

AUTOMOTIVE INDUSTRY STANDARD

**Statutory Plates and Inscriptions for
Agricultural Tractors, their Location
and Method of Attachment –
Agricultural Tractor Identification
Numbering System**

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AUTOMOTIVE INDUSTRY STANDARDS COMMITTEE

UNDER

CENTRAL MOTOR VEHICLE RULES – TECHNICAL STANDING COMMITTEE

SET-UP BY

MINISTRY OF ROAD TRANSPORT & HIGHWAYS
(DEPARTMENT OF ROAD TRANSPORT & HIGHWAYS)
GOVERNMENT OF INDIA

March 2011

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

Sr. No.	Corr-igenda.	Amend-ment	Revision	Date	Remark	Misc.

General Remarks:

INTRODUCTION

The Government of India felt the need for a permanent agency to expedite the publication of standards and development of test facilities in parallel when the work on the preparation of the standards is going on, as the development of improved safety critical parts can be undertaken only after the publication of the standard and commissioning of test facilities. To this end, the erstwhile Ministry of Surface Transport (MOST) has constituted a permanent Automotive Industry Standards Committee (AISC) vide order No.RT-11028/11/97-MVL dated September 15, 1997. The standards prepared by AISC will be approved by the permanent CMVR -Technical Standing Committee (CTSC). After approval, the Automotive Research Association of India, (ARAI), Pune, being the Secretariat of the AIS Committee, has published this standard. For better dissemination of this information ARAI may publish this document on their web site.

This standard specifies a typical method of Agricultural Tractor Identification System, which is more or less in line with the current European practice. This new agricultural tractor identification system also takes care of the requirement of chassis numbering system currently followed by the vehicle manufacturers as per Rule 122 of CMVR, 1989. Statutory plate is a CMVR requirement for identifying or tracing a particular vehicle registered by the registering authorities over a period of 30 years.

While preparing this AIS considerable assistance has been derived from

89/173/EEC – as amended by 2006/26/EC of July 2007	on the approximation of the laws of the Member States relating to certain components and characteristics of wheeled agricultural or forestry tractors
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The AISC panel and Automotive Industry Standards Committee (AISC) responsible for preparation of this standard are given in Annex I.

Statutory Plates and Inscriptions for Agricultural Tractors, their Location and method of Attachment – Agricultural Tractor Identification Numbering System

Para. No.	Contents	Page No.
1.	Scope	1/5
2.	References	1/5
3.	Manufacturer's plate	1/5
4.	Agricultural tractor identification number	2/5
5.	Month and year code of production	3/5
6.	Characters	3/5
Annex I	Committee composition of Automotive Industry Standards Committee	5/5

Statutory Plates and Inscriptions for Agricultural Tractors, their Location and Method of Attachment – Agricultural Tractor Identification Numbering System

1.0 SCOPE

This standard prescribes the details of the statutory plate and inscriptions for all Agricultural Tractors.

2.0 REFERENCES

2.1 Rule 122 of Central Motor Vehicles Rules, 1989.

3.0 MANUFACTURER'S PLATE

3.1 Manufacturer's plate shall be mandatory for all Agricultural Tractors. The manufacturer's plate, typically shown in the Example below shall be firmly attached by riveting, hammer drive screws or welding in a conspicuous and readily accessible position on a part which is normally not likely to be replaced during use.

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

3.1.1 Name of the manufacturer.

3.1.2 Type of Tractor (and Variant if applicable)

3.1.3 CMVR type-approval Certification number.

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

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

The digit Codes referred above shall represent the following details.

- (1) Code for test agency :
- A - Automotive Research Association of India (ARAI)
 - V - Vehicles Research and Development Establishment (VRDE)
 - P - Indian Institute of Petroleum (IIP)
 - T - Central Farm Machinery Testing and Training Institute (CFMTTI)
 - C- International Centre for Automotive Testing (ICAT)
 - R- Central Institute of Road Transport (CIRT)

- (2) Code for the Type of certificate:
- A - Base Certificate

- (3) Code for the Year of Certification:
A- 2010 , B –2011, C –2012, D –2013 ----- Z –2034.
- (4) Code for Miscellaneous Information:
G –Gasoline
D – Diesel
T –Dual Fuel
A - CNG vehicles
L - LPG vehicles
B - Battery Operated Vehicles
H - Hybrid Vehicles.
- (5) Four digit Code for the Serial Number of the Type Approval Certificate.
0009, 0099..... 0999, 9999

- 3.1.4 Agricultural Tractor Identification Number (ATIN)
- 3.1.5 Minimum and maximum values for the maximum permitted laden mass of the tractor, depending on the possible types of tyre which may be fitted.
- 3.1.6 Maximum permitted vehicle mass bearing on each tractor axle, according to the possible types of tyre which may be fitted; this information must be listed in order from front to rear.
- 3.1.7 Technically permissible towable mass (es) .
- 3.1.8 Manufacturer's may include Country Code w.r.t. location of Final Assembly of Tractor in the codification Details
- 3.2 The manufacturer may give additional information below or to the side of the prescribed inscriptions, outside a clearly marked rectangle enclosing only the information prescribed in points 3.1.1 to 3.1.6.

4.0 AGRICULTURAL TRACTOR IDENTIFICATION NUMBER

- 4.1 The tractor identification number is a fixed combination of characters assigned to each tractor by the manufacturer. Its purpose is to ensure that every tractor can be clearly identified over a period of 30 years through the intermediary of the manufacturer, without a need for reference following requirements.
- 4.2. The location of the labeling plate shall be on the left hand side of the permanent structural member, when viewed from the operator's seat of the agricultural tractor, such as bonnet/bonnet scuttle assembly/fuel tank cover/mudguard (on outside) and front axle support.
- 4.3 The identification number/chassis number of the agricultural tractor shall also be embossed or etched or punched preferably on the left hand side of the permanent structural member, when viewed from the operator's seat of the agricultural tractor, such as transmission housing/clutch housing/front axle/front axle support/engine block.
- 4.4 It must wherever possible be entered on a single line.

4.5 It must be placed in a clearly visible and accessible position by a method such as hammering or stamping, in such a way that it cannot be obliterated or deteriorate.

5.0 MONTH AND YEAR CODE OF PRODUCTION

5.1 The month and year of production shall be indicated by a suitable code decided by the vehicle manufacturer.

5.2 The vehicle manufacturer shall declare the codes used for the month and year of production, their location and the location of the Agricultural Tractor Identification Number (ATIN) in Table-11 of AIS-007.

6.0. CHARACTERS

6.1. Roman letters and Arabic numerals must be used for all of the markings. However, minimum the roman letters used in the markings must be capital letters.

6.2. For the Tractor Identification Number

6.2.1. Use of the letters ‘I’ ‘O’ and ‘Q’ and dashes, asterisks and other special signs is not permitted;

6.2.2. The height of the letters and figures should be as follows:

6.2.2.1. 7 mm for characters marked directly on the chassis, frame or other similar structure of the tractor,

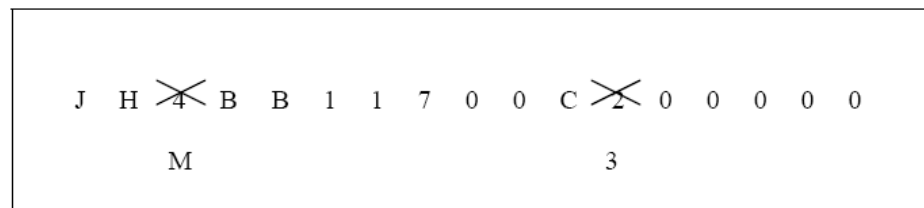
6.2.2.2. 5 mm for characters marked on the manufacturer's plate.

6.2.2.3 In case of manual or machine errors during the process of punching or embossing the ATIN number on the vehicle, the following corrective procedure shall be adopted. In such cases of wrong punching of numbers due to manual or machine error, the punched wrong number shall be crossed and the correct number may be punched or etched once again, exactly above or below the crossed number as shown below

Example of re-marking, above the wrong number.



Example of re-marking below the wrong number.



Example of Manufacturer's Plate

The following example in no way prejudices the data which may actually be entered on the manufacturer's plate: it is given solely for information purposes

MANUFACTURER'S NAME	
Make	
Model	
TYPE -- (2/4 WD Agricultural Tractor) :	
Type Approval / CMVR Certificate Number :	
CMVR Type Approval Number :	
Agricultural Tractor Identification Number : (As declared by the manufacturer)	
Maximum PTO Power (kW) :	
Total permissible mass (kg)	: Minimum and maximum values for the maximum permitted laden mass of the tractor, depending on the possible types of tyres which may be fitted.
Permissible front axle load (kg)	:Maximum permitted vehicle mass bearing on front axle, according to the possible types of tyre which may be fitted.
Permissible rear axle load (kg)	:Maximum permitted vehicle mass bearing on rear axle, according to the possible types of tyre which may be fitted.
Permissible towable mass:	
- Un braked towable mass (kg)	:A towable capacity of the tractor, if the trailer is not equipped with any braking device)
- Independently braked towable mass (kg)	:A towable capacity of the tractor if the trailer is equipped with a braking device independently and it should be easily actuated by the driver from his driving seat.)
- Inertia braked towable mass (kg)	: A towable capacity of the tractor, if the trailer is equipped with braking device of type inertia. 'Inertia braking' means, braking by utilizing the forces generated by the trailer closing up on the tractor.)
- Towable mass (kg) fitted with an assisted braking system (hydraulic or pneumatic):A towable capacity of the tractor, if the trailer is equipped with braking device which are assisted by hydraulic or pneumatic means.)

ANNEX I

(See Introduction)

COMMITTEE COMPOSITION*
Automotive Industry Standards Committee

Chairman	
Shri Shrikant R. Marathe	Director The Automotive Research Association of India, Pune
Members	Representing
Representative from	Ministry of Road Transport & Highways (Dept. of Road Transport & Highways), New Delhi
Representative from	Ministry of Heavy Industries & Public Enterprises (Department of Heavy Industry), New Delhi
Shri S. M. Ahuja	Office of the Development Commissioner, MSME, Ministry of Micro, Small & Medium Enterprises, New Delhi
Shri T. V. Singh	Bureau of Indian Standards, New Delhi
Director Shri D. P. Saste (Alternate)	Central Institute of Road Transport, Pune
Dr. M. O. Garg	Indian Institute of Petroleum, Dehra Dun
Shri C. P. Ramnarayanan	Vehicles Research & Development Establishment, Ahmednagar
Representatives from	Society of Indian Automobile Manufacturers
Shri T.C. Gopalan	Tractor Manufacturers Association, New Delhi
Shri K.N.D. Nambudiripad	Automotive Components Manufacturers Association of India, New Delhi

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

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