेत.
५. त्यामुळे ज्या कार्यालयाच्या क्षेत्रात CNG / LPG उपलब्ध आहे फक्त त्याच कार्यालयाच्या CNG/LPG वर चालणारी वाहने नोंदवावी, किंवा वाहने CNG / LPG वर रुपांतरण करणाऱ्या परवानगी पावी, तसेच फक्त त्याच कार्यालयाच्या क्षेत्रात CNG / LPG retrofitter workshop ला ह्या कार्यालयातर्फे परवानगी देण्यात येईल.
६. अनधिकृत रुपांतरणाची किंवा अनधिकृत CNG / LPG वापरणाऱ्याची कमीत तपासणी करून बडक कारवाई करावी व त्याचा अहवाल दर महिन्यास सादर करावा.


परिवहन आयुक्त,
महाराष्ट्र राज्य, मुंबई

सी.एन.जी. / एल.पी.जी. रेड्योफिटमेंट केंद्रांना
व्यावसाय प्रमाणपत्र (Trade Certificate)
जारी करणे बाबत.

परिवहन आयुक्त कार्यालय
प्रशासकीय इमारत, ३/४ मजला,
डॉ. आंबेडकर उद्यानाजवळ,
वांद्रे (पूर्व), मुंबई - ४०० ०५१.

क्र. एमएपी ०१९९/सीआर ६४०(बी)/का. २(१)/जा.क्र. १५७२२ दिनांक - ११ | ११ AUG 2007

- संदर्भ -** १) या कार्यालयाचे परिपत्रक क्र. एमएपी ०१९३/सीआर ७९८डी/का. २(१)/जा.क्र. ११२१२, दि. ११/९/२००१.
२) या कार्यालयाचे परिपत्रक क्र. एमएपी/१९९९/सीआर ६४०(ए)/का. २(१)/जा.क्र. ८२७४, दि. २४/६/२००४.
३) या कार्यालयाचे परिपत्रक क्र. एमएपी/१९९९/सीआर ६४०(ए)/का. २(१)/जा.क्र. ३३४९, दि. १०/३/२००५.
४) या कार्यालयाचे पत्र क्र. पआ/का. २ब/सीआर ६४०बी/८२४३, दि. ७/४/२००७.

परिपत्रक

१) संदर्भांकित पत्र क्र. १ द्वारे या कार्यालयाने वापरात असलेल्या वाहनांना सी.एन.जी. / एल.पी.जी. कन्व्हर्शन किट बसविताना घ्यावयाच्या मार्गदर्शक सूचना जारी केल्या होत्या.

२) संदर्भांकित पत्र क्र. २ व ३ द्वारे सी.एन.जी. / एल.पी.जी. कन्व्हर्शन किट बसविलेल्या मोटार वाहनांची तपासणी करताना अभिलेखात पृष्ठांकन करताना घ्यावयाच्या काळजीबाबत सूचना दिल्या होत्या.

३) संदर्भांकित पत्र क्र. ४ द्वारे सी.एन.जी. / एल.पी.जी. कन्व्हर्शन किट वाहनांवर बसविणाऱ्या वर्कशॉपच्या तपासणी अहवालाबाबत सूचना दिल्या होत्या.

४) संदर्भांकित विषयास अनुसरून आपणांस कळविण्यात येते की, "टिकेता" या शब्दाची व्याख्या मोटार वाहन अधिनियम, १९८८ च्या कलम २(८) अनुसार करण्यात आली असून त्यामध्ये खालील व्यक्तित्वाही समाविष्ट होतो.

1) in building bodies for attachment to chassis ; or

II) in the repair of motor vehicles; or

III) in the business of hypothecation, leasing or hire-purchase of motor vehicle.


५) वाहनांना सी.एन.जी. / एल.पी.जी. रेट्रोफिट करणाऱ्या केंद्रांनी किट बसविल्यानंतर वाहनाची दुरुस्ती (Repair) व देखभाल (Maintenance) करणे आवश्यक आहे. एखाद्या रेट्रोफिटमेंट केंद्राने किट बसविल्यानंतर वाहनाची दुरुस्ती व देखभाल न केल्यास, सध्या या विभागास कोणतीही कार्यवाही करता येत नाही. जर का व्यवसाय प्रमाणपत्र अनिवार्य केले तर या प्रमाणपत्राच्या अटी व शर्तीचा भंग केल्यास होणाऱ्या कारवाईस त्या व्यक्तिस जबाबदार धरता येवू शकेल.

६) दिनांक ३१/१२/२००७ नंतर सर्व रेट्रोफिटमेंट केंद्रांनी व्यवसाय प्रमाणपत्र घेतल्याशिवाय त्या केंद्राने किट बसविल्यानंतर सादर केलेला तपासणी अहवाल (Inspection Report) जारी केला, तर तो रिव्कारण्यात येवू नये.

सर्व प्रादेशिक परिवहन अधिकारी /
उप प्रादेशिक परिवहन अधिकारी

प्रत माहितीकरीता सादर -
सचिव, गृह (परिवहन) विभाग, मंत्रालय, मुंबई - ४०० ०३२.


परिवहन आयुक्त,
महाराष्ट्र राज्य, मुंबई


परिवहन आयुक्त,
महाराष्ट्र राज्य, मुंबई

क. एमएपी ०१९३/सीआर ७१८(जी)/का २(१)/जा.क्र.
परिवहन आयुक्त यांचे कार्यालय
प्रशासकीय इमारत, ३/४ मजला,
डॉ. आंबेडकर उद्यानाजवळ,
वांद्रे (पूर्व), मुंबई - ४०० ०५१.
दिनांक 2 JUN 2009

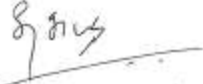
प्रति,
सर्व प्रादेशिक परिवहन अधिकारी /
उप प्रादेशिक परिवहन अधिकारी.

विषय :- जुने सी.एन.जी. किट नवीन वाहनावर बसविणेबाबत.

संदर्भ :- ARAI, पुणे यांचे पत्र दि. ५/२/२००९.

जुन्या वाहनांचे सी.एन.जी. गॅसवर चालणाऱ्या वाहनांमध्ये रूपांतर करताना अशावा नवीन वाहनांना सी.एन.जी. किट बसविताना, फक्त नवीन सी.एन.जी. किट बसविणे आवश्यक आहे. एखाद्या वाहनावर बसविलेले / वापरून जुने झालेले सी.एन.जी. किट दुसऱ्या वाहनावर बसविण्यासाठी मान्यता देण्यात येतू नये. असे अभिप्राय, "दि ऑटोमोटिव्ह रिसर्च असोसिएशन ऑफ इंडिया" (ARAI) संस्थेने व्यक्त केले आहेत. तरी सी.एन.जी. किट बसविताना जुने किट बसविण्यात येणार नाहीत याची सर्व कार्यालयांनी खबरदारी घ्यावी.

सहपत्र - ARAI, पुणे यांचे पत्र.


उप परिवहन आयुक्त (अं.१)
महाराष्ट्र राज्य, मुंबई

fitted with an instrument which indicates to the driver, the speed at which the vehicle is travelling:

(2) All agricultural tractors should be fitted with an Engine RPM-cum-Hour Meter.

(3) All motor vehicles should be fitted with a speedometer conforming to the requirements of IS: 11827—1995.

(4) All construction equipment vehicle should be fitted with a speedometer that should conform to the requirements of IS: 11827.

7.51. Speed governor.(CMV R 118)—(1) State Government is empowered to notify the fitment of the speed governor (speed controlling device) conforming to the Standard AIS : 018, to transport vehicles, in such a manner that the speed governor can be sealed with an official seal of the State Transport Authority or a Regional Transport Authority. The seal should be fixed in such a way that it cannot be removed or tampered with, without the seal being broken.

(2) The speed governor of every transport vehicle should be so set that the vehicle is incapable of being driven at a speed in excess of the maximum pre-set speed of the vehicle.

7.52. Horns.(CMV R 119)—(1) All motor vehicles including agricultural tractor, power tiller and construction equipment vehicle should be fitted with an electric horn or other devices conforming to the requirements of IS: 1884—1992.

(2) No motor vehicle including agricultural tractor should be fitted with any multi-toned horn giving a succession of different notes or with any other sound-producing device giving an unduly harsh, shrill, loud or alarming noise.

(3) Following category of vehicles are excluded from the above provision for which sound signals are required to be approved by the concerned registering authority.

(a) ambulance

(b) fire fighting vehicle

(c) Vehicles used as salvage purposes

(d) vehicles used by police officers

(e) operators of construction equipment vehicles

(f) officers of the Motor Vehicles Department in the course of their duties.

(g) on construction equipment vehicles.

7.53.. Silencers.(CMV R 120)—(1) All motor vehicles including agricultural tractor should be fitted with a silencer.

(2) Noise standards.—All motor vehicles should be constructed and maintained to conform to noise standards specified in Part E of the Schedule VI to the Environment (Protection) Rules, 1986.

7.54. Painting of motor vehicles.(CMV R 121)—(1) Motor vehicles including agricultural tractor and construction equipment vehicle should not be painted in olive green colour except those belongs to the Defence Department.

(2) Contract carriages other than a tourist vehicle should not be painted in the manner specified in CMV R 128 (11).

(3) Goods carriage other than a goods carriage covered by national permit should not be painted in the manner specified in in CMVR 90 (1).

7.55. Embossment of the chassis number and engine number or in the case of battery operated vehicles, motor number and month of manufacture.(CMV R 122)—

(1) Every L, M and N categories of motor vehicles should bear the identification number including month and year of manufacture, embossed or etched or punched on it.

(2) All agricultural tractors and construction equipment vehicle should bear the identification number including month and year of manufacture, embossed or etched or punched on it:

(3) Where the space is insufficient for etching, embossing or punching the engine number, the chassis number and month of manufacture on construction equipment vehicle, the etching, embossing or punching of year and month of manufacture should be on an identification plate welded or rivetted to the body of that vehicle.

(4) The vehicle manufacturer is required to intimate to the certifying testing agency regarding the place where the numbers are embossed or etched or punched including code for the year and month of production in respect of each model. The testing agency should include these details in the certificate of compliance granted by that agency under rule 126.

(5) Manufacturer should not change the place of embossing, etching or punching and the code for the month and year of production without prior intimation to the concern testing agency.

7.56. Safety devices in motor cycle.(CMV R 123)- Motor cycles should have following provisions-

(i) Pillion rider should have provision for a permanent hand grip on the side or behind the driver's seat.

(ii) A foot rest.

(iii) A protective device covering not less than half of the rear wheel so as to prevent the clothes of the person sitting on the pillion from being entangled in the wheel.

7.57. Safety standards of components. (CMV R 124)— (1) The Central Government is empowered to specify the standards or the relevant standards specified by the Bureau of Indian Standards of any part, component or assembly to be used in the manufacture of a vehicle including construction equipment vehicle. The Central Government also specify the date from which such parts, components or assemblies are to be used in the manufacture of such vehicle.

(2) The general requirements of vehicle rear under run protecting device and the technical requirements of vehicle lateral protection side should be as per IS: 14812-2000 specifications and as per IS: 14682-1999.

(3) The vehicle manufacturers should ensure the fitment of the rear under run protective device in vehicles of categories N2, N3 and their trailers except special purpose vehicles namely tractors and tippers at their end. The rear under run protective device should also be painted with yellow and white zebra stripes on the entire rear face of the device.

(4) The vehicle manufacturer is also required to ensure the fitment of lateral under run protective device either at their factory or at their dealer's end.

(5) All manufacturers should get the prototype of the part, component or sub-assembly approved from any agency as referred to in rule 126 or the Central Institute of Road Transport, Pune, or in case of compliance with notified Indian Standards from any laboratory duly authorized by the Bureau of Indian Standards.

(6) On the basis of such approval, all manufacturers should also certify compliance in Form 22.

Fitment of rear under run protective device and lateral side protection device to the vehicles manufactured prior to 1.5.2003.

TRANSPORT COMMISSIONER'S OFFICE
Administrative Bldg., 3rd and 4th Floor,
Govt. Colony, Bandra (East),
Mumbai - 400 051.

No. MWP-0105/CR-18/D-II(3)/ON 21640 Date: 8 NOV 2006

C I R C U L A R

1) It is a matter of grave concern that every year, more than 80,000 people die in Road Accident in India. Many two wheelers riders and occupants of the small motor cars face death, when their vehicle suddenly collides with the heavy vehicle in front which doesn't have, "rear under run protective device," as well as "lateral protection (side guards) device."

2) Govt. of India inserted new sub-rule (1A) in rule 124 of the Central Motor Vehicle Rule, 1989 vide G.S.R. no. 845(E) dt. 27.12.2002, which is as follows;

" The general requirements of vehicle rear under run protecting device and the technical requirements of vehicle lateral protection side shall be as per IS : 14812-200 specifications and as per IS : 14682-1999, respectively, as may be amended from time to time."

This sub-rule was made applicable from 1.5.2003.

3) This sub-rule was further amended vide G.S.R. no. 589(E), dt. 16.9.2005. A new proviso is added to the sub-rule (1A), which is as follows;

" Provided that the vehicle manufacturers shall ensure the fitment of the rear under run protective device in vehicles of categories N2, N3 and their trailers except special purpose vehicles namely tractors and tippers at their end lateral under run protective device either at their factory or at their dealer's end. Vehicle not fitted with such devices shall not be registered under these rules. They shall also ensure to supply necessary kits if the fitment is not done by them in the case of lateral under-run protective device.

Provided further that the rear under run protective device shall also be painted with yellow and white zebra stripes on the entire rear face of the device."

The categories N2 and N3 mentioned in the above proviso is defined under clauses (q) and (r) of the rule 2 of the Central Motor Vehicle Rule, 1989.

4) Govt. of India vide letter No. RT - 11036/38/2000-MVL, dt. 10.9.2004 has informed that Rule 124 (1A) of the Central Motor Vehicle Rule, 1989 prescribed that all heavy transport vehicles, manufactured on and from 1st May 2003, shall be fitted with, vehicle rear under run protective device and lateral side protection device as per drawing and specifications type approval by testing agencies. The Govt. of India is however silent on the issue of fitment of rear under run protective device and lateral side protection device to the vehicle, which are manufactured prior to 1st May 2003.

5) Since the safety of ordinary citizens, riding motor cycles and occupying small cars, is of paramount importance, all the registering authorities in the state of Maharashtra are hereby directed to ensure the fitment of rear under run protective device and lateral side protection device to the vehicles mentioned in sub-rule (1A) of rule 124 of Central Motor Vehicle Rule, 1989 and which are manufactured prior to 1.5.2003 having the standards IS : 14812-2000 and IS : 14682-1999 (copy enclosed), at the time of the renewal of the certificate of fitness of these vehicles.

To,
All Registering Authorities in the
State of Maharashtra


Transport Commissioner
Maharashtra State Mumbai

C.C. for information submitted to the;

1. Joint Secretary to the Govt. of India, Ministry of Road Transport and Highways, Transport Bhavan, 1, Sanasad Marg, New Delhi - 110 001.

He is requested to examine the issue for relevant amendment, taking in to consideration the importance of the matter.

2. Principal Secretary to the Govt. of Maharashtra, Home (Transport) Dept., Mantralaya, Mumbai - 400 32.

54/-
Transport Commissioner
Maharashtra State Mumbai

7.58. Safety standards of components for agricultural tractors. (CMV R 124 A)—(1) The bulbs of the following lamps used on agricultural tractors should conform to IS:1606-1979.

(a) Head light main and dip;

- (b) Parking light;
- (c) Direction indicator lamp;
- (d) Tail lamp;
- (e) Reversing lamp;
- (f) Stop lamp;
- (g) Rear Registration mark indicating lamp; and
- (h) Top light.

(2) The lighting and light signalling devices for agricultural tractor should be in accordance with AIS:030.

(3) The performance requirements of the lighting , light signalling and indicating systems of agricultural tractor should be in accordance with safety standard AIS:062.

(4) The hydraulic brake hoses wherever used in agricultural tractor and its trailer should be in accordance with IS:7079-1995.

(5) The vegetable, non-mineral based hydraulic fluids wherever used in agricultural tractor should be in accordance with IS:8654-1986.

(6) The tow hook wherever used in agricultural tractor should be in accordance with IS:12362 (Part 2).

(7) The fuel tanks of agricultural tractor should comply with the requirements laid down in IS:12056-1987.

(8) The wheel nuts and hub caps used in agricultural tractor should be in accordance with IS:13941-1994.

7.59. Safety Standards of components for power tillers. (CMV R 124 B)—

(1) The lamps and bulbs used on power tillers for—

- (a) the head light main and dip;

- (b) the parking light;
- (c) the direction indicator lamp;
- (d) the tail lamp;
- (e) the reversing lamp;
- (f) the stop lamp;
- (g) the rear Registration mark illuminating lamp,

should be in accordance with AIS:034:2004.

(2) The lighting and signaling devices should be in accordance with AIS:062:2004.

(3) The safety and comfort of the operator of a power tiller should be in accordance with IS:12239 (Part 3):1996.

(4) The gradeability of a power tiller coupled to a trailer under the declared combination weight by the manufacturer should be in accordance with IS:9980:1988.

7.60. Safety belt, collapsible steering column, autodipper and padded dash boards.(CMV R 125)— (1) The manufacturer of every motor vehicle other than motor cycles and three-wheelers should equip such vehicle with a seat belt for the driver and for the person occupying the front seat.

(2) The manufacturer of every motor vehicle of M-1 category should equip every motor vehicle with a seat belt for a person occupying the front facing rear seat.

(3) All motor vehicles should be equipped with rear view mirror.

(4) The size and specifications of seats, their Anchorages and Head Restraints (excluding luggage retention) on M-1 vehicle category should conform to IS: 15546-2005.

(5) The seats, their anchorages and their head restraints for M2, M3, N1, N2 and N3 category of vehicles, should be in accordance with AIS:023:2005.

7.61. Safety belt, etc., for construction equipment vehicles.(CMV R 125 A)—The manufacturer of every construction equipment vehicle other than an agriculture tractor should equip every such vehicle with,

- (i) A seat belt for the driver and for the person occupying the front seat,
- (ii) A rear view mirror.

7.62. Special requirements for transport vehicles that are driven on hills.(CMV R 125 B)—(1) The State Government by notification in official gazette is empowered to allow fitment of fog lamp, power steering, defogging and demisting system on transport vehicles plying on such routes or areas in hilly terrains.

(2) Anti-Lock Braking System should be introduced in all M-2 category buses plying in hill areas.

7.63. Body building and approval.(CMV R 125 C)—(1) The Central Government is empowered to notify the date for the testing and approval for body building of buses which should be in accordance with AIS:052:2001.

(2) The testing and approval for the body building of school buses should be in accordance with AIS:063:2005.

7.64. Prototype of every motor vehicle to be subject to test. (CMV R 126)—All manufacturers or importers of motor vehicles other than trailers and semi-trailers should submit the prototype of the vehicle to be manufactured or imported by them for test to the following agencies.

(i) Vehicle Research and Development Establishment of the Ministry of Defence of the Government of India

(ii) Automotive Research Association of India, Pune,

(iii) The Central Farm Machinery Testing and Training Institute, Budni (MP),

(iv) The Indian Institute of Petroleum, Dehradun,

(v) The Central Institute of Road Transport” Pune,

(vi) The International Centre for Automotive Technology, Manesar,

(vii) The Northern Region Farm Machinery Training and Testing Institute, Hissar (for testing of combine harvester)

(2) The procedure for type approval of certification of motor vehicles for compliance of chapter construction equipment and maintenance of motor vehicles should be in accordance with the AIS: 017-2000.

(3) In respect to the vehicles imported into India as completely built units (CBU), the importer is required to submit a vehicle of that particular model and type to the testing agencies for granting a certificate by that agency.

7.65.Conformity of Production (CMV R 126 A)- The testing agencies referred in CMV R 126 should in accordance with the procedures laid down by the Central Government, also conduct tests on vehicles drawn from the production line of the manufacturer to verify whether these vehicles conform to the provisions of rules made under section 110 of the Act.

7.66. Prototype of every construction equipment vehicle to be subject to test. (CMV R 126 B)— All manufacturers of construction equipment vehicles should submit the prototype of the construction equipment vehicle to be manufactured by them for test by any of the agencies referred to in CMV R 126 for granting a certificate by that agency.

7.67. Quality certificate by manufacturer.(CMV R 127)— (1) The sale certificate of every motor vehicle should be accompanied by a certificate of road-worthiness issued by the manufacturer in Form 22.

(2) The sale certificate of every construction equipment vehicle should be accompanied by a certificate of road-worthiness issued by the manufacturer in Form 22.

7.68. Tourist vehicles other than motor cabs, etc. (CMV R 128)— Specifications of a tourist vehicle other than motorcab, taxicab, campers van, house trailer, should conform to the specifications mentioned in CMV R 128.

7.69. Special provision for M3 category of vehicles. (CMV R 128 A)—The provision of emergency exit laid down in CMV R 128 (4) should apply to all M3 category of vehicles.

7.70. Definitions. (CMV R 91) – Following are some important definitions related to Transportation of goods of dangerous or hazardous nature to human life.

(a) “class label”, in relation to any dangerous or hazardous goods, means the class label specified in column 3 of the Table to CMVR137;

(b) “consignor”, in relation to dangerous or hazardous goods intended for transportation by a goods carriage, means the owner of such dangerous or hazardous goods;

(c) “dangerous or hazardous goods”, means the goods of dangerous or hazardous nature to human life specified in Tables I, II, and III to CMVR137;;

(d) “emergency information panel”, means the panel specified in CMVR 134;

(e) “primary risk”, in relation to any dangerous or hazardous goods, means the most potent risk which such goods give rise to;

(f) “subsidiary risk”, in relation to any dangerous or hazardous goods, means the subsidiary risk which such goods are likely to give rise to in addition to the primary risk.

7.71. Transportation of goods of dangerous or hazardous nature to human life.(CMV R 129)—(1) Every owner of a goods carriage transporting any dangerous or hazardous goods should comply with the following conditions, namely:—

(i) every such goods carriage, carrying the same type of dangerous or hazardous goods (whether in bulk or in packages), should display a distinct mark of the class label appropriate to the type of dangerous or hazardous goods specified in column 3 of the Table I to CMV R137;;

(ii) every package containing dangerous or hazardous goods should display the distinct class labels appropriate to the type of dangerous or hazardous goods specified in column 3 of the Table I to CMV R 137;

(iii) in the case of packages containing goods listed in Table III in CMVR137;and which represents two hazards as given in column 2 thereof, such packages should display distinct labels to indicate both the hazards;

(iv) every goods carriage carrying any dangerous or hazardous goods should be equipped with safety equipments for preventing fire, explosion or escape of hazardous or dangerous goods.

(2) Every goods carriage carrying goods of dangerous or hazardous nature to human life, should be fitted with tachograph (an instrument to record the lapse of running time of the motor vehicle; time speed maintained, acceleration, deceleration, etc.)

7.72. Spark arrester.(CMV R 129 A)-Every goods carriage carrying goods of dangerous or hazardous nature to human life should be fitted with a spark arrester.

7.73. Manner of display of class labels. (CMV R 130)—(1) A class label should be so positioned that the size of the class label is at an angle of 45 degrees to the vertical and the size of such label should not be of less than twenty-five millimetres square which be divided into two portions, the upper half portion being reserved for the pictorial symbol and the lower half for the text:

(2) Where the class label consists of adhesive material, it should be waterproof and where it consists of metal or other substance on which the pictorial symbol and the text are printed, painted or affixed, they should be affixed directly. The surface of the vehicle surrounding the label should be of a colour that contrasts vividly with the background of the class label.

(3) Every class label displayed on a vehicle should be positioned in such a manner that it does not obscure other markings

(4) Every goods carriage carrying any dangerous or hazardous goods should display the class label on the places shown in the Table in CMV R 134.

7.74. Responsibility of the consignor for safe transport of dangerous or hazardous goods. (CMV R 131)—(1) The consignor intending to transport any dangerous or hazardous goods listed in Table III, is required to ensure the following that the :—

(a) goods carriage has a valid registration to carry the said goods;

(b) vehicle is equipped with necessary first-aid, safety equipment and antidotes as be necessary to contain any accident;

(c) transporter or the owner of the goods carriage has full and adequate information about the dangerous or hazardous goods being transported; and

(d) driver of the goods carriage is trained in handling the dangers posed during transport of such goods.

(2) Every consignor should supply to the owner of the goods carriage, full and adequate information about the dangerous or hazardous goods being transported as to enable such owner and its driver to,—

(a) comply with the requirements of rules 129 to 137 (both inclusive) of these rules; and

(b) be aware of the risks created by such goods to health or safety of any person.

(3) It should be the duty of the consignor to ensure that the information is accurate and sufficient for the purpose of complying with the provisions of CMVR 129 to 137.

7.75. Responsibility of the transporter or owner of goods carriage. (CMV R 132)—(1) The owner of the goods carriage transporting any dangerous or hazardous goods is required to ensure the following that the:—

(a) goods carriage has a valid registration to carry the said goods and the said carriage is safe for the transport of the said goods; and

(b) vehicle is equipped with necessary first-aid, safety equipment, tool box and antidotes as be necessary to contain any accident.

(2) Every owner of a goods carriage should, before undertaking the transportation of dangerous or hazardous goods in his goods carriage, satisfy himself that the information given by the consignor is full and accurate in all

respects and correspond to the classification of such goods specified in CMVR 137.

(3) The owner of a goods carriage should ensure that the driver,-

(a) of such carriage is given all the relevant information in writing, in relation to the dangerous or hazardous goods entrusted to him for transport.

(b) has sufficient understanding of the nature of such goods and the nature of the risks involved in the transport of such goods

(c) is capable of taking appropriate action in case of an emergency.

(4) The owner of the goods carriage carrying dangerous or hazardous goods, and the consignor of such goods should lay down the route for each trip which the driver is required to be bound to take unless directed or permitted otherwise by the Police Authorities. They should also fix a time table for each trip to the destination and back with reference to the route.

(5) The owner is required to ensure that the driver of the goods carriage carrying dangerous or hazardous goods, holds a driving license as per provisions of CMVR 9.

7.76. Responsibility of the driver.—(CMV R 133)- (1) The driver of a goods carriage transporting dangerous or hazardous goods should ensure that the information given to him in writing is kept in the driver's cabin and is available at all time.

(2) Every driver of a goods carriage transporting any dangerous or hazardous goods should observe all the directions necessary for preventing fire, explosion or escape of dangerous or hazardous goods carried by him. When vehicle is not being driven he should ensure that the goods carriage is parked in a place which is safe from fire, explosion and any other risk.

7.77. Emergency information panel. (CMV R 134)—(1) Every goods carriage used for transporting any dangerous or hazardous goods should be legibly and conspicuously marked with an emergency information panel at three sides of the vehicles and such panel should contain the following information, namely:—

(i) the correct technical name of the dangerous or hazardous goods in letters not less than 50 millimetres high;

(ii) the United Nations class number for the dangerous or hazardous goods as given in Column 1, Table 1 appended with rule 137, in numerals not less than 100 millimetres high;

(iii) the class label of the dangerous or hazardous goods of the size of not less than 250 millimetres square;

(iv) the name and telephone number of the emergency services to be contacted in the event of fire or any other accident and the name and telephone number of the consignor of the dangerous or hazardous goods or of some other person from whom expert information and advice can be obtained concerning the measures that should be taken in the event of an emergency involving such goods.

(2) The above information should also be displayed on the vehicle by means of a sticker relating to the particular dangerous or hazardous goods carried in that particular trip.

(3) Every class label and emergency information panel should be marked on the goods carriage and is required to be kept free and clean from obstructions at all times.

7.78. Driver to be instructed.(CMV R 135)—The owner of every goods carriage transporting dangerous or hazardous goods should ensure to the

satisfaction of the consignor that the driver of the goods carriage has received adequate instructions and training-

(i) to enable him to understand the nature of the goods being transported, by him,

(ii) To Know the nature of the risks arising out of such goods,

(iii) For taking precautions while the goods carriage is in motion or stationary

(iv) For taking action in case of any emergency.

7.79. Driver to report to the police station about accident.(CMV R 136)—

The driver of a goods carriage transporting any dangerous or hazardous goods, on the occurrence of an accident involving any dangerous or hazardous goods is required to report to the nearest police station and should also inform the owner of the goods carriage or the transporter regarding the accident.

7.80. Class labels.(CMV R 137)—In respect of the dangerous or hazardous goods class labels of specified in CMV R 137.

7.81. General rules regulating construction etc., of motor vehicles. (MMV

R 160)— (1) A person should not use, cause or allow to be used, in any public place any motor vehicle which does not comply with-

(i) the rules contained in the Chapter construction equipment and maintenance of motor vehicles

(ii) any order made by authority competent to pass such order.

(2) The above provision does not applicable to motor vehicles which are damaged in an accident.

(3) Where a motor vehicle does not remain under the effective control of the person driving the same, it should not be moved except by towing.

7.82. Mirror. (MMV R 161)— Every motor vehicle should be provided with rear view mirror either internally or externally.

7.83. Restrictions regarding television set or video in the motor vehicles. (MMV R 162)— No television set or video should be fitted or kept on or near the dash-board of the motor vehicle.

7.84. Dangerous projections. (MMV R 163)— (1) No mascot or other similar fitting or device should be fitted on any motor vehicle, by projection of which, likely to strike any person with whom the vehicle collide.

(2) No motor vehicle should be permitted to allow to fit any axle hub or hub-cap projection laterally more than four inches beyond rim of wheel to which it is attached.

7.85. Springs. (MMV R 164)— (1) Every motor vehicle and trailer should be equipped with suitable and sufficient means of springing, adequately maintained in good and sound condition.

(2) The above provision is not applicable to -

(i) any motor vehicle registered in India before the first day of April, 1940.

(ii) any tractor not exceeding four thousand five hundred and thirty-six kilograms in weight unladen, if all the unsprung wheels of the tractor are fitted with pneumatic tyres;

(iii) any land tractor, land implement, agricultural trailer, trailer equipped with pneumatic tyres having axle weight not ex-ceeding 3050 kilograms, or any trailer used solely for the haulage of felled trees.

(iv) vehicles designed for used in private premises and used on a road for passing from one part of the premises to another place of work, within a distance of 3.2 kilometers;

7.86. Mudguard.(MMV R 165)— Every motor vehicle except a tractor or a trailer, should be provided with mudguards or other similar fitting to catch, so far as practicable mud or water thrown up by the rotation of the wheels.

7.87. Attachment to motor cycle.(MMV R 166)— (1) Every side-car attached to a motor cycle should be attached at left hand side of the motor cycle.

(2) Every pillion seat attached to a motor cycle should have,—

(i) two foot-rests one on either side of and directly below the seat fitted in such a manner that a person sitting on the pillion seat can rest his feet on such foot-rests;

(ii) a suitably sprung cushion seat; and

(iii) a hand grip fitted to the front of the seat.

(3) No pillion seat should be attached to a motor cycle with less than 45 cc engine.

(4) The rear wheel of every motor cycle on which a pillion seat is fixed, should be covered by a protective device, covering two-third of the areas of the rear wheel so as to prevent the clothes of the pillion rider from getting entangled in the spokes.

7.88. Communication with driver.(MMV R 167)— Every motor vehicle, in which the driver's seat is separated from the passenger compartment by a fixed partition should be furnished with efficient means to enable the passengers and the conductor, to signal the driver to stop the vehicle.

7.89. Use of military and police colours and registration marks prohibited.(MMV R 168)— (1) No motor vehicle other than military and police motor vehicle, should be used, in any public place, unless it is painted in colour scheme different from that usually used for military and police motor vehicles.

(2) No motor vehicle should exhibit or carry any military registration mark.

7.90. General. (MMV R 169)— Every public service vehicle should be maintained in a clean and sound condition and the engine mechanism and all working parts, in reliable working order.

7.91. public service vehicle (MVA S 2(35))— “public service vehicle” means any vehicle used or adapted to be used for the carriage of passengers for hire or reward. It also includes a maxicab, a motorcab, contract carriage, and stage carriage.

7.92. Stability. (MMV R 170)— (1) The stability of a double-decked public service vehicle should be such that when loaded with weights of 59 kilograms per person and a full complement of passengers on the upper deck and if the surface on which the vehicle stands is tilted to either side to an angle of 28 degrees from the horizontal, the point at which over-turning occurs should not be reached.

(2) The stability of a single decked public service vehicle should be such that under any conditions of load, at an allowance of 68 kilograms per passenger and his personal luggage and if the surface on which the vehicle stands is tilted to either side of an angle of 35 degrees from the horizontal, the point at which over-turning occurs should not be reached.

7.93. Seating room. (MMV R 171)— (1) In every public service vehicle other than a motor cab, there should be provision of a reasonably comfortable seating space of not less than 381 millimeters measured on straight lines along and at right angles with front of each seat.

(2) The position of seats in public service vehicle should be as following —

(i) when the seats are placed along the vehicles facing each other the backs of the seats on the side should be at least 1,372 meters distant from the backs of the seats on the other side;

(ii) when the seats are placed along the vehicle and are facing in the same direction, there should be a space of not less than 685 millimeters between the back of the front seat and the back of the rear seat, when measured from the rear most point of the back of the front seat, to the rear most point of the back of the rear seat.

(iii) when seats are placed across the vehicle and are facing in the same direction, there should be a space of not less than 660 millimeters between the back of the front seat and the front of the rear seat when measured at the topmost point of the upholstery;

(iv) when seats are placed across the vehicle and are facing each other there should be a space of not less than 1.27 meters between the backs of the facing seats when measured from the topmost point of the upholstery.

(3) The backs of all seats should be at a height of 406 millimeters above seat level.

(4) The area of each seat in an ordinary public service or private service should not exceed more than 459 square millimeters.

(5) Each seat in a Luxury or Tourist Air-conditioned public service vehicle or Air-conditioned private service vehicle should not exceed 511 square millimeters.

(6) The above provisions are not applicable to camper vans, camping trailers, house trailers and minibuses designed or constructed to provide living quarters for recreational, camping or travel purposes.

7.94. Gangways. (MMV R 172)— Every public service vehicle having entrance from the front or rear it should be provided with a gangway along the vehicle, as follows :—

(i) where the seats are placed along the vehicles facing each other there should be a clear space of not less than 610 millimeters. The maximum width of the gangway should not be more than 686 mms. The provision of gangway is not applicable to camper vans, camping trailers, house trailers or minibuses designed or constructed to provide living quarters for recreational camping or travel purpose.

(ii) where seats are placed across the vehicle there should be a clear space of not less than 305 millimeters. The maximum width of that gangway should not be more than 381 mms.;

(iii) where a row of seats is placed along one side of the vehicle and the other seats are placed across the vehicle, there should be a clear space of not less than 450 millimeters between the front edge of the seats placed along the vehicles and parts of the adjoining seats. In such case the maximum width of the gangway should not be more than 526 mms.

7.95. Condition regarding permission to carry standees. (MMV R 173)—

(1) Passengers should not be permitted to be carried standing in any public service vehicle unless it has provision for the same.

(2) Standing passengers be carried on the lower deck of any public service vehicle, if there is a grab-bar fixed with hanger straps fixed in the roof of the gangway;

(3) If a public service vehicle is operated within the limits of a municipal corporation, or a municipality, including an area, within a radius of eight kilometers from such limits, the Regional Transport Authority, is empowered to direct that passengers be carried standing in such public service vehicle, if there

is a clear space serving as a gangway of greater width than that prescribed in MMV R 172.

(4) The Regional Transport Authority is empowered to direct that in addition to the standing passengers permitted to be carried in any public service vehicle twelve school children be permitted to be carried therein, during school periods.

(5) The Regional Transport Authority is empowered to direct that passengers be carried standing in a private service vehicle if there is a minimum head room of not less than 1.7 meters and a grab-bar with hanger straps fixed in the roof of the gangway. Such vehicles should also have a clear space serving as a gangway as mentioned in MMVR 172.

7.96. Head room. (MMV R 174)— Every public service vehicle other than a motor cab Should have the following internal height or head-room,—

(i) in the case of a single-decked vehicle and the lower-deck of a double decked vehicle it should be between 1.75 meters and 2 meters. This provision is not applicable to last row of seats in the public service vehicle having engine at the rear side.

(ii) in case of upper-deck of a double-decked vehicle, it should not be less than 1.7 meters. The Regional Transport Authority is empowered to vary the above measurements in respect of any public service vehicle plying solely in municipal or cantonment limits.

7.97. Driver's seat. (MMV R 175)— (1) Every public service vehicle should be driven from the right hand side of the vehicle.

(2) A driver's seat should be provided in every public service vehicle to allow him to have full and unimpeded control of the vehicle and in particular,—

(i) the part of the seat against which the driver, back rests, should not be less than 280 millimeters from the nearest point of the steering wheel;

(ii) Arm-rests for the driver, not more than 100 millimeters wide is required to be provided.

(3) No public service vehicle should be so constructed that any person can sit or any luggage can be carried on the right hand side of the driver.

(4) Every public service vehicle other than a motor cab is required to be constructed in such a way that there should be a separate compartment for the driver. This compartment is required to be separated by suitable rigid partition of metal bar or adequately spaced metal bars, both on the side and on the rear so as to isolate the driver without obstructing his vision.

(5) Government is empowered to exempt any public service vehicle or class of such vehicles from the purview of above provision considering the use of such vehicle in public interest.

7.98. Width of doors. (MMV R 176)— (1) Entrance and exit of a public service vehicle other than a motor cab should be at least 540 millimeters in width and of sufficient height.

(2) Entrance and exit of a stage carriage, operating in other than municipal area should be fitted with doors so as to prevent the passengers from falling out.

7.99. Grab rail (MMV R 177) — Grab rail should be fitted to entrance or exit of a public service vehicle other than a motor cab, to assist passengers in holding or alighting from the vehicle.

7.100. Steps. (MMV R 178) — (1) In all public service vehicles, other than a motor cab, the top of the lowest step of any entrance or exit, should not be at a height of more than 520 millimetres or less than 250 millimetres, above the ground level.

(2) All steps should be fitted with non-slip treads. Fixed steps should not be less than 230 millimetres wide.

(3) In case of a double decked vehicle,—

(i) the risers of all steps leading from the lower to the upper deck should be closed.

(ii) all steps leading from the lower to the upper deck should be fitted with non-slip treads;

7.101. Cushions. (MMV R 179) — The seats of all public service vehicles should be provided with fixed or moveable foam or soft cushions. The cushions should be covered with leather cloth of good quality or other suitable material.

7.102. Body dimensions, guard rail and life guards. (MMV R 180) — (1) All public service vehicles, other than a motor cab, are required to be so constructed that,—

(2) A single-decked vehicle with an enclosed body, the height of the body sides from the floor of the height to the sills of the window, should not be less than 715 millimetres. If the height of the sides of the body or the sills of the windows, above the highest part of any seat is less than 460 millimetres, provision should be made by means of guard rails, to prevent the arms of seated passengers being thrust through and being injured by passing vehicle. The extent to which the side windows can be lowered, is such that when lowered their top edge should not be less than 460 millimetres above the highest part of any seat;

(3) A single-decked vehicle with open sides, guard rails should be provided along the right hand side of the vehicle to prevent any person other than the driver from mounting or alighting from the vehicle.

(4) A double-decked vehicle with an uncovered top deck, the top deck should be provided at least 915 millimetres above highest part of any seat, and the top of front and back rails should be at least 990 millimetres above the deck boards or battens.

7.103. Protection of passengers from weather. (MMV R 181) — (1) All public service vehicles should be constructed with a fixed and water tight roof. Every motor cab should be constructed and equipped with fixed and water tight roof or with a water tight hood that be raised or lowered as required.

(2) Every public service vehicle should have suitable windows fitted with glass panels capable at all times of protecting the passengers from the weather without preventing adequate ventilation of the vehicle.

(3) The glass windows must be provided with effective means to prevent their rattling.

7.104. Internal lighting. (MMV R 182) — All public service vehicles, other than a motor cab, having a permanent roof, should be provided with one or more electric lights adequate to give reasonable illumination throughout the passengers compartment.

7.105. Body construction. (MMV R 183) — The body of all public service vehicles is required to be constructed and fastened to the frame of the vehicle in compliance with the directions given by the State Transport Authority.

7.106. Definition of Sleeper Coach (MMV R 159) — "*sleeper coach*" is a public service vehicle constructed or adapted to carry more than six passengers, provided with sleeper berth for which construction specifications are given in MMVR 183A. Sleeper coach is also known as "Sleeper Bus".

7.107. Special provisions for Sleeper Coach. (MMV R 183A) — (1) The special provisions for Sleeper Coach are as under :—

(2) Powers to grant relaxation. — The State Government or the Transport Commissioner are empowered to grant relaxation to the vehicles registered as Sleeper Coach or Sleeper Bus by giving reasons in writing.

(3) Age of the Sleeper Coach. — A permit of a Sleeper Coach is deemed to be invalid when the motor vehicle covered by the permit completes twelve years from the date of its initial registration .

(4) The sleeper coach to be replaced should not be more than five (5) years old on the date of such replacement.

(5) Construction of Sleeper Coach- The construction of sleeper coach in relation to

(a) Berth Arrangements. —

(b) Headroom. —

(c) Body Mounting. —

(d) Flooring. —

(e) Roof. —

(f) Light. —

(g) Painting and finishing. —

(h) Air-condition Unit Mounting. —

(i) Windows. —

Is provided under MMV R 183A.

7.108. Compulsory electric lighting. (MMV R 184) — Only electric lights should be provided in public service vehicle.

7.109. Fuel tanks. (MMV R 185) — (1) A fuel tank should not be placed in any public service vehicle within sixty centimeters of any entrance or exit of a single-decked vehicle or lower deck of a double-decked vehicle.

(2) The fuel tank of every public service vehicle should be so placed that no overflow of fuel should fall upon any woodwork or accumulate where it can be readily ignited. The filling points of all fuel tanks should be outside the body of the vehicle.

7.110. Carburetors. (MMV R 186) — In every public service vehicle, any carburetor and apparatus associated therewith should be so placed and shielded that no fuel leaking should fall upon any part of fittings that is capable of igniting it.

7.111. Electric wires. (MMV R 187) — All electric wires should be adequately insulated.

7.112. Fire extinguishers. (MMV R 188) — Every public service vehicle other than a motor cab is required to be equipped with one or more fire extinguishers as specified by the State Transport Authority.

7.113. Locking of nuts. (MMV R 189) — All moving parts of every public service vehicle is required to be fastened by lock nuts or by nuts with efficient spring or lock nut washers or by castellated nuts and split pins so as to prevent them from becoming loose.

7.114. Floor board. (MMV R 190) — The floor boards of every public service vehicle is required to be strong and closely fitted.

7.115. Spare wheel and tools. (MMV R 191) — (1) Every motor vehicle other than motor cycle is required to be at all times be equipped with not less than one spare wheel or rim, fitted with a pneumatic tyre in good and sound condition ready and inflated.

(2) Every motor vehicle other than motor cycle should have an efficient jack and other tools necessary to change a wheel or rim and tyre.

(3) Every public service vehicle should have one,

- (i) screw driver
- (ii) spare fuse,
- (iii) head-light bulb

- (iv) spare sealed beam unit
- (v) fan belt,
- (vi) inspection lamp with ten meters long wire.

7.116. First-aid Box. (MMV R 192) — (1) Every stage carriage and goods carriages used for transportation of hazardous or dangerous goods should carry First Aid equipment in the aerosol bottles containing medicine for burns, wounds, pain-killers and dressing material as specified by the State Transport Authority. A dust proof first-aid box containing the following articles:—

- (i) a leaflet containing first-aid instructions
 - (ii) twenty-four sterilised finger dressings;
 - (iii) twelve sterilised hand or foot-dressings;
 - (iv) twelve sterilised large or body dressings;
 - (v) one extra large, two large and three small sterilised burn dressings;
 - (vi) two large packets of sterilised cotton wool;
 - (vii) a bottle of two per cent tincture of iodine or a tube of antiseptic cream containing 0.5 per cent of Centrimide B.P. in a non-greasy base;
 - (viii) a bottle of Sal Volatile;
 - (ix) empty bottle fitted with cork and camel hair brush.for eye drops;
- and
- (x) two medicine glasses ;

(2) The First Aid kit maintained in goods carriages carrying dangerous and hazardous goods should also contain appropriate antidotes wherever applicable which should be specially designed with reference to such chemicals.

7.117. Inspection of motor vehicles. (MMV R 193) — (1) Owing to the mechanical defects of, any non-transport vehicle and if Registering Authority is satisfied that its use in a public place constitutes a danger to the public, or the vehicle fails to comply with the requirements of Chapter Construction

Equipment and Maintenance of Motor Vehicle, it cause such vehicle to be inspected by an Inspector of Motor Vehicles.

(2) (a) On inspection, if the Inspector of Motor Vehicles is satisfied that such vehicle is in a mechanically defective condition he should issue to the owner, memorandum in Form M. V. Insp.

(b) After receipt of a copy of memorandum, the registering authority, after giving the owner an opportunity of making any representation as required under MVAS 53 (1) , suspend the certificate of registration of the vehicle.

(c) The registering authority should record in the certificate of registration of the vehicle, the date of every inspection and its results.

(3) A fee for every such inspection should be as prescribed in CMVR, 81.

7.118.Clearance. (MMV R 194) — All under parts of the vehicle inside the pivots of the front axle and steering arms which must be paced as near as possible to road wheel as far back at least as the rear axle, should be, above the ground, by not less than 254 millimeters, when the vehicle is fully loaded.

7.119.Springs (MMV R 195)— (1) Springs should be properly hung and must be of sufficient strength and flexibility.

(2) The rear springs should be attached to or bear upon the back axle casting as near to the road wheels as possible and the distance between the springs from inside to outside should not be less than 50 per cent of the overall width of the vehicle.

(3) The front springs should be as wide-apart as possible and the difference between them should not be less than 37 per cent of the overall width of the vehicle.

(4) Cross springs should not be provided.

7.120. Wheel track. (MMV R 196) — The wheel tracks of both front and rear wheels should coincide and the distance between the centre lines of the tracks of the front wheels should not be less than 69 per cent of the overall width of the vehicle.

7.121. Ventilation. (MMV R 197) — Every stage carriage should be provided with adequate means of ventilation, so that there should be proper ventilation. If the carriage is provided with opening windows, suitable provision is required to be made so that opening of the window is adjusted.

7.122. Certain rules to be applicable to private vehicles and certain transport vehicles. (MMV R 198) — (1) The provisions of MMVR 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 180, 181, 182, 183, 185, 186, 187, 188, 189 and 190 relating to public service vehicle are also applicable to private service vehicles registered in the name of educational institutions, which are recognised by the Government or which are managed by societies registered under Societies Registration Act, 1960 :

(2) The Regional Transport Authority is empowered to relax the provisions of condition regarding permission to carry standees and head room, in respect of private service vehicles. After such relaxation, the height of head room should not be less than 1.425 meters.

7.123. Body and loading platform (MMV R 199) — Every goods carriage should be equipped with a strong platform or body so constructed as to be capable of carrying the load for which it is used without danger. The load should be securely packed within or fastened to the body or to the platform.

7.124. Chocks. (MMV R 200) — (1) In order to prevent a goods vehicle other than a light motor vehicle from running backward on slopes, every such vehicle, should be provided with a wedge shaped rigid chocks.

(2) Each such chock should have a hook and be kept,—

(a) in a bracket fitted on the outer skirt of the tail-board of the vehicle; or

(b) where the vehicle has no tail-board, in a metal carrier fitted between the frame side members.

(3) No person should use any boulder or any substance of a similar nature in lieu of wooden chocks on slopes to prevent the goods vehicle from running backward on slopes.

7.125. Driver's seat. (MMV R 201) — (1) The provisions of MMV R 175 applicable to public service vehicles are also applicable to goods vehicle other than light motor vehicles.

(2) The State Government having regard to the price and utility of any goods vehicle, is satisfied that it is necessary so to do, by general or special order, exempt any goods vehicle fitted with left hand steering control from the provision of MMV R 175.

7.126. Securing of goods in open goods vehicles. (MMV R 202) — Goods transported in an open vehicle should be properly secured within the body of vehicle, in such a manner so as to prevent the goods from falling from such vehicle.

7.127. Application of Rule 191 to goods vehicles. (MMV R 203) — The provisions of spare wheel and tools are also applicable to every goods vehicle.

7.128. Checking of designs of locally manufactured trailers. (MMV R 204) — (1) The manufacturer of a trailer should made an application in triplicate for

its design approval to the Transport Commissioner in Form T.L.D.A.. Such application should be accompanied by three copies of each of the following, in addition to other documents mentioned in the form of application —

- (i) Full specifications,
- (ii) Drawing giving all dimension and details, and
- (iii) Set of design calculations of,—
 - (a)Axles,
 - (b)Springs,
 - (c)Long bearers,
 - (d)Cross bearers,
 - (e)Platform tank or anything that be carried on the cross bearers,
 - (f)Tow bar,
 - (g)Turn table two axle trailers,
 - (h)Breaking arrangements, and
- (iv) Any other item such as shock absorbers, if included.

(2) (a) The Transport Commissioner Office should, forward the application and the copies of the documents, to the Veermata Jijabai Technological Institute, Mumbai or any other institute approved by the State Government, for verification and recommendation of the greatest laden and axle weights in respect of the trailer which are compatible with reasonable safety.

(b)The Institute should then go through the design and calculations, and if the design is found satisfactory, it certify, the greatest laden and axle weights of the trailer which are compatible with reasonable safety, as per maximum axle weights notified by the Central Government.

(c)In case, the design is not found satisfactory, the Institute is required to advise the applicant and recommend such changes in the designs, to make the trailers suitable for the desired load.

(d) When a design is found satisfactory, the Institute should return two copies of the approved design, specifications and calculations with its recommendations as to the maximum laden and axle weights compatible with reasonable safety to the Transport Commissioner.

(e) The Transport Commissioner, , then approve the design.

(3) The approval of the design of a trailer manufactured in India by an authority of any other States, should be deemed to be an approval accorded under MMVR 204 subject to the condition that similar provisions exist in that State.