

MoRTH/CMVR/ TAP-115/116	ADMINISTRATIVE PROCEDURE	
ISSUE NO.4		PART VI

PART VI : Administrative Procedure for Type Approval and Conformity of Production for Bharat Stage IV M and N Category Vehicles and Bharat Stage III Two and Three Wheelers

Section	Details
1.	GENERAL
2.	COP TEST AGENCY
3.	COP PERIOD AND SELECTION OF RANDOM SAMPLE
4.	EXEMPTIONS FROM COP
5.	COP TESTING
6.	COP CERTIFICATE
7.	EXTENDED COP TESTS
8.	CONSEQUENCES OF FAILURE

GENERAL

- 1 The Ministry of Road Transport and Highways is the nodal agency for implementation of emission legislation in both its aspects of Type Approval and Conformity of Production.
- 2 This procedure contains administrative guidelines for carrying out Conformity of Production tests in implementation of Emission Legislation. This has to be read in conjunction with Part IV, IX & X, XI, XII, XIII, XIV, XV of this Document which contain the technical procedures and guidelines for the implementation.
- 3 The Standing Committee on implementation of Emission Legislation has been constituted by the MoRTH under the Chairmanship of Joint Secretary - MoRTH, to advise the Nodal agency in such implementation.
- 4 The functions of Standing Committee are to advise the Nodal Agency on all matters pertaining to the implementation of Emission Legislation in general, and particularly
 - 4.1 To formulate, monitor and control the policy and actions for Type Approval and Conformity of Production Testing System and Procedures.
 - 4.2 To co-ordinate all such activities relating to implementation of the Emission Legislation.
 - 4.3 To deal with certification, withdrawal and restoration of Type Approval.
 - 4.4 To deal with all other technical, administrative or legal matters in this regard.
- 5 A list of members of the Standing committee are circulated by Ministry of Road Transport & Highways from time to time.

COP TEST AGENCY

- 6 The test agencies specified in Rule 126(A) of CMVR 1993 will be responsible for carrying out the COP tests in addition to the Type Approval tests.
- 7 Initially the vehicle/engines Manufacturer has the option of choosing the Test Agency for Type Approval of its specific model from among those listed in Rule 126(A) of CMVR 1993. On completion of first COP by the same test agency, the manufacturer can change the test agency if so desired.
- 8 In case the vehicle manufacturer desires to change the COP Test Agency, a formal request should be made to the new test agency under intimation to the previous Test Agency and nodal agency. This request should be made at least one month before the beginning of the next COP period along with all relevant documents concerning type approval/previous COP and also the latest information as per para 17 of the procedure.

- 9 On receipt of intimation of requests for a change, the previous COP Test Agency will authenticate all the relevant documents of that model and forward to the new test agency. The new test agency will carry out the process of selection & testing of the vehicle/engine for the COP as per the procedure and will consult the previous Test Agency if required about the test findings and results before issuing the final COP Certificate.
- 10 No change of Test Agency will be allowed in the cases covered by Para 32, until the procedure required under that Rule are finally completed.

COP PERIOD AND SELECTION OF RANDOM SAMPLE

- 11 a) Bharat Stage II 4 wheeler vehicles and greater than 3500 kg GVW engines : The COP period for vehicle/engine model shall be every Six months viz. April to September and October to March or, production/ Import of 25,000 vehicles/engines in the case of other vehicles (other than 2&3 wheelers) whichever is earlier.

However if production / Import of a model including its variants in a year (i.e. two consecutive COP periods of Six months each) is less than 5,000 in the case of other vehicles (other than 2/3 wheelers) the COP interval shall be one year.

- b) For 2 & 3 wheelers (Bharat Stage II & Bharat Stage III) COP frequency and samples:

Sr. No.	Type of Vehicle	Annual Production / Import		COP Frequency
		Exceeding	Upto	
(1)	(2)	(3)	(4)	(5)
1.	Two-wheeler and three wheeler	250 per 6 months	10000 per year	Once every year
2.	Two-wheeler	10000 per year	150000 per 6 months	Once every 6 months
3.	Two-wheeler	150000 per 6 months	---	Once every 3 months
4.	Three wheeler	10000 per year	75000 per 6 months	Once every 6 months
5.	Three wheeler	75000 per 6 months	----	Once every 3 months

- c) For 4 wheelers and greater than 3500 kg GVW engines COP frequency is once in a year for Bharat Stage III & Bharat Stage IV compliance (April to March)
- d) The period between commencement of production/Import of a new model and beginning of next rationalized COP period is less than 2 months; the same would be merged with the rationalized COP period.
- e) COP period for agricultural tractor, power tiller & construction equipment engines.
For agricultural tractor, power tiller & construction equipment with annual production/ Import upto 200 nos., it shall be once in two years per family/model.

For agricultural tractor, power tiller & construction equipment with annual production / Import exceeding 200 nos., it shall be once in every year per family/model.

- 11.1 The number of a specific vehicle model and its variants produced/ Imported were less than 250 in any consecutive period of six months in a year, COP should be carried out as per Chapter 1, Clause 8 of Part XIII for 2/3 Wheeler vehicles, Part XIV for 4 Wheeler vehicles & Chapter 1, Clause 9 of Part XV for Diesel & gas engines.

“Provided that in case the number of vehicles sold in India for a given base model and its variants (manufactured in India or imported to India) are less than 250 in any consecutive period of six months in a year, then such base model and its variants need not be subjected to the above test, if at least one model or its variants manufactured or imported by that manufacturer or importer, as the case may be, is subjected to such tests at least once in a year;

Provided further that, in case the number of base models and its variants manufactured / imported is more than one and if the individual base model and its variants are less than 250 in any consecutive period of six months in a year, then the testing agencies can pick up one of the vehicles out of such models and their variants once in a year for carrying out such test”.

- 11.2 The Vehicle manufacturer conducts the COP tests needed in addition to those conducted by Testing Agency.
- 11.3 The vehicle manufacturer is having a valid certificate of compliance to ISO 9001-2000 or equivalent for the plant manufacturing that model.
- 11.4 Their emission test facilities, on which tests are conducted have been approved by one of the test agencies referred to in Rule 126 of CMVR,
- 11.5 Their test procedure which is a part of the certified quality system is followed. This procedure should be approved by a test agency referred to in Rule 126 of CMVR, for its adequacy of covering the applicable requirements of the COP test procedure including the procedure of selection of Vehicle, Calibration of test facilities etc.

In such cases the testing agency will issue the COP certificate based on satisfactory conclusion of tests conducted by them and audit the reports of the COP test conducted by the manufacturer. In case the test agency is not satisfied after auditing the manufacturer's test report, additional testing should be conducted by the test agency.

- 11.6 The test facility to be re-certified within 3 years from the date of issue of approval certificate by the testing agency.

- 11.7 The manufacturer will submit one model every year for COP evaluation at the premises of the testing agencies. The selection of the model will be at the discretion of the test agency.
- 12 A vehicle is considered to be produced when the vehicle has passed the final inspection stage as declared by the manufacturer.
- 13 Three random sample of the vehicle/engine model type approved will be selected by the test agency for the COP test, before the completion of the COP period defined in Para 11.0. In the case of diesel engines, three engine will be selected both for Part IV and Part X or Part XII, or Part XV tests.
Further, in case of vehicle model and its variants produced less than 250 in any consecutive period of six months in a year, as mentioned in clause 11.1 one vehicle shall be tested
- 14 The vehicle/engine manufacturer should inform the Nodal and concerned Test Agency -
- 14.1 Production/ Import plan for each model including its variants (with respect to the Type Approval Certificates and the previous COP Certificate) within 8 weeks from the start of production of type approved vehicle model or resumption of production of a vehicle or start of the COP period for that model.
- 14.2 Any subsequent change in such Production/ Import Plan, which would affect time schedule for random selection referred to in Para 18.
- 14.3 Likely and approximate last date before which COP will have to be completed, at least one to two months before such a date is likely to arrive.
- 14.4 Stoppage of production/ Import of a specific model, in case this has not been anticipated at the start of the COP period. This should be intimated well in advance so that COP selection of vehicle/engine can be completed by the test Agency before stoppage of production/ Import.
- 15 Manufacturer should request the Test Agency when they would like to make random selection of vehicles/engines and to seek their time table for completing the COP test.
- 16 Manufacturer should provide all the assistance required by the Test Agency for completing the tests.
- 17 The latest updated technical specifications, procedure of Pre-Delivery Inspection (PDI), running-in and servicing of the vehicle/engine, shall also be submitted before the vehicle/engine selection, if there has been revisions after the previous COP/Type Approval.
- 18 The Test Agency will inform the vehicle/engine Manufacturer, its time schedule for the selection of random sample and for carrying out the COP tests. If the vehicle/engine manufacturer has a problem for this time table for reason such as,

that particular model is not likely to be scheduled for production at that time, or enough number of vehicles/engines may not be available etc., the time schedule should be modified based on mutual convenience of the manufacturer and test agency.

EXEMPTIONS FROM COP

- 19 In the following cases, vehicle/engine models are exempted from COP tests :-
- 19.1 A batch of new/modified vehicles/engines produced for field trials upto a maximum of 500 vehicles/engines. (Not sold to customer)
- 20 In case of resumption of production of a model, after a stoppage of production, the manufacturer shall inform the test and nodal agencies, within two weeks of the resumption of the production and the COP period shall be as given in Para 11.
If the stoppage of production of the model has been without conducting the COP for that period, the nodal agency may, at the request of the manufacturer, waive COP for that period. In such cases, where COP has been waived, the selection of vehicle for the first COP after resumption shall be carried out within one month of resumption of production.

COP TESTING

- 21 The sampling size shall be one days average production subject to a minimum of 10 and maximum of 100.
For vehicle model and its variants produced less than 250 in the half yearly period as mentioned in clause 11.1 sample size may be one.
- 22 Petrol vehicles and diesel vehicles with Gross Vehicle Weight less than 3500 kg, vehicles type approved on the basis of Chassis Dynamometer tests as per Part IX or Part XI, XIII, XIV, of this Document ,produced in plants of the same manufacturer of different locations are to be considered as an independent unit for COP purposes and offered for COP. The results of the COP will affect only that unit. However, this criteria is exempted for a specific vehicle model and its variants produced less than 250 in the half yearly period as mentioned in clause 11.1 of this part.
- 23 In the case of vehicles/engines type approved based on the engine tests as per the requirements of Part IV and X or Part XII OR Part XV of this Document, the plants manufacturing engines of the same manufacturer will be considered as independent units for COP purposes and the engines would be offered for COP. These will be tested with the worst case configurations of the exhaust system of the models of the vehicles/engines type approved, based on this engine.
- 24 The procedure prescribed in Part IX, XI, IV and X, XII,XIII XIV, XV of this Document shall apply for carrying out COP tests-viz. Para 8.0 Chapter 1 of Part IX and para 8 of chapter 1 of Part XI / PART XIII/ PART XIV for Petrol/ Diesel vehicles and para 8.0 of Chapter 1 of Part IV and Para 7.0 of Chapter 1 of Part X, XII, XV & 2.10 clause 6 of part XV subpart A for diesel engine.

- 25 The COP will be determined on the basis of conformity of the make and specifications of the components used in the randomly selected vehicles/engines to those declared in chapter 2 of the relevant Part of this Document , for the vehicle/engine model type approved under Rule 126 of CMVR and tests on vehicles/engines as described below.
- 26 Pre-delivery inspection will be carried out by the manufacturer as per the procedure declared at the time of type approval, and as amended and intimated to the concerned test agency from time to time, on the selected vehicles/engines, under the control of the test agency.
- 27 The running in of the vehicle/engine shall be carried out as per the manufacturer's recommendation submitted during type approval. This should be carried out as amended and intimated to the concerned test agency from time to time, under the control of test agency. After this, the manufacturer will be permitted by the test agency to carry out all the adjustments recommended in his user's/service manual and as amended and intimated to the concerned test agency from time to time, under the control of test agency.
- 28 The facilities with the manufacturers or elsewhere, meeting the specified requirements for testing of emissions according to this document, may be used for COP, by the test agency in addition to those with the test agency.
- 29 In the case of failure of any major component during the running-in or testing, the testing agencies may permit to replace the components, only once, which have failed and which do not affect the performance and emission of engine/vehicle. In the case of components affecting the performance and emissions of the engine/vehicle, random selection should be done once again and the testing will be done. If the randomly selected vehicle/engine or replaced components also fails, it would be reported to the Nodal Agency by the concerned Test Agency and the agency will await instructions from the Nodal Agency for further action.

COP CERTIFICATE

- 30 If the vehicle/engine meets the requirements of COP, the test agency will issue a COP certificate to the manufacturer. The certificate for COP will cover the vehicle/engine model and its variants produced/planned to be produced during the COP interval. The test agency will also send the copies of the COP certificate to other testing and Nodal Agencies.

EXTENDED COP TESTS

- 31 If the test for COP on the vehicle/engine model has to be continued as per para 8.4 of Chapter 1 of part IX for BS II for 4 wheeler vehicles and para 8.2.2.8 of chapter 1 of part XI for BS II and for 2/3 wheeler vehicles for BS III for 4 wheeler vehicles. Para 8.4.11 of chapter 1 of part XIII for BS III for 2/3 wheeler

vehicles, part XIV for 4 wheeler vehicles, Para 3.2.1.2 of part XV subpart A for agricultural tractor/construction equipment engines, para 8.2.1 of chapter 1 of part IV, para 7.2.2.5 chapter 1 for BS II diesel engine and para 9.1.1.1.1 and Chapter 1 part XII for BS III diesel engines, Appendix 1 of Chapter 1 of part XV for BSIV engines, the test agency will immediately inform the manufacturers with copies to the Nodal and other Test Agencies about this. All the subsequent tests to this model for COP will be carried out by the same test agency for that COP. If the testing is not completed till the end of the next COP period, then, a sample of the vehicle/engine produced in the next COP period will be selected and taken up for testing after the earlier test has been completed.

- 32 In the case when action as per para 31.0 has to be taken, the manufacture should offer adequate number of vehicles/engines for random selection of the above 'n'/10 vehicles/engines, or N/32 vehicles/engines as the case may be, immediately within 2 weeks unless its production/ Import is not then scheduled. In that event, the samples should be offered for random selection from the first lot of production/ Import within 2 weeks of start of production/ Import without implementing any design/production modifications which would affect emission performance.
- 33 The test agency should endeavour to complete further testing of the samples of the vehicles/engines selected according to para 31.0 within 6 weeks from the date of selection of the samples. If the vehicle/engine selected as per para 31.0 meet the requirements of COP, the test agency will issue a COP certificate to the manufacturer.

CONSEQUENCES OF FAILURE

- 34 If the vehicle/engine fails to meet the requirements of COP, the testing agency shall send the copies of the test report to the nodal agency and the manufacturer. The nodal agency will make a decision and convey the same to the manufacturer and test agencies within 4 weeks of the receipt of the failure report of the COP, after calling for a Standing Committee meeting to discuss and advise the nodal agency. The vehicle/engine manufacturer will be given an opportunity to present his case to the committee before advising the nodal agency. Based on the recommendations of the committee, the nodal agency may issue the order for withdrawal of type approval certificate and stop dispatch of the vehicles/engines by the manufactures from his works.
- 35 In case the type approval certificate has been withdrawn as per Para 34.0 above, the manufacturer can subsequently identify the reason for not meeting the COP and necessary corrective measures. Then they should inform the same to the Nodal and concerned test Agency and offer the rectified vehicle/engine for testing. The test agency will carry out a complete test as per the relevant type approval procedure on this rectified vehicle/engine. If the modifications are only in the production process without involving any model change, it should meet the COP norms. If the modifications call for changes resulting in a model change, it should meet the type approval norms. If the modified vehicle/engine passes the relevant norms, the manufacturer will write to the Nodal and concerned Test

Agency which has carried out the test, the modifications which are to be finally carried out on the vehicles/engines to be produced/ Imported in future and the vehicles/engines which require retrofitting/rectifications. Type approval will be restored by the nodal agency subject to Para 38.0. Further, a special COP will be carried out within a month, if a regular COP is not scheduled within that period. If the regular COP is scheduled within that period, a special COP need not be carried out.

- 36 The manufacturer can also offer the rectified vehicle/engine from serially produced vehicles/engines, for random selection if the changes do not constitute a model change. In case the manufacturer offers serially produced vehicle/engine for random selection instead of a submitted sample, the special COP mentioned above need not be carried out.
- 37 If a manufacturer identifies the reason for not meeting the COP and the necessary corrective actions (if the corrective measures do not constitute a model change), when actions under Para 31.0 to 36.0 are on-going, the manufacturer should inform the same to the Nodal and concerned test Agency and request to abort the actions on-going under Para 31.0 to 36.0 and offer the vehicle/engine for carrying out the tests as per Para 35.0 and 36.0. Then the testing agency will carry out the test as per Para 35.0 and 36.0 and report the results to the nodal agency. If the vehicle/engine meets the requirements, then the nodal agency will instruct the test agency to issue the COP certificate along with instructions to the manufacturer to carry out corrective actions, if any, within a stipulated period as per Para 38.0. The COP certificate will be issued by the test agency after the special COP vehicle / engine meets the requirements, if the case calls for it. If the vehicle/engine does not meet the requirements, action under Para 34.0 will follow.
- 38 It is the responsibility of the manufacturer to ensure at his cost that the modifications/modified components are carried out / retrofitted, within a period specified by the nodal agency, on all the vehicles / engines produced / dispatched in the period between the dates of which the COP became due as per Para 11.0 and restoration of the type approval by the nodal agency as per Para 35.0 or when the nodal agency has informed the test agency and the manufacturer as per Para 37.0.