

**MINISTRY OF ROAD TRANSPORT AND HIGHWAYS****NOTIFICATION**

New Delhi, the 29th June, 2012

**G.S.R. 515(E).**—Whereas the draft Central Motor Vehicles (Amendment) Rules, 2010 were published as required under sub-section (1) of section 212 of the Motor Vehicles Act, 1988 (59 of 1988), vide notification of the Government of India in the Ministry of Road Transport and Highways, number G.S.R. 1034 (E), dated the 31<sup>st</sup> December, 2010 in the Gazette of India, Extraordinary, Part II, Section 3, Sub-section (i), dated the 31<sup>st</sup> December, 2010, inviting objections and suggestions from all persons likely to be affected thereby, before expiry of the period of sixty days from the date on which copies of the Gazette containing the said notification were made available to the public;

And whereas, copies of the Gazette in which the said notification was published were made available to the public on the 6<sup>th</sup> January, 2011;

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

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

1. (1) These rules may be called the Central Motor Vehicles (First Amendment) Rules, 2012.
- (2) They shall come into force on the date of their publication in the Official Gazette.

2. In the Central Motor Vehicles Rules, 1989 (hereinafter referred to as the said rules), in rule 115, in sub-rule (14), after clause (F), the following clause shall be inserted, namely:-

“(FA) Alternate Mass Emission Standards (Bharat Stage III) for two wheeler gasoline vehicles, with engine capacity exceeding 50cc or a maximum design speed exceeding 50 km/hour, based on Worldwide Harmonised Motorcycle Emissions Certification (WMTC) Procedure shall be as under:-

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Class	Pollutants	TA=COP norms Including Deterioration Factor (g/km)
(1)	(2)	(3)
Class 1 and	CO	1.87
Sub Class 2.1	HC+NO <sub>x</sub>	1.08
Sub Class 2.2	CO	2.62
	HC+NO <sub>x</sub>	0.92
Sub Class 3.1	CO	2.62
	HC+NO <sub>x</sub>	0.55
Sub Class 3.2	CO	2.62
	HC+NO <sub>x</sub>	0.55

Explanatory Notes:-

For the purpose of this clause,-

1. Classification of vehicles and weighting factor for final emission result shall be as given below:-

	Definition of Class	Cycles	Weighting factor for final emission results



Class 1	Engine capacity above 50cc but less than 150cc and vehicle maximum speed equal to or less than 50 km/h  or  engine capacity less than 150 cc and vehicle maximum speed more than 50 km/h but less than 100 km/h.	Part 1 Reduced Speed cold followed by Part 1 Reduced Speed Hot	Part 1 Reduced Speed cold shall be 50 % and  Part 1 Reduced Speed Hot shall be 50 %
Sub Class 2.1	Engine capacity less than 150 cc and vehicle maximum speed equal to or more than 100 km/h but less than 115 km/h  or  engine capacity 150 cc and above and vehicle maximum speed less than 115 km/h	Part 1 Reduced Speed cold followed by  Part 1 Reduced Speed Hot	Part 1 Reduced Speed cold shall be 50 % and  Part 1 Reduced Speed Hot shall be 50 %
Sub Class 2.2	Any engine capacity and vehicle maximum speed equal to or more than 115 km/h but less than 130 km/h	Part 1 cold followed by  Part 2 Hot	Part 1 cold shall be 30 % and  Part 2 Hot shall be 70 %
Sub Class 3.1	Any engine capacity, vehicle maximum speed equal to or more than 130 km/h but less than 140 km/h	Part 1 cold followed by  Part 2 Hot followed by  Part 3 Reduced Speed	Part 1 cold shall be 25 %;  Part 2 Hot shall be 50 % and Part 3 Reduced shall be 25 %

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Sub Class 3.2	Any engine capacity and vehicle maximum speed equal to or more than 140 km/h	Part 1 cold followed by Part 2 Hot followed by Part 3	Part 1 cold shall be 25 %; Part 2 Hot shall be 50 % and Part 3 shall be 25 %
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2. The test procedure and driving cycles shall be as per United Nations Economic Commission for Europe (UN ECE) Global Technical Regulation (GTR)- 2 incorporating Amendment 2, with preconditioning, soaking and cold start on chassis dynamometer as specified above.

3. Vehicle preconditioning: Operated through the cycles prescribed as above.

4. Vehicle soaking : The vehicle shall be stored for not less than six hours and not more than thirty-six hours prior to the cold start Type I test or until the engine oil temperature ( $T^o$ ) or the coolant temperature ( $T^c$ ) or the sparkplug seat/gasket temperature ( $T^p$ ), only for air cooled engine, equals the air temperature of the soak area.

5. Preparatory running before sampling is not required, sampling starts at  $T=0$  second.

6. Break down of different parts of Worldwide Harmonised Motorcycle Emissions Certification (WMTC) shall be as per the details given in Annexure 5 of Chapter XIII A of Ministry of Road Transport and Highways/Central Motor Vehicles Rules/Type Approval Procedure -115/116 (MoRTH/CMVR/TAP-115/116).

7. Reference fuel shall be as specified in Annexure IV-G of the said rules.

8. Requirements of durability have been built in the mass emission standards specified above.

9. Conformity of Production (COP) frequency and sampling shall be as per clause (e) of sub-rule 12 of rule 115 of the said rules.

10. Test procedure shall be in accordance with Ministry of Road Transport and Highways/Central Motor Vehicles Rules/Type Approval Procedure -115/116 (MoRTH/CMVR/TAP-115/116).



11. The vehicles shall comply with the provisions of clause (i) of sub-rule (2) of rule 115 of the said rules.

12. The commercial fuel for gasoline vehicle shall be as per Bureau of Indian Standards specification IS: 2796-2008 for gasoline.”

3. In the said rules, in rule 115 A, after sub-rule (7), the following sub-rule shall be inserted, namely:-

“(8) Every gasoline driven power tiller manufactured on and from 01/07/2013, shall comply with the Bharat Stage III norms and the weighted average mass emission of Carbon Monoxide (CO), Hydrocarbon (HC) and Oxides of nitrogen (Nox) in grams per kilo watt hour emitted by them, when tested for Type Approval (TA) and Conformity of Production (COP) in accordance with the eight mode test cycle given in the following Table 1, shall not exceed the limits given in the following Table 2:-

Table 1

Mode (1)	Engine Speed (2)	Percent Load (3)	Weighting Load (4)
1	Rated	100	0.15
2	Rated	75	0.15
3	Rated	50	0.15
4	Rated	10	0.1
5	Intermediate speed	100	0.1
6	Intermediate speed	75	0.1
7	Intermediate speed	50	0.1
8	Idle	----	0.15

Table 2

Limit value for Type Approval (TA) and Conformity of Production (COP)

Co(g/Kwhr) (1)	HC+Nox(g/Kwhr) (2)
14	24

Notes:

1. Test shall be on engine dynamometer.
2. The Test procedure for measurement of gross power (without fan) shall be as per IS:14599.

3. The reference fuel for Gasoline power tiller engine shall be as specified in Annexure IV G of the said rules.
4. The test procedure for measurement of emission gaseous pollutants shall be as per procedure laid down in Ministry of Road Transport and Highways/Central Motor Vehicles Rules/Type Approval Procedure -115/116 (MoRTH/CMVR/TAP-115/116).

[F. No. RT-11028/6/2009-MVL]

NITIN R. GOKARN, Jt. Secy.

**Footnote :** The principal rules were published vide number G.S.R. 590 (E), dated the 2<sup>nd</sup> June, 1989 and last amended vide number G.S.R. 708 (E), dated the 30<sup>th</sup> August, 2010.