

**Amendment 5 (03/2025)**

**to AIS 123 (Part 1)**

**CMVR Type Approval of Hybrid Electric System Intended for Retro-fitment  
on Vehicles of M and N Category having GVW <=3500 K**

**1.0 Clause 15.0**

**Substitute following text for existing text:**

15.0 The vehicle fitted with Electric Propulsion Kit shall meet requirements for constructional and functional safety as per AIS-156:2020 for L category of Vehicles and AIS-038 Rev2:2022 for M & N category of Vehicles as amended from time to time. \*

**2.0 Clause 16.1**

**Substitute following text for existing text:**

16.1 The REESS of the Electric Propulsion Kit shall meet the requirements of AIS-156:2020 for L category of Vehicles and AIS-038 Rev 2:2022 for M & N category of Vehicles as amended from time to time.\*

\*Provision of this amendment will be applicable from 06 months from the date of publication of this amendment.

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

ON BEHALF OF  
AUTOMOTIVE INDUSTRY STANDARDS COMMITTEE

UNDER  
CENTRAL MOTOR VEHICLES RULES - TECHNICAL STANDING COMMITTEE

SET-UP BY  
MINISTRY OF ROAD TRANSPORT & HIGHWAYS  
(DEPARTMENT OF ROAD TRANSPORT & HIGHWAYS)  
GOVERNMENT OF INDIA

13<sup>th</sup> March 2025

**Amendment 4 to AIS 123 (Part 1) (01/2022)**

**CMVR Type Approval of Hybrid Electric System Intended for Retro-fitment on Vehicles of M and N Category having GVW  $\leq$ 3500 K**

**1.0 Page No. 2/52, Clause No. 2, References**

Add following new clause after clause 2.25:

2.26	AIS-156:2020	Specific Requirements for L Category Electric Power Train Vehicles
2.27	AIS 038 (Rev 2):2020	Specific Requirements for Electric Power Train of Vehicles

**2.0 Page 2/52, Clause No.3.1,**

Substitute the following text for existing text,

**3.1 Hybrid Electric System (HES)**

Means aggregate of components added by manufacturer/ supplier to the base vehicle for hybrid electric operation. In case of series hybrid retro-fitment configuration, the kit manufacturer may modify the engine for operation or replace the engine. Exhaust emission test will be carried out as per clause No 8.1 of this standard.

Note: Permissible modifications/alterations in base vehicle for HES retro-fitment shall be such that, normal operation of base vehicle is possible even with HES system in OFF/disabled/inactive condition, Except in case of Series Hybrid configuration after HES retro-fitment.

**3.0 Page 2/52,**

Add new clause after 3.2 and renumber subsequent clauses.

**3.3 Bi-Mode Hybrid Vehicle Configuration** –It is a vehicle system configuration in which, after retro-fitment of base vehicle with HES kit without modification/change/fuel type of base vehicle power train and base vehicle configuration, the user can operate independently either on IC Engine mode or Electric Power Train mode by manual switching between two modes of powertrain operation.

**4.0 Page 2/52,**

Re-number exiting clauses 3.3 to 3.13 to 3.4 to 3.14

**5.0 Page No. 2/52, Clause No. 4.1,**

Add following text at the end of the table

Up to 10% increase in GVW of HES retro-fitted vehicle with respect to base vehicle is permissible.

**6.0 Page 3/52, Clause No. 8.1**

Substitute following text at start of first paragraph:

Exhaust Emission test is not applicable, for the vehicle configured as Bi-Mode Vehicle Configuration retaining existing IC engine power train without modification/change/fuel type of base vehicle power train and base vehicle configuration.

**7.0 Page 4 /52, Clause No. 15.0**

Substitute following text for existing text.

15.0 The vehicle retrofitted with Hybrid Electric System (HES) shall meet the requirements for constructional and functional safety as per Rule No 124, TABLE serial number 36 of Central Motor Vehicles Rules, 1989.

**8.0 Page 5/52, Clause No. 16.1**

**Substitute following text for existing text**

16.1 REESS of the Hybrid Electric System (HES) shall meet the requirements of Rule No 124, TABLE serial number 49 of Central Motor Vehicles Rules, 1989

**9.0 Page No 7/52, Clause No. 22.1**

Substitute following text for existing text:

22.1 Testing agency shall issue Type Approval to the Hybrid Electric System (HES) based on the tests carried out on the vehicle retrofitted with Hybrid Electric System (HES) submitted for Type Approval.

Based on the request by the Hybrid Electric System (HES) manufacturer/supplier to the testing agency, Type Approval can be extended to the Hybrid Electric System (HES) for retro-fitment on other vehicle model(s), of the same category irrespective of its make and model provided,

a) GVW of vehicle is within a range of  $\pm 15\%$  of the GVW of the retrofitted vehicle tested for Type Approval as per this standard.

b) Hybrid Electric System (HES) kit components have same specifications as that of Type approved configuration.

**10.0 Page 7/ 52, Clause No. 22.2**

Substitute following text after first paragraph:

During revalidation, for Bi-mode hybrid vehicle configuration, Hybrid Electric System (HES) installed vehicle shall be subjected to electric range and electric energy consumption tests.

**11.0 Page 35/52, ANNEXURE E,**

Add Clause No 17 after clause No 16 as below

17 New Engine Details (in case of engine replaced for series hybrid configuration)

- a. Type:
- b. Bore x Stroke, mm:
- c. No. of Cylinders:
- d. Displacement:
- e. Compression Ratio:
- f. Max Engine Output:
- g. Max Torque:
- h. Weight of Engine (Complete):

**12.0 Page No 5/52,**

Add new clause 18.0 after 17.2 and renumber subsequent clauses.

18.0 Energy Consumption and Range Test of Bi-Mode Vehicle Configuration

18.1 Bi-Mode Vehicle Configuration shall be tested for electrical energy consumption measurement and range measurement in Electric Power Train mode as per AIS 039 Rev 1 and AIS 040 Rev 1 respectively as amended from time to time.

**13.0 Page 39/52, ANNEXURE G, Clause No. 3.1,**

Substitute following text for existing text:

**3.0 Hybrid Electric System (HES)** Refer Clause 3.1 of Standard.

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UNDER  
CENTRAL MOTOR VEHICLES RULES - TECHNICAL STANDING COMMITTEE

SET-UP BY  
MINISTRY OF ROAD TRANSPORT & HIGHWAYS  
(DEPARTMENT OF ROAD TRANSPORT & HIGHWAYS)  
GOVERNMENT OF INDIA

18<sup>th</sup> January 2021

**Amendment 3 (07/2021)**  
**to**  
**AIS 123 (Part 1)**

**CMVR Type Approval of Hybrid Electric System Intended for Retro-fittment on  
Vehicles of M and N Category having GVW <=3500 Kg**

**1 Page No. 2/52, Clause No. 2, References:**

Add following new clause after clause 2.22:

- |             |               |  |
|-------------|---------------|--|
| <b>2.23</b> | AIS-126       | Two Wheeled Motor Vehicles - Location, Identification and Operation of Controls Tell-tales and Indicators.                       |
| <b>2.24</b> | AIS-147       | External Projection requirements for Two Wheeled Motor Vehicles  |
| <b>2.25</b> | IS 14664:2010 | Automotive Vehicles — Performance requirements and testing procedure for braking system of two and three wheeled motor vehicles. |

**2 Page No. 3/52, Clause No. 6.0,**

Substitute following text for existing text:

**6.0 VISUAL INDICATION**

HES manufacturer/supplier shall provide minimum following indications:

- Rechargeable Energy Storage System State of Charge (REESS SOC)
- Motor temperature
- Hybrid Electric System (HES) fault

These indications shall be as per the guidelines of AIS-071 (Part 1 and Part 2) and AIS-126 for two wheeled motor vehicles.

**3 Page No. 3/52, Clause No. 9.1,**

Substitute following text for existing text:

Brake performance test for vehicles retrofitted with Hybrid Electric System (HES) shall be carried out with increased weight of Hybrid Electric System (HES) as declared by HES manufacturer / supplier.

The vehicle retrofitted with Hybrid Electric System (HES) shall meet the requirements of brake performance test when tested as per IS 11852-2001 (Part 1 to Part 9) and IS 14664 for two and three wheeled motor vehicles and Annexure B of this standard.

**4 Page No 4/52 Clause No 11.2**

Delete clause no 11.2 “Environmental Validation tests for traction motor:”

**5 Page No 5/52 Clause No 17.0, 17.1, 17.2, 17.3**

Substitute following clauses No 17.0,17.1,17.2,17.3 with following text

**17.0 WIRING HARNESS /CABLES/CONNECTORS**

**17.1** Manufacture/supplier of Hybrid Electric Kit shall ensure cables used in wiring harness for high voltage buses, shall be identified by having an outer covering with the colour orange. This will be verified as a part of kit component testing and vehicle verification as per clause No 15.0 of this standard.

17.2 Counter mating connectors shall be used to pig tail any existing connectors.

**6 Page No. 5/52, Clause No. 18.1,**

Substitute following text for existing text:

The vehicle retrofitted with Hybrid Electric System (HES) shall continue to comply with the requirements for external projection as per IS: 13942:1994 and AIS-147:2018 for two wheeled motor vehicles.

**7 Page No. 41/52 Clause no 4.9.1 of Annexure G**

Replace Clause No 4.9.1 with following text

Electric cables used in power and control wiring harness shall comply with the requirements of clause no 17.0 of this standard.

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SET-UP BY  
MINISTRY OF ROAD TRANSPORT & HIGHWAYS  
(DEPARTMENT OF ROAD TRANSPORT & HIGHWAYS)  
GOVERNMENT OF INDIA

14<sup>th</sup> July 2021

**AMENDMENT No. 2 (8<sup>th</sup> September 2018)**  
**To**  
**AIS 123 (PART 1): CMVR Type Approval of Hybrid Electric System Intended for Retro-fitment on Vehicles of M and N Category having GVW <=3500 Kg**

**1.0 Page I, Title**

Substitute following title for existing title:

AIS 123 (PART 1): CMVR Type Approval of Hybrid Electric System Intended for Retro- fitment on Vehicles of M and N Category having GVW <=3500 Kg and L Category.

**2.0 Page III, Introduction, Paragraph 2**

Substitute the following text for existing text:

This standard prescribes the CMVR Type Approval of Hybrid Electric System Intended for Retro-fitment on Vehicles of M and N Category having GVW <=3500 Kg and L Category.

**3.0 Page IV, Title**

Substitute following title for existing title:

AIS 123 (PART 1): CMVR Type Approval of Hybrid Electric System Intended for Retro- fitment on Vehicles of M and N Category having GVW <=3500 Kg and L Category.

**4.0 Page V, Index, Annexure I, Title**

Substitute the following title for existing title:

Composition of AISC panel on CMVR Type Approval of Hybrid Electric System Intended for Retro-fitment on Vehicles of M and N Category having GVW <=3500 Kg and L Category.

**5.0 Page 1/52, Title**

Substitute following title for existing title:

AIS 123 (PART 1): CMVR Type Approval of Hybrid Electric System Intended for Retro- fitment on Vehicles of M and N Category having GVW <=3500 Kg and L Category.

**6.0 Page 1/52, SCOPE,**

Substitute the following text for existing text,

- i) This standard lays down the requirements specific to vehicles retrofitted with Hybrid Electric System (HES) of L, M1, M2 and N1 category of vehicles, which
- ii) Comply to BS-II or subsequent emission norms,
- iii) Operate on either petrol or diesel or bio-diesel or ethanol except gaseous fuels such as CNG, LPG and LNG,
- iv) Have GVW not exceeding 3500 kg,

Have not been retro-fitted earlier or are not operating on any gaseous fuels.

**7.0 Page 2/52, Clause No.4.1,**

Substitute the following table for existing table:

<b>Vehicle Category</b>	<b>ULW (kg)</b>	<b>Permissible increase in ULW (%)</b>	<b>Remarks</b>
L1, L2 and L5M	-	25%	--
L5N	-	25%	Payload shall be reduced to the extent of HES weight.
M1/M2	<= 1100	21	--
M1/M2	> 1100	17	--
N1	--	Equal to weight of HES	Payload shall be reduced to the extent of HES weight.

**8.0 Page No 7/52, Clause No. 22.1**

Add following Note at the end of clause:

Note: In case of L category vehicle, extension of HES kit tested and approved for two stroke model can be extended to other two stroke models only and HES kit tested and approved for four stroke model can be extended to other four stroke models only meeting above criteria

**9.0 Page No 7/52 , Clause No 22.3**

Substitute following text for existing text:

22.3 “Type approval of hybrid electric system as per this standard shall permit retrofitment of vehicles which are manufactured between the year of manufacture of the prototype retrofitted vehicle on which such kit has been tested and type approved and the date of validity of applicable emission norms prescribed for such category of vehicles.

However in case of M1,M2 and N1 category vehicle, if the vehicle which has been submitted and tested for Type Approval is of the model year 2015 or earlier (for BS-IV) / 2012 or earlier (for BS-III), then the Type Approval shall permit retrofitment of vehicles, of the same emission norms, which belong to any model year.”

However in case of For L1/L2 and L5 category vehicle, if the vehicle which has been submitted and tested for Type Approval is of the model year 2007 or earlier (for BS-II)/ 2013 or earlier (for BS-III) , then the Type Approval shall permit retrofitment of vehicles, of the same emission norms, which belong to any model year”.

**10.0 Page 9/52, Clause No. A-2.1.2.1**

Substitute following title for existing title:

A-2.1.2.1 M and N Category vehicle with Compression Ignition Engine

**11.0 Page 9/52, Clause No. A-2.1.2.2**

Substitute following title for existing title:

A-2.1.2.2 M and N Category vehicle with Positive Ignition Engine

**12.0 Page 9/52,**

**Add following new Clause No. A-2.1.2.3 as below:**

**A-2.1.2.3 L category**

Driving Cycle for L category vehicle shall be as given below

- (a) With design maximum speed not greater than 50 km/h: IDC defined in Annexure II of CMVR 1989
- (b) With design maximum speed greater than 50km/h:
  - i) For compliance with BSII and BSIII norms: IDC as defined in Annexure II of CMVR 1989 or applicable parts of WMTC as defined in TAP document MORTH/CMVR/TAP-115/116, as per manufacturer's option.
  - ii) For compliance with BSIV norms: Applicable parts of WMTC as defined in applicable TAP document MORTH/CMVR/TAP-115/116"

**13.0 Page 10/52, Clause No. A-2.1.4.4.2 , First Paragraph**

Substitute following text for existing text:

Sampling shall begin (BS) before or at the initiation of the vehicle start up procedure and continue over a number of repeat test cycles. It shall end on conclusion of the final idling period in:

In case of M1, M2 and N1 category vehicle, the first extra-urban (Part Two) cycle, In case of L category, the end of an IDC or part of WMTC during which the battery reached the minimum state of charge according to the criterion defined below (end of sampling (ES)).

**14.0 Page 10/52, Clause No. A-4.2**

Add following text at the end of the clause:

In case of L category vehicles, preconditioning as per A-2.1.2.3 are carried out without soak.

**15.0 Page 20/52, Clause No. 3.2**

Substitute following text for existing text:

3.2 Separate values of Q shall be logged over the Part One (urban driving) and Part Two (extra- urban driving) of the MIDC driving cycle in case of M and N category vehicles.

In case of L category vehicles, for IDC, Q shall be logged over complete driving cycle and for WMTC, Q shall be logged separately for each part.

**16.0 Page 26/52, Clause No. C-4.2.2.1.1,**

Substitute following text for existing text:

When the vehicle is not able to meet the target curve up 50 km/h (30 km/h, in case of L category vehicle with IDC)

**17.0 Page 27/52, Clause No. D-1,**

Add following text at the end of first paragraph:

In case of L category vehicle with WMTC driving cycle, emission of carbon dioxide (CO2) and fuel consumption shall be determined separately for each part.

**18.0 Page 27/52, Clause No. D-2.2,**

Add following text at the end of first paragraph:

In case of L category vehicle with WMTC driving cycle, the electricity balance is to be determined separately for each part.

**19.0 Page 28/52, Clause No. D-3.2,**

Replace “IDC” with “IDC/WMTC” in first paragraph

**20.0 Page 28/52, Clause No. D-3.3,**

Add following text below first paragraph:

In case of L category vehicle with WMTC driving cycle, fuels consumption correction coefficient shall be determined for the fuel consumption values measured over each part of WMTC respectively.

**21.0 Page 29/52, Clause No. D-4.2,**

Add following text below first paragraph:

In case of L category vehicle with WMTC driving cycle, fuels consumption at zero energy balance shall be determined separately for fuel consumption values measured over each part of WMTC respectively.

**22.0 Page 29/52, Clause No. D-5.1,**

Replace “IDC” with “IDC/WMTC” in first paragraph

**23.0 Page 29/52, Clause No. D-5.3,**

Add following text below first paragraph:

In case of L category vehicle with WMTC driving cycle, separate CO<sub>2</sub>-emission corrections coefficients shall be determined for the CO<sub>2</sub>-emission values measured over each part of WMTC respectively.

**24.0 Page 30/52, Clause No. D-5.6,**

Add following text below first paragraph:

In case of L category vehicle with WMTC driving cycle, CO<sub>2</sub>-emission at zero energy balance shall be determined separately for CO<sub>2</sub>-emission values measured over each part of WMTC respectively.

**25.0 Page 32/52, ANNEXURE E, Clause No. 4,**

Add following new sub clause ‘g’ after sub clause ‘f’

g. Software version

**26.0 Page 34/52, ANNEXURE E, Clause No. 11,**

Add following new sub clause ‘d’ after sub clause ‘f’

d. Software version:

**27.0 Page 35/52, ANNEXURE E, Clause No. 12,**

Add following new sub clauses ‘d’ and ‘e’ after sub clause ‘c’

d. Software version:

e. Communication protocol:

**28.0 Page 38/52, ANNEXURE F, Clause No. 1.0,**

**Replace clause 1.0 with below**

1.1 Vehicle Make / Model:

1.2 Vehicle Type:

1.3 Year and Month of Manufacture:

1.4 Engine No.:

1.5 Chassis No.:

1.6 Type of hybrid vehicle (Externally chargeable/Not externally chargeable):

1.7 Hybrid Configuration:

1.8 Mode selection switch provided: Yes/No

1.9 If yes, the modes available:

**29.0 Page 39/52, ANNEXURE G, Clause No. 1.0,**

**Substitute following text for existing text:**

This code of practice may be called as "Code of Practice for Use of Hybrid Electric System retrofitted in Internal Combustion Engine Vehicles". This code of practice is applicable for L, M1/M2 and N1 category vehicles.

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8<sup>th</sup> September 2018

TO

**AIS 123(PART 1): CMVR Type Approval of Hybrid Electric System Intended for Retrofitment on Vehicles of M and N Category having GVW <= 3500 kg**

**1.0 Page 1/52 , Clause No. 1.0 (ii)**

Substitute following text for existing text:

- ii) Operate on either petrol or diesel or bio-diesel or ethanol except gaseous fuels such as CNG, LPG and LNG.

**2.0 Page 1/52 , Clause No. 1.0 (iv)**

Substitute following text for existing text:

“Have not been retro-fitted earlier or are not operating on any gaseous fuels.”

**3.0 Page 3/52, Clause No. 8.1**

Substitute following text for existing text:

The emission test procedure shall be as per MoRTH/CMVR/TAP-115/116 with changes as given in Annexure A. The existing OBD system of the base vehicle if any, shall not be modified/ altered during Hybrid Electric System (HES) kit installation. The HES manufacturer shall provide separate dashboard indication for displaying any fault in the Hybrid Electric System (HES) kit system.

Mass Emission test shall be performed in two modes as follows:

- a) HES system in Off mode or disabled or inactive (As per MoRTH/CMVR/TAP-115/116) (baseline test)
- b) HES system in On mode or enabled or active (As per Annexure A)

The mass emission results of Hybrid Electric System (HES) retrofitted vehicle in mode

(b) as above shall not be higher than mass emission results of the test vehicle in mode (a) above. The mass emissions shall not deteriorate due to the HES retrofitment. Alternatively the Hybrid Electric System (HES) retrofitted vehicle shall meet base vehicle model year exhaust emission norm (Mode (b) as above).

“The unladen mass of the test vehicle for the purpose of mass emission test shall include weight of HES kit for both modes (a) and mode (b) ”

Fuel consumption results (in L/100 km) shall be calculated by carbon balance method for above two modes and shall be reported.

Fuel consumption of vehicle retro-fitted with HES (mode b) shall be lower than that of base vehicle with HES system in off mode or disabled or inactive (mode a).

**5.0 Page No 7/52, Clause No. 22.1**

Substitute following text for existing text:

Testing agency shall issue Type Approval to the Hybrid Electric System (HES) based on the tests carried out on the vehicle retrofitted with Hybrid Electric System (HES) submitted for Type Approval.

Based on the request by the Hybrid Electric System (HES) manufacturer/supplier to the testing agency, Type Approval can be extended to the Hybrid Electric System (HES) for retro-fitment on other vehicle model(s), provided,

- a) It is from the same vehicle manufacturer
- b) GVW of vehicle is within a range of  $\pm 15\%$  of the GVW of the retrofitted vehicle tested for Type Approval as per this standard.
- c) Hybrid Electric System (HES) kit components have same specifications as that of Type approved configuration.

**6.0 Page No 7/52 , Clause No 22.3**

Add following text at the end of clause no 22.3

However, if the vehicle which has been submitted and tested for Type Approval is of the model year 2015 or earlier (for BS-IV) / 2012 or earlier (for BS-III), then the Type Approval shall permit retro-fitment of vehicles, of the same emission norms, which belong to any model year.

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SET-UP BY

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

11<sup>th</sup> August 2017

**Amendment 1    20 February 2016**  
**To**

**AIS-123: CMVR Type Approval of Vehicles Retrofitted with Hybrid Electric System**

1. Insert words and figure “AIS-123(Part 1)” for “AIS-123” wherever it appears in standard
  
2. **Page I, IV and 1/52, Title of Standard**  
Substitute following title for existing title:  
CMVR Type Approval of Hybrid Electric System Intended for Retro-fitment on Vehicles of M and N Category having GVW  $\leq$  3500 kg
  
3. **Page III, Introduction**  
Substitute following text for existing text of paragraph 2:  
This standard prescribes the CMVR Type Approval requirements for hybrid electric system intended for retro-fitment on vehicles of M and N category having GVW  $\leq$  3500 kg.
  
4. Insert word “Weighment” for “Weightment” wherever it appears in standard
  
5. **Page IV, Contents, Sr. No.12**  
Delete Sr. No.12.0 and renumber subsequent Sr.No.
  
6. **Page IV, Contents**  
Add new Sr.No. 17.0 after Sr. No. 16.0 and renumber subsequent serial numbers  
17.0 Additional Requirements
  
7. **Page IV, Contents, Annex F Title**  
Delete word “ in use” from the title of Annexure F and wherever it appears in the standard.
  
8. **Page 1/52, Clause No 1.0, Scope**  
Substitute following text for existing text of paragraph 1:  
This standard lays down the requirements specific to Hybrid Electric System (HES) intended for retro-fitment on M1, M2 and N1 category of vehicles, which
  
9. **Page 1/52, Clause No. 2.0, Reference**  
Substitute AIS-038 (Rev 1), AIS-039 (Rev.1), AIS-041 (Rev.1), AIS-049 (Rev.1) and AIS-071 (Part1) and (Part 2):2009 for AIS-038, AIS-039, AIS-041, AIS-049 and AIS-071 (Part 1):2009 respectively wherever it appears in standard.

**10. Page 1/52, Clause No. 2.0, Reference**

Add new Sr.No.2.22 after 2.21

2.22	IS 14785 – 2000	Automotive Vehicles - Determination of Road-load Constants by Coast Down Test Method
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**11. Page 2/52, Clause No. 3.0**

Substitute following text for existing text:

For the purpose of this standard the following definitions shall apply

**12. Page 2/52, Clause No. 3.1**

Add following note at the end of clause

Note: Permissible modifications/alterations in base vehicle for HES retro-fitment shall be such that, normal operation of base vehicle is possible even with HES system in OFF/disabled/inactive condition.

**13. Page 2/52,**

Add following new clauses after clause 3.2 and renumber subsequent clauses

- 3.3 **Drive System** – Means of connecting the Electric Powertrain i.e. Motor to the engine or wheels.
- 3.4 **Electric Motor** – An electromechanical device that converts electrical energy into mechanical energy
- 3.5 **Motor Controller** – Means for starting and stopping the motor, selecting forward or reverse rotation, selecting and regulating the speed, regulating or limiting the torque, and protecting against overloads and faults.
- 3.6 **REESS** - REESS means a single mechanical assembly comprising of REESS modules and retaining frames or trays. A vehicle may have one or several REESS
- 3.7 **Charger** -Means for charging REESS from external power supply.
- 3.8 **Charging Socket** -Charging Socket means all the parts used to connect the vehicle to an external electric power supply (alternative or direct current supply).
- 3.9 **Wiring Harness - Power and Control** – Wiring harness is an assembly of cable or wires which transmit electric signals or electrical power.
- 3.10 **SOC Indicator** – REESS state of Charge Indicator.
- 3.11 **Hybrid ECU** – Electronic Control Unit to manage the Hybrid Electric system's operation.
- 3.12 **BMS** – REESS Management System is an electronic Control Unit to manage the REESS operation and ensure safety.

3.13 Where necessary, the definitions given in Annexure E of AIS-049 shall apply.

**14. Page 3/52, Clause No. 5.0**

Substitute following text for existing text

**5.0 COAST DOWN TEST**

Coast down test shall be done as per IS 14785 – 2000 at the choice of HES manufacture/supplier to find out vehicle coefficient for exhaust emission test. Otherwise power table method shall be used.

**15. Page 3/52, Clause No. 7.0**

Substitute following text for existing text:

7.0 The vehicle retro-fitted with hybrid electric system (HES) shall meet requirement of gradeability when tested as per AIS-003-1999.

**16. Page 3/52, Clause No. 8.1**

Substitute following text for existing text:

The emission test procedure shall be as per MoRTH/CMVR/TAP-115/116 with changes as given in Annexure A. The existing OBD system of the base vehicle if any, shall not be modified/ altered during Hybrid Electric System (HES) kit installation. The HES manufacturer shall provide separate dashboard indication for displaying any fault in the Hybrid Electric System (HES) kit system.

Mass Emission test shall be performed in two modes as follows:

- a) HES system in Off mode or disabled or inactive (As per MoRTH/CMVR/TAP-115/116) (**baseline test**)
- b) HES system in On mode or enabled or active (As per **Annexure A**)

The Hybrid Electric System (HES) retrofitted vehicle shall meet base vehicle model year exhaust emission norm (Mode (b) as above).

Reference mass for chassis dynamometer setting shall be as per AIS-049 Rev 1 and Driving cycle shall be as per clause 5.1 of AIS-039 Rev 1

Fuel consumption results (in L/100 km) shall be calculated by carbon balance method for above two modes and shall be reported.

Fuel consumption of vehicle retro-fitted with HES (mode b) shall be lower than that of base vehicle with HES system in off mode or disabled or inactive (mode a).

**17. Page 3/52, Clause No. 9.1**

Substitute following text for existing text in second para.

The vehicle retrofitted with Hybrid Electric System (HES) shall meet the requirements of brake performance test as per IS 11852-2001 (Part 1 to Part 9) and Annexure B of this standard.

**18. Page 4/52, Clause No. 12.0**

Delete text in clause 12.0 and reserve the clause number.

**19. Page 4/52, Clause No. 13.1, 14.1**

Substitute following text for existing text

13.1 HES kit electronic components shall meet the requirement of EMC test when tested as per AIS-004 (Part 3):2009

At the request of HES kit manufacturer/supplier EMC test may be performed on vehicle retrofitted with HES system, instead of performing EMC test on individual HES kit components.

REESS charger shall be excluded from the test as it is utilized when vehicle is in off condition.

14.1 HES manufacturer / supplier shall carry out head lamp leveling adjustment on retrofitted vehicle to comply with the requirement of AIS-008 (Rev.1): 2010.

**20. Page 4 /52, Clause No. 15.0**

Substitute following text for existing text

The vehicle retrofitted with Hybrid Electric System (HES) shall meet the requirements for constructional and functional safety as per para. 11.0 of AIS-102 (Part 1):2009.

**21. Page 5/52, Clause No. 16.1**

Substitute following text for existing text

16.1 REESS of the Hybrid Electric System (HES) shall meet the requirements of AIS-048:2009.

**22. Page 5/ 52, Clause No. 17.3**

Substitute following text for existing text of para 1

**17.3 General guidelines for performance and reliability of single pole and multi pole connectors for wiring harness.**

It is desirable to use counter mating connector to pig tail any existing connector. The mating connector shall meet the requirements of JASO D 616:2011 or equivalent standard in respect of the following:-

**23. Page 5/ 52,**

Add new clause 18.0 after 17.3 and renumber subsequent clauses.

**18.0 ADDITIONAL REQUIRMENTS**

- 18.1 The vehicle retrofitted with Hybrid Electric System (HES) shall continue to comply with the requirements for external projection as per IS 13942.
- 18.2 Vehicle equipped with speed limiting device (SLD) or speed limiting function (SLF), if retrofitted with Hybrid Electric System (HES), shall continue to comply with the requirements of clause 5.7 of AIS 018: 2001 as amended from time to time.
- 18.3 If the increase in weight on steered axle of the vehicle retrofitted with Hybrid Electric System (HES) is greater than 5%, the vehicle shall comply with the requirements of steering effort as per IS 11948: 2010
- 18.4 The modifications in the vehicle configuration/components/sub systems due to HES retro-fitment shall comply with CMVR requirements applicable to base vehicle and its components and sub system. Additional test(s) to be carried out to establish this compliance shall be decided by the test agency.

**24. Page 6/ 52, Clause No. 18.1**

Substitute following text for existing text:

Technical specification for Hybrid Electric System and vehicles retrofitted with Hybrid Electric System (HES) shall be provided as per Annexure E and F respectively.

**25. Page 6/ 52, Clause No. 19.1**

Substitute following text for existing text

- 19.1 HES manufacture and supplier and authorized retrofitter shall comply with code of practice as per Annexure G. Documentary evidence shall be provided at the time of Type Approval along with technical specification.

**26. Page 7/ 52, Clause No. 21.0**

Substitute following text for existing text

**21.0 VALIDITY OF ANNEXURES**

It is expected that in due course of time the details given in Annexures A and C would be incorporated in CMVR AIS-102 (Part1) and other related documents referred in this standard. Once, such an incorporation takes place, the details given in these annexures would be automatically defunct.

**27. Page 7/ 52, Clause No. 22.1**

Substitute following text for existing text

- 22.1 Based on the tests carried out, Testing agency shall issue Type Approval to the hybrid electric system (HES) for retro-fitment on vehicle model prototype of which has been submitted and tested for Type Approval.

**28. Page 7/ 52, Clause No. 22.2**

Substitute following text for existing text

22.2 Validity of TA certificate of hybrid electric system (HES) shall be 3 years from the date of its original issue and needs to be revalidated thereafter. During revalidation of Hybrid Electric System (HES) type approval, vehicle installed with HES system shall be subjected to Mass Emission test (clause no 8.0) and any other test applicable because of amendment/revision of standard(s) referred in this standard.

Additionally test agency shall Physically verify layout of hybrid electric system on the vehicle submitted for re-validation with the layout submitted during initial type approval.

22.3 Type approval of hybrid electric system as per this standard shall permit retro-fitting of vehicles which are manufactured between the year of manufacture of the prototype retrofitted vehicle on which such kit has been tested and type approved and the date of validity of applicable emission norms prescribed for such category of vehicles.

22.4 Hybrid Electric System (HES) type approved as per AIS 123: 2013 shall deem to comply with the requirements of AIS 123 (Part 1):2013 till the validity period of this type approval certificate.

**29. Page 10/ 52, Annexure A, Clause No A-2.1.4.4**

Substitute following text for existing text

**A-2.1.4.3 Test Procedure:**

The vehicle shall be started up by the means provided for normal use to the driver. The first cycle starts on the initiation of the vehicle start-up procedure.

A-2.1.4.4 The test procedures defined in either para. A-2.1.4.4.1 or A-2.1.4.4.2 may be used.

**30. Page 14/ 52, Annexure A, Clause No A-2.3.4.2.1**

Substitute words “Annexure D” for “Annexure C” in definition of  $D_e$ .

**31. Page 14/ 52, Annexure A, Clause No A-2.3.4.2.2**

Substitute words “Annexure C” with “Annexure D” in definition of  $D_{ovc}$ .

**32. Page 16/ 52, Annexure A, Clause No A-3.3.1**

Substitute following text for existing text

A-3.3.1 In the case of OVC HEV's equipped with a pure electric mode, the procedure shall start with the discharge of the electrical energy/power storage device of the vehicle while driving with the switch in pure electric position (on the test track, on a chassis dynamometer, etc.) at a steady speed of 70 per cent  $\pm$  5 per cent of the maximum thirty minutes speed of the vehicle

**33. Page 26/ 52, Annexure C, Clause No C-4.2.2**

Substitute following text for existing text

**C-4.2.2 To determine the electric range of a hybrid electric vehicle**

To determine the electric range ( $D_e$ ) of OVC retrofitted HEV equipped with an operating mode switch the same operating mode position, in accordance with paragraph A-3.1 of Annexure A of this standard, shall be used.

**34. Page 26/ 52, Annexure C, Clause No C-4.2.2.1.1**

Substitute figure "50" for "30"

**35. Page 26/ 52, Annexure C, Clause No C-4.2.2.1.2, C-4.2.2.1.3, C-4.2.2.2**

Substitute following text for existing text

C-4.2.2.1.2 or when an indication from the standard on-board instrumentation is given to the driver to stop the vehicle or when the battery has reached its minimum state of charge.

C-4.2.2.1.3 Then the vehicle shall be slowed down to 5 km/h by releasing the accelerator pedal, without touching the brake pedal and then stopped by braking.

C-4.2.2.2 At a speed over 50 km/h when the vehicle does not reach the required acceleration or speed of the test cycle, the accelerator pedal shall remain fully depressed until the reference curve has been reached again.

**36. Page 26/ 52, Annexure C,**

Add following new clauses after clause C-4.2.2.2 and renumber subsequent clause

C-4.2.2.3 During this procedure, the electricity balance ( $QES_i$ ) of the high voltage battery (expressed in Ampere hours), measured continuously using the procedure specified in Appendix 2 to the ANNEXURE A to this standard, the vehicle speed ( $VES_i$ ) and  $De_i$  shall be recorded at the instant when the fuel consuming engine starts and the accumulation of  $De_i$  shall be stopped. Further accumulation of  $De_i$  shall not be permitted unless:

- (a) The fuel consuming engine stopped running; and
- (b)  $VES_i$  has returned to the same or any lower level of  $VES_i$  as recorded before the fuel consuming engine started; and

(c) QES<sub>i</sub> has returned to the same or any lower level of QES<sub>i</sub> as recorded before the last fuel consuming engine start or, where applicable, to the same or any lower level of QSA<sub>i</sub> as determined in accordance with paragraph 4.2.2.5 of this ANNEXURE.

This procedure shall be followed until the end of the test as defined in paragraph 4.2.2.1.1 of this ANNEXURE.

C-4.2.2.4 During the first deceleration phase following each start of the fuel consuming engine, when the vehicle speed is less than the vehicle speed at which the fuel consuming engine started previously:

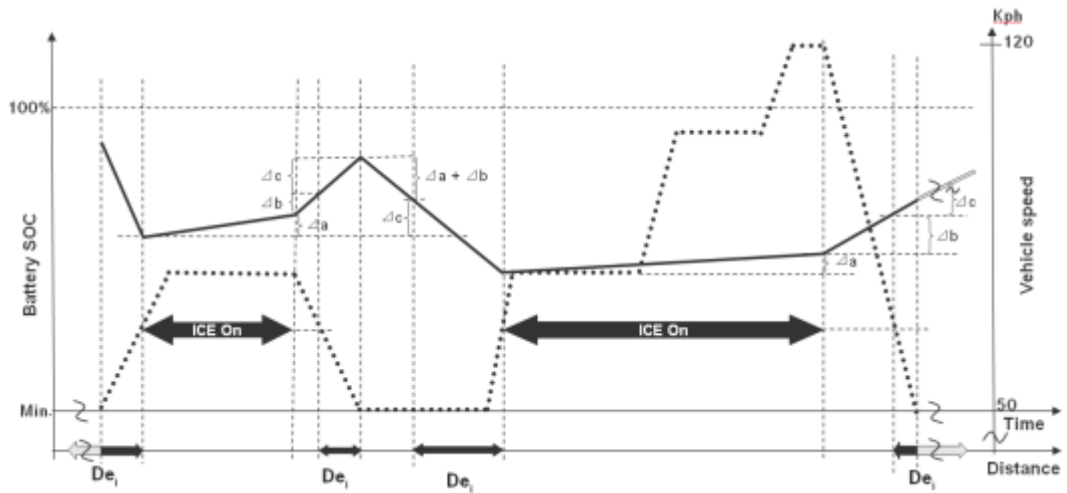
- (a) The distance covered with engine off should be counted as De<sub>i</sub>; and
- (b) The increase in electricity balance during this period should be recorded (ΔQrb<sub>i</sub>); and
- (c) The electricity balance when the fuel consuming engine starts (QES<sub>i</sub>) defined previously should be corrected by ΔQrb<sub>i</sub> (hence new QSA<sub>i</sub>= QES<sub>i</sub>+ ΔQrb<sub>i</sub>);

VES<sub>i</sub> = Vehicle speed at the moment when the ICE starts;

QES<sub>i</sub>= Energy of the battery at the moment when the ICE starts;

ΔQrb<sub>i</sub>=The increase in electricity balance during deceleration phases, when the vehicle speed is less than the vehicle speed at which the ICE started previously;

QSA<sub>i</sub> = Energy of the battery at the moment of the further accumulation of De.



Δa = Charged by ICE

Δb = Charged by regeneration (vehicle acceleration by ICE)

Δc = Charged by regeneration (ΔQrb<sub>i</sub>, vehicle acceleration with energy from battery)

De = ΣDe<sub>i</sub>

De<sub>i</sub> = Distances where the propulsive energy was not produced by ICE

————— Battery SOC

..... Vehicle Speed

**37. Page 26/ 52, Annexure C, Clause No C-4.2.2.4, C-4.2.3, C-4.2.3.1**

**Substitute following text for existing text**

C-4.2.2.4 At the end, the electric range is the sum of all cycle portions  $De_i$  in km. It shall be rounded to the nearest whole number.

C-4.2.3 **To determine the OVC range of a hybrid electric vehicle**

C-4.2.3.1 To measure the OVC range the end of the test criteria is reached when the battery has reached its minimum state of charge according to the criteria defined in Annexure A, paragraph A-2.1.4.4.2 Driving is continued until the final idling period in applicable driving cycle.

**38. Page 26/ 52, Annexure C, Clause No C-4.2.3.3,**

**Substitute following text for existing text**

C-4.2.3.3 At the end, the total distance driven in km, rounded to the nearest whole number is the OVC range of the hybrid electric vehicle.

**39. Page 31/ 52, Annexure E, Clause No 1**

**Substitute following text for existing text**

**1. Details of Hybrid System Manufacturer / Supplier**

**40. Page 36/ 52, Annexure F, Title**

**Substitute following title for existing title**

**TECHNICAL SPECIFICATION OF VEHICLE RETROFITTED WITH HYBRID ELECTRIC SYSTEM**

**41. Page 39/ 52, Annexure G, Title**

**Substitute following title for existing title**

**CODE OF PRACTICE FOR RETROFITMENT OF HYBRID ELECTRIC SYSTEM ON VEHICLES**

**42. Page 39/ 52, Annexure G, 1.0**

**Substitute following title for existing title**

**1.0 General**

This code of practice may be called as "Code of Practice for Retrofitment of Hybrid Electric System on Vehicles".

**43. Page 39/ 52, Annexure G, 3.0**

**Delete clause 3.0 AND MAKE IT RESERVE.**

- 44. Page 40/ 52, Annexure G, 4.5.3**  
**Delete clause 4.5.3**
- 45. Page 41/ 52, Annexure G,4.6.4**  
Add following para at the end:  
Responsibility of vehicle retrofitted with Hybrid Electric System is transferred from OEM to kit manufacturer / supplier for the parts added or affected by HES kit retrofitment,, except in case of zero kilometer fitments.
- 46. Page 41/ 52, Annexure G,4.9.1**  
**Substitute following text for existing text**  
Electric cables used in power and control wiring harness shall comply with the requirements of ISO 6722-2006 as per the para. 14 of this standard.
- 47. Page 43/ 52, Annexure G, 4.9.5.3**  
Delete clause 4.9.5.3 and renumber subsequent clauses
- 48. Page 43/ 52, Annexure G, 4.10**  
Delete clause 4.10 and renumber subsequent clauses
- 49. Page 44/ 52, Annexure G, 4.13,4.13.1, 4.13.2, 4.13.3, 4.13.4, 4.13.5,**  
Delete clause 4.13, 4.13.1, 4.13.2, 4.13.3, 4.13.4, 4.13.5, and renumber subsequent clauses
- 50. Page 45/ 52, Annexure G, Clause No 4.15, 4.16**  
Substitute following text for existing text
- 4.15      **Compliance Plate**
- Each Hybrid Electric System (HES) retrofitted vehicle shall be fitted with the compliance plate. It will be suitably located in an approachable location. Compliance plate shall provide the following information about the Hybrid Electric System (HES) and its installation.
- Date of Installation:
  - Vehicle Reg. Number:
  - Hybrid System Identification Number:
  - Manufactured by:
  - Installed by:
  - System Weight
  - Axel Weights

4.16 **Labels**

Identification label in front and rear: Label conforming to the specifications of this standard shall be affixed on left side of the front and rear safety glass so as to ensure visibility from the front and rear side of the vehicle.

Vehicles installed with Hybrid Electric System (HES) shall have identification label as follows:

**51. Page 46/ 52, Annexure G, Clause No 5.2**

Substitute following point at the end of clause

Testing equipment recommended by Kit Manufacturer

**52. Page 48/ 52, Annexure G, Clause No. 6.0**

Delete clause 6.0

**53. Page 49/ 52, Annexure H, 1.0**

Substitute following point at the end of clause

**1.0 HES manufacturer and test agency shall mutually agree for test to be carried out in case of following changes**

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

AUTOMOTIVE INDUSTRY STANDARDS COMMITTEE  
UNDER

CENTRAL MOTOR VEHICLES RULES - TECHNICAL STANDING COMMITTEE  
SET-UP BY

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

20 February 2016

**AUTOMOTIVE INDUSTRY STANDARD**

**CMVR Type Approval of Vehicles  
Retrofitted with Hybrid Electric System**

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GOVERNMENT OF INDIA

June 2013

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

<b>Sr. No.</b>	<b>Corr-igenda.</b>	<b>Amendment</b>	<b>Revision</b>	<b>Date</b>	<b>Remark</b>	<b>Misc.</b>

**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 of preparation of 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 standard on their website.

This standard prescribes the CMVR Type Approval requirements for in-use vehicles retrofitted with Hybrid Electric System.

Considerable assistance has been taken from the following UN regulations:

1.	UN R 100 :	Uniform provisions concerning the approval of REESS electric vehicles with regard to specific requirements for the construction and functional safety.
2.	UN R 101:	Uniform provisions concerning the approval of passenger cars powered by an internal combustion engine only, or powered by a hybrid electric power train with regard to the measurement of the emission of carbon dioxide and fuel consumption and/or the measurement of electric energy consumption and electric range, and of categories M1 and N1 vehicles powered by an electric power train only with regard to the measurement of electric energy consumption and electric range.

The AISC panel and the Automotive Industry Standards Committee (AISC) responsible for preparation of this standard are given in Annexure I and Annexure J respectively.

**CMVR Type Approval of Vehicles Retrofitted with  
Hybrid Electric System**

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## CMVR Type Approval of Vehicles Retrofitted with Hybrid Electric System

### 1.0 SCOPE

This standard lays down the requirements specific to vehicles retrofitted with Hybrid Electric System (HES) of M1, M2 and N1 category of vehicles, which

- i) Comply to BS-II or subsequent emission norms,
- ii) Operate on either petrol or diesel fuel only,
- iii) Have GVW not exceeding 3500 kg,
- iv) Have not been retrofitted earlier or are not operating on any other alternate fuel.

### 2.0 REFERENCES

2.1	AIS-049	Electric power train vehicles - CMVR type approval for REESS operated vehicles
2.2	IS:11825-1986	Method of weighment of automotive vehicles
2.3	AIS-071 (Part1):2009	Automotive Vehicles - Identification of Controls Tell-Tales and Indicators
2.4	AIS-003-1999	Automotive vehicles - Starting gradeability method of measurement and requirements
2.5	AIS-041	Electric power train vehicles-Measurement of net power and the maximum 30 minute power and speed
2.6	IS:11852: 2001	Automotive vehicles - Brakes and braking systems
2.7	AIS-038	Electric power train vehicles – Requirements for construction and functional safety
2.8	AIS-039	Electric power train vehicles – Measurement of electrical energy consumption
2.9	IS:3028-1998	Automotive vehicles – Noise emitted by moving vehicles- Method of measurement
2.10	IS:3141-2007	Starter Motors for Internal Combustion Engines Used for Automotive and other Applications – Specification
2.11	IS 9000 (Part 7) (Sec 1)	IEC 60068-2-27 : 1987 Basic Environmental Testing Procedures for Electronic and Electrical Items Part 7 Impact Test Section 1 Shock (Test Ea)
2.12	IS:8925-1978	Specification for Alternators for Automobiles
2.13	AIS-004 (Part 1):1999	Electromagnetic radiation from automotive vehicle – Permissible levels and methods of tests
2.14	AIS-004 (Part 3):2009	Automotive vehicles – Requirements for electromagnetic compatibility

2.15	AIS-008 (Rev. 1)	Installation Requirements of Lighting and Light-Signalling Devices for Motor Vehicle having more than Three Wheels, Trailer and Semi-Trailer excluding Agricultural Tractor and Special Purpose Vehicle
2.16	AIS-102 (Part 1)	CMVR Type Approval for Hybrid Electric Vehicles
2.17	AIS-048:2009	Battery Operated Vehicles - Safety Requirements of Traction Batteries
2.18	ISO:6722-2006	Road vehicles – 60v and 600v single core cables – Dimensions, test method and requirements.
2.19	JASO D 616:2011	Automotive parts – Test method and general performance requirements for wiring harness connectors.
2.20	TAP 115/116	Emission testing procedures
2.21	IS 2-1960	Rules for rounding off numerical values

### 3.0 DEFINITION

For the purpose of this draft the following definitions shall apply

#### 3.1 Hybrid Electric System (HES)

Means aggregate of components added by manufacturer/ supplier to the base vehicle for hybrid electric operation without modification/change/fuel type of base vehicle power train and base vehicle configuration.

#### 3.2 Off Vehicle Charging (OVC) range

The total distance covered during complete combined cycles run until the energy imparted by external charging of the Rechargeable Energy Storage System (REESS) or other electric REESS device is depleted, as measured according to the procedure described in Appendix-2 of Annexure A.

3.3 Where necessary, the definitions given in Annexure E of AIS-049 shall apply.

### 4.0 VEHICLE WEIGHTMENT

4.1 Vehicle weightment shall be done as per IS 11825-1986 with retrofitted Hybrid Electric System (HES). Permissible increase in vehicle unladen weight due to Hybrid Electric System (HES) shall be as follows:

Vehicle Category	ULW (kg)	Permissible increase in ULW (%)	Remarks
M1/M2	<= 1100	21	--
M1/M2	> 1100	17	--
N1	--	Equal to weight of HES	Payload shall be reduced to the extent of HES weight

**5.0 COAST DOWN TEST**

Coast down test shall be done at the choice of HES manufacture/supplier to find out vehicle coefficient for exhaust emission test. Otherwise power table method shall be used.

**6.0 VISUAL INDICATION**

HES manufacturer/supplier shall provide minimum following indications.

- Rechargeable Energy Storage System State of Charge (REESS SOC)
- Motor temperature
- Hybrid Electric System (HES) fault

These indications shall be as per the guidelines of AIS-071 (Part 1).

**7.0 GRADEABILITY TEST**

7.1 Test shall be carried out as per AIS-003-1999 with increased weight of Hybrid Electric System (HES) as declared by HES manufacturer / supplier.

**8.0 MASS EMISSION TEST PROCEDURE**

8.1 The emission test procedure shall be as per MoRTH/CMVR/TAP-115/116 with changes as given in Annexure A. The Hybrid Electric System (HES) retrofitted vehicle shall meet base vehicle model year exhaust emission norm. The existing OBD system of the base vehicle if any, shall not be modified/ altered during Hybrid Electric System (HES) kit installation. The HES manufacturer shall provide separate dashboard indication for displaying any fault in the Hybrid Electric System (HES) kit system.

**9.0 BRAKE PERFORMANCE**

9.1 Brake performance test for vehicles retrofitted with Hybrid Electric System (HES) shall be carried out with increased weight of Hybrid Electric System (HES) as declared by HES manufacturer / supplier.

The brake performance shall be evaluated as per IS 11852-2001 (Part 3 to Part 9) and Annexure B.

**10.0 MEASUREMENT OF PASS BY NOISE LEVEL**

Test shall be carried out as per IS 3028-1998.

10.1 Test shall be conducted on vehicle retrofitted with Hybrid Electric System (HES) in following two different modes;

- 1) Without powering Hybrid Electric System and result shall be recorded.
- 2) With powering Hybrid Electric System and result shall be recorded.

10.2 Test result verification method

Values of results with powering Hybrid Electric System (HES) shall not be more by 2 dB than the values of results without powering Hybrid Electric System (HES).

**11.0 TRACTION MOTOR TEST**

Following test shall be carried out on traction motor.

11.1 Motor Power Test: Test shall be carried out as per AIS-041:2003

11.2 Environmental validation tests for traction motor:

Manufacturer/supplier of Hybrid Electric System (HES) should provide the test reports of the following tests conducted on traction motor

- a) Thermal Shock test Test shall be carried out as per IS:3141:2007
- b) Media resistance test Test shall be carried out as per IS:3141:2007
- c) Impact test Test shall be carried out as per IS:9000 Part 7/Sec1:2006
- d) Dust Test Test shall be carried out as per IS: 3141:2007
- e) Water immerse test Test shall be carried out as per IS: 8925:1978.

**12.0 EMI TEST**

12.1 Test shall be carried out on component level as per AIS-004 (Part 1):1999. REESS charger shall be excluded from the test as it utilized when vehicle is in off condition.

**13.0 EMC TEST**

13.1 Test shall be carried out on component level as per AIS-004 (Part 3):2009 as and when it becomes applicable.

**14.0 VERTICAL ORIENTATION OF DIPPED BEAM – HEAD LAMP**

14.1 HES manufacturer / supplier shall carry out head lamp leveling adjustment on retrofitted vehicle at the time of submission of the vehicle for type approval. For such adjustment, refer procedure given in AIS-008 (Rev.1): 2010. Declaration to this effect shall be provided by HES manufacturer/supplier to the Type Approval test agency.

**15.0 REQUIREMENTS FOR CONSTRUCTIONAL AND FUNCTIONAL SAFETY**

Requirements for constructional and functional safety shall be as per requirements laid down in para. 11.0 of AIS-102 (Part 1):2009.

## 16.0 REQUIREMENTS FOR RECHARGEABLE ENERGY STORAGE SYSTEM (REESS)

16.1 Requirements for REESS shall be applicable as per AIS-048:2009.

For Hybrid Electric System (HES) component level testing will be done. The test reports provided by HES manufacturer/supplier shall also be considered as compliance to this requirement.

## 17.0 WIRING HARNESS / CABLES / CONNECTORS

17.1 Manufacturer/supplier of Hybrid Electric System should comply with the following standards and guidelines for control, power harness and all connectors used in harness.

OR

Manufacturer/supplier of Hybrid Electric System should provide the test reports of the following tests conducted on control, power harness and all connectors used in harness as given in 17.2 and 17.3

17.2 The cables used in the harness shall comply with following tests as mentioned in ISO 6722-2006.

- |    |   |   |
|----|---|---|
| a) | Electrical characteristics- Withstand Voltage | Test shall be carried out as per para. 6.2 of ISO 6722-2006               |
| b) | Low temperature characteristics               | Test shall be carried out as per para. 8 of ISO 6722-2006                 |
| c) | Heat ageing – Thermal Overload                | Test shall be carried out as per para. 10.3 of ISO 6722-2006              |
| d) | Resistance to chemicals fluid compatibility   | Test shall be carried out as per para. 11.2.2 and 11.2.3 of ISO 6722-2006 |
| e) | Resistance to flame propagation               | Test shall be carried out as per para. 12 of ISO 6722-2006.               |

17.3 General guidelines for performance and reliability of single pole and multi pole connectors for wiring harness. Counter mating connector shall be used to pig tail any existing connector. The mating connector shall meet the following requirements. JASO D 616:2011 standard can be referred.

- a) Water ingress protection when water is splashed during driving or the vehicle is washed
- b) Sufficient tensile strength of crimped connections.
- c) Connector housing lock strength and terminal retention
- d) Connection resistance shall be  $< 10$  mOhms
- e) Leakage current shall not exceed 1 mA for non-water proof connector and 50  $\mu$ A for water proof connector.
- f) Insulation resistance shall be  $> 100$  MOhms.

**18.0 TECHNICAL SPECIFICATION**

- 18.1 Technical specification for Hybrid Electric System and vehicles retrofitted with Hybrid Electric System (HES) shall be as per Annexure E and F respectively.

**19.0 CODE OF PRACTICE**

- 19.1 HES manufacture/supplier/authorized retrofitter shall comply code of practice as per Annexure G. Documentary evidence shall be provided at the time of Type Approval along with technical specification. Annual check-up of Type Approved vehicle shall be verified as per code of practice Annexure G

**20.0 CHANGE IN THE TECHNICAL SPECIFICATIONS ALREADY TYPE APPROVED**

- 20.1 Every modification pertaining to the information declared in accordance with para. 18 shall be intimated by the HES manufacturer/supplier to the testing agency.
- 20.2 If the changes are in parameters not related to the provisions of this standard, no further action need be taken.

If the changes are in parameters related to the provisions of this standard, the testing agency shall then consider, whether,

- a) The model with the changed specifications still complies with provisions of this standard; or,
- b) Any further verification / testing is required to establish compliance.

For considering whether any further verification / testing is required or not, guidelines given in Annexure H shall be used for the electrical requirements. For other cases, the guide lines given in the individual standard shall be applicable.

- 20.3 In case of para. 20.2 b), verification for only those parameters which are affected by the modifications needs to be carried out.
- 20.4 In case of fulfillment of criterion of para. 20.2 a) or after results of further verification as per para. of 20.2 b) are successful, the approval of compliance shall be extended for the changes carried out.
- 20.5 Tests such as evaporative emission, crankcase emission, idling emission, full load smoke (for diesel engine vehicles) etc. need not be carried out, if the related technical specification is same as those of a model already type approved.

**21.0 VALIDITY OF ANNEXURES**

It is expected that in due course of time the details given in Annexures A and C would be incorporated in CMVR AIS-102 (Part1) and other related documents referred in this draft. Once, such an incorporation takes place, the details given in these annexures would be automatically defunct.

**22.0 VALIDITY OF TYPE APPROVAL CERTIFICATE**

- 22.1 Testing agency shall issue Type Approval certificate only by model basis.
- 22.2 Validity of such TA certificate shall be 3 years and needs to be revalidated thereafter. During revalidation of Hybrid Electric System (HES) installed vehicle will be subjected to only mass emission test and physical verification of the vehicle as per the layout submitted by HES manufacturer/supplier during initial type approval.

**ANNEXURE A**

(See 8.1)

**TEST PROCEDURE FOR MEASUREMENT OF MASS EMISSIONS, FUEL CONSUMPTION AND HYBRID RANGE OF VEHICLES RETROFITTED WITH HYBRID ELECTRIC SYSTEM**

**A-1.0 Categories of Vehicles Retrofitted with Hybrid Electric System (HES) are mentioned below**

Vehicle charging	Off Vehicle Charging (OVC) <sup>1/</sup>		Not Off Vehicle Charging (NOVC) <sup>2/</sup>	
	without	with	without	with
Operating mode switch				

<sup>1/</sup> also known as “externally chargeable”  
<sup>2/</sup> also known as “not externally chargeable”

**A-2.0 Vehicles Retrofitted with Hybrid Electric System (Externally Chargeable) without an Operating Mode Switch.**

Two tests shall be performed under the following conditions

- (a) **Condition A:** test shall be carried out with a fully charged electrical energy / power storage device.
- (b) **Condition B:** test shall be carried out with an electrical energy/power storage device in minimum state of charge (maximum discharge of capacity).
- (c) The profile of the state of charge (SOC) of the electrical energy/power storage device during different stages of the Type I test is given in Appendix 1 of this Annexure.

**A-2.1. Condition A**

**A-2.1.1. Discharge of REESS**

The procedure shall start with the discharge of the electrical energy/power storage device as described in para. 2.1.1.1 below

**A-2.1.1.1 Discharge of the electrical energy/power storage device**

The electrical energy/power storage device of the vehicle is discharged while driving (on the test track, on a chassis dynamometer, etc.)

- a) At a steady speed of 50 km/h until the fuel consuming engine starts up
- b) Or, if a vehicle cannot reach a steady speed of 50 km/h without starting up the fuel consuming engine or for other reasons, the speed shall be reduced until the vehicle can run at a lower steady speed where the fuel consuming engine just does not start up for a defined time/distance (to be specified between testing agency and HES manufacturer/supplier).
- c) Or with HES manufacturer/supplier's recommendation.

The fuel consuming engine shall be stopped within 10 seconds of it being automatically started.

#### A-2.1.2 Conditioning of vehicle

##### A-2.1.2.1 Vehicle with compression ignition engine

For conditioning compression-ignition engined vehicles, the Part Two cycle of the applicable driving cycle shall be used in combination with the applicable gear shifting prescriptions as defined in para. A-2.1.4.2 of this Annexure. Three consecutive cycles shall be driven.

##### A-2.1.2.2 Vehicle with positive ignition engine

Vehicles fitted with positive-ignition engines shall be preconditioned with one Part One and two Part Two cycles of the applicable driving cycle in combination with the applicable gear shifting prescriptions as defined in para. A-2.1.4.2 of this Annexure

##### A-2.1.3 Soak

##### A-2.1.3.1 After this preconditioning, and before testing, the vehicle shall be kept in a room in which the temperature remains relatively constant between 293 and 303 K (20 °C and 30 °C). This conditioning shall be carried out for at least six hours and continue until the engine oil temperature and coolant, if any, are within +/-2 K of the temperature of the room, and the electrical energy/power storage device is fully charged as a result of the charging prescribed in para. A-2.1.3.2 below

##### A-2.1.3.2 During soak, the electrical energy/power storage device shall be charged:

- (a) with the on board charger if fitted, or

- (b) with an external charger recommended by the HES manufacturer/supplier, using the normal overnight charging procedure (see para. C-4.1.2.1). This procedure excludes all types of special charges that could be automatically or manually initiated like, for instance, the equalization charges or the servicing charges. The HES manufacturer/supplier shall declare that during the test, a special charge procedure has not occurred
- (c) For details of end of charge, see para. C-4.1.3.

**A-2.1.4 Mass emission test**

A-2.1.4.1 Mass emission test shall be carried out, as prescribed for corresponding IC engine vehicle

A-2.1.4.2 However, in case of special gear shifting strategy according to the HES manufacturer/supplier's instructions, as incorporated in the drivers' handbook of production vehicles and indicated by a technical gear shift instrument (for drivers information) shall be followed. For these vehicles the gear shifting points prescribed in MORTH/CMVR/TAP-115/116 are not applied.

**A-2.1.4.4 Measurement of energy**

The vehicle shall be started up by the means provided for normal use to the driver. The first cycle starts on the initiation of the vehicle start-up procedure.

The test procedures defined in either para. A-2.1.4.4.1 or A-2.1.4.4.2 may be used.

A-2.1.4.4.1 Sampling shall begin (BS) before or at the initiation of the vehicle start up procedure and end on conclusion of the final idling period in the respective driving cycle (end of sampling (ES)).

A-2.1.4.4.2 Sampling shall begin (BS) before or at the initiation of the vehicle start up procedure and continue over a number of repeat test cycles. It shall end on conclusion of the final idling period in the first extra-urban (Part Two) cycle during which the REESS reached the minimum state of charge according to the criterion defined below (end of sampling (ES)).

The electricity balance  $Q$  [Ah] is measured over each combined cycle, using the procedure specified in Appendix 2 to this Annexure, and used to determine when the REESS minimum state of charge has been reached.

The REESS minimum state of charge is considered to have been reached in combined cycle  $N$  if the electricity balance measured during combined cycle  $N+1$  is not more than 3 per cent discharge, expressed as a percentage of the nominal capacity of the REESS (in Ah) in its maximum state of charge, as declared by the HES manufacturer/supplier.

At the HES manufacturer/supplier request additional test cycles may be run and their results included in the calculations in para. below, provided that the electricity balance for each additional test cycle shows less discharge of the REESS than over the previous cycle.

In between each of the cycles a hot soak period of up to ten minutes is allowed. The powertrain shall be switched off during this period.

- A-2.1.4.4.3 The test results on the combined cycle (mass emission) for Condition A shall be recorded ( $m_1$  [gms/km]). In the case of testing according to para. A-2.1.4.4.1.,  $m_1$  is simply the results of the single combined cycle run. In the case of testing according to para. A-2.1.4.4.2.,  $m_1$  is the sums of the results of the N combined cycles run.

$$m_1 = \sum_{i=1}^N m_i$$

- A-2.1.4.4.4 Within the 30 minutes after the conclusion of the cycle, of the electrical energy/power storage device shall be charged according to para. C-4.1.2 and C-4.1.3.

The energy measurement equipment, placed between the mains socket and the vehicle charger, measures the charge energy  $e_1$  [Wh] delivered from the mains.

The electric energy consumption for condition A is  $e_1$  [Wh].

A-2.2 **Condition B**

- A-2.2.1 Conditioning of vehicle: shall be as per para. A-2.1.2
- A-2.2.2 Discharge of REESS shall be as per para. A-2.1.1
- A-2.2.3 After this discharge of the REESS and before testing, the vehicle shall be soaked as per para. A-2.1.3
- A-2.2.4 Mass emission test shall be as per A-2.1.4
- A-2.2.5 Measurement of Energy
  - A-2.2.5.1 Within the 30 minutes after the conclusion of the cycle, the electrical energy/power storage device shall be charged according to para. C-4.1.2 and C-4.1.3.

The energy measurement equipment, placed between the mains socket and the vehicle charger, measures the charge energy  $e_2$  [Wh] delivered from the mains.

A-2.2.5.2 The electrical energy/power storage device of the vehicle shall be discharged in accordance with para. A-2.1.1.

A-2.2.5.3 Within the 30 minutes after discharge, the electrical energy/power storage device shall be charged according to para. C-4.1.2 and C-4.1.3.

The energy measurement equipment, placed between the mains socket and the vehicle charger, measures the charge energy  $e_3$  [Wh] delivered from the mains.

A-2.2.5.4 The electric energy consumption  $e_4$  [Wh] for condition B is:

$$e_4 = e_2 - e_3$$

A-2.3 Final test results

A-2.3.1 In the case of testing according to para. A-2.1.4.4.1.

The final results of pollutants for deciding on compliance and for CO<sub>2</sub> shall be:

$$M_i = (D_e \times M_{1i} + D_{av} \times M_{2i}) / (D_e + D_{av})$$

where

$M_i$  = mass emission of the pollutant  $i$  in grams per kilometer

$M_{1i}$  = average mass emission of the pollutant  $i$  in grams per kilometre with a fully charged electrical energy/power storage device, determined as per para. A-2.1.4

$M_{2i}$  = average mass emission of the pollutant  $i$  in grams per kilometre with an electrical energy/power storage device in minimum state of charge (maximum discharge of capacity) determined as per para. A-2.2.4

$D_e$  = Vehicle electric range, according to the procedure described in Annexure C., where HES manufacturer/supplier must provide the means for performing the measurement with the vehicle running in pure electric operating state.

$D_{av}$  = 25 km (average distance between two REESS recharges)

A-2.3.2 In the case of testing according to para. A-2.1.4.4.2.

The final results of pollutants for deciding on compliance and for CO<sub>2</sub> shall be

$$M_i = (D_{ovc} \cdot M_{1i} + D_{av} \cdot M_{2i}) / (D_{ovc} + D_{av})$$

Where:

$M_i$  = mass emission of the pollutant  $i$  in grams per kilometre

$M_{1i}$  = average mass emission of the pollutant  $i$  in grams per kilometre with a fully charged electrical energy/power storage device, determined as per para. A-2.1.4

$M_{2i}$  = average mass emission of the pollutant  $i$  in grams per kilometre with an electrical energy/power storage device in minimum state of charge (maximum discharge of capacity) determined as per para. A-2.2.4

$D_{ovc}$  = OVC range according to the procedure described in Annexure C.

$D_{av}$  = 25 km (average distance between two REESS recharges).

### A-2.3.3 **Fuel Consumption**

Reported fuel consumption shall be calculated by carbon balance method, as per procedure prescribed in MORTH/CMVR/TAP-115/116, except that the values of HC, CO and CO<sub>2</sub> for calculation of fuel consumption shall be based on figures arrived at, as per para. A-2.3.1. or A-2.3.2

A-2.3.4  $E_1 = e_1 / D_{test1}$  [Wh/km] for condition A, and

$E_4 = e_4 / D_{test2}$  [Wh/km] for condition B

A-2.3.4.1 with  $D_{test1}$  and  $D_{test2}$  are the actual driven distances in the tests performed under conditions A (Refer para. A-2.1.4.) and B (Refer para. A-2.2.4) respectively, and  $e_1$  and  $e_4$  determined in para. A-2.1.4.4. and A-2.2.5.4 respectively.

A-2.3.4.2 The weighted values of electric energy consumption shall be calculated as below

A-2.3.4.2.1 In the case of testing according to para. A-2.1.4.4.1.

$$E = ((D_e \times E_1) + (D_{av} \times E_4)) / (D_e + D_{av})$$

Where

E = Electric consumption Wh/km

E<sub>1</sub> = Electric consumption Wh/km with a fully charged electrical energy/power storage device calculated as per para. A-2.3.4.1.

D<sub>e</sub> = Vehicle electric range, according to the procedure described in Annexure D., where HES manufacturer/supplier must provide the means for performing the measurement with the vehicle running in pure electric operating state.

D<sub>av</sub> = 25 km (assumed average distance between two REESS recharges)

A-2.3.4.2.2 In the case of testing according to para. A-2.1.4.4.2.

$$E = (D_{ovc} \cdot E_1 + D_{av} \cdot E_4) / (D_{ovc} + D_{av})$$

Where

E = Electric consumption Wh/km.

E<sub>1</sub> = Electric consumption Wh/km with a fully charged electrical energy/power storage device calculated as per para. A-2.3.4.1.

E<sub>4</sub> = Electric consumption Wh/km with an electrical energy/power storage device in minimum state of charge (maximum discharge of capacity) as per para. A-2.3.4.1.

D<sub>ovc</sub> = OVC range according to the procedure described in Annexure D.

D<sub>av</sub> = 25 km (assumed average distance between two REESS recharges).

**A-3.0 Vehicles Retrofitted with Hybrid Electric System (Externally Chargeable) with an Operating Mode Switch.**

Two tests shall be performed under the following conditions

Condition A: Test shall be carried out with a fully charged electrical energy/power storage device.

Condition B: Test shall be carried out with an electrical energy/power storage device in minimum state of charge (maximum discharge of capacity)

A-3.1 The operating mode switch shall be positioned according the table below

Hybrid-modes REESS State of charge	- Pure electric  - Hybrid Switch in position	- Pure fuel consuming  - Hybrid Switch in position	- Pure electric - Pure fuel consuming - Hybrid Switch in position	- Hybrid mode n <sup>1/</sup> - Hybrid mode m <sup>1/</sup>  Switch in position
Condition A Fully charged	Hybrid	Hybrid	Hybrid	Most electric hybrid mode <sup>2/</sup>
Condition B Min. state of charge	Hybrid	Fuel consuming	Fuel consuming	Most fuel consuming mode <sup>3/</sup>
<sup>1/</sup>	For instance: sport, economic, urban, extra urban position			
<sup>2/</sup>	Most electric hybrid mode:			
	The hybrid mode which can be proven to have the highest electricity consumption of all selectable hybrid modes when tested in accordance with Condition A of Annexure B, to be established based on information/test reports provided by the HES manufacturer/supplier and in agreement with the testing agency.			
<sup>3/</sup>	Most fuel consuming mode:			
	The hybrid mode which can be proven to have the highest fuel consumption of all selectable hybrid modes when tested in accordance with Condition B of Annexure B, to be established based on information/test reports provided by the HES manufacturer/supplier and in agreement with the testing agency.			

A-3.2 Two tests shall be performed one under Condition A and the other under Condition B as defined in para. A-2.0. The test procedures for Condition A and Condition B shall be same as those given in para. A-2.1 and A-2.2 respectively, except that the switching modes shall be as given in para. A-3.1, A-3.2.1 and A-3.3.

- A-3.2.1 However, if the pure electric range of the vehicle measured in accordance with Annexure-C is higher than one full emission test cycle, on the request of the HES manufacturer/supplier, the Type I test for condition A may not be carried out.

In such cases, the value of M1i shall be taken as zero for calculation of final results. (Refer para. A-2.3.1 and A-2.3.2).

In this case, vehicle preconditioning prescribed in para. A-2.1.2 can be omitted at the request of HES manufacturer/supplier.

### A-3.3 **Discharge of REESS**

- A-3.3.1 In the case of OVC HEV's equipped with a pure electric mode, the procedure shall start with the discharge of the electrical energy/power storage device of the vehicle while driving with the switch in pure electric position (on the test track, on a chassis dynamometer, etc.) at a steady speed of 70 per cent  $\pm$  5 per cent of the maximum thirty minutes speed of the vehicle (determined according to para. 6.0 of AIS-041:2003).

Stopping the discharge occurs when any of the following conditions happens, earliest :

- 1) when the vehicle is not able to run at 65 per cent of the maximum thirty minutes speed; or
- 2) when an indication to stop the vehicle is given to the driver by the standard onboard instrumentation, or
- 3) after covering the distance of 100 km.

- A-3.3.2 In case of Hybrid Electric Vehicle (HEV) is not equipped with "pure electric" mode, the discharge procedure shall be as per para. A-2.1.1.

- A-3.4 Final test results shall be obtained using procedure given in para. A-2.3.

### A-4.0 **Vehicles Retrofitted With Hybrid Electric System (HES) (Not Externally Chargeable) without an Operating Mode Switch**

- A-4.1 These vehicles shall be tested according to MORTH/CMVR/TAP-115/116

- A-4.2 In the case of M and N category vehicles, for preconditioning, at least two consecutive complete driving cycles (one according to Part One and one according to Part Two) are carried out without soak.

- A-4.3 The vehicle shall be driven according to driving cycles prescribed, taking into account requirements given in para. A-2.1.4.2 in case of special gear shifting strategy.

- A-4.4 Special requirements for measurement and correction of the test results for CO<sub>2</sub> and fuel consumption are given in Annexure D.

**A-5.0 Vehicles Retrofitted with Hybrid Electric System (Not Externally Chargeable) with an Operating Mode Switch**

- A-5.1 These vehicles shall be tested in Hybrid mode, according to MORTH/CMVR/TAP-115/116. If several hybrid modes are available, the test shall be carried out in the mode that is automatically set after turn on of the ignition key (normal mode). On the basis of information provided by the HES manufacturer/supplier, the testing agency will make sure that the limit values are met in all hybrid modes.
- A-5.2 Preconditioning of vehicle shall be as per para.A-4.2.
- A-5.3 The vehicle shall be driven according to driving cycles prescribed, taking into account requirements given in para. A-2.1.4.2 in case of special gear shifting strategy.
- A-5.4 Special requirements for measurement and correction of the test results for CO<sub>2</sub> and fuel consumption are given in Annexure D.

**A-6.0 Type II Test Methods (Idling Emissions) for SI Engines**

- A-6.1 The vehicles shall be tested according to MoRTH/CMVR/TAP-115/116 with the fuel consuming engine running.
- A-6.2 If applicable, the HES manufacturer/supplier shall provide a “service mode” that makes execution of this test possible, However for HEV’s using constant speed engine for charging of batteries, above test shall be exempted.
- A-6.3 If necessary, the special procedure provided for in para. A-6.4. shall be used.
- A-6.4 It shall be possible to inspect the vehicle for roadworthiness test in order to determine its performance in relation to the data collected in accordance with the procedure prescribed in MORTH/CMVR/TAP-115/116. If this inspection requires a special procedure, this shall be detailed in the service manual (or equivalent media). This special procedure shall not require the use of special equipment other than that provided with the vehicle.

**ANNEXURE A**

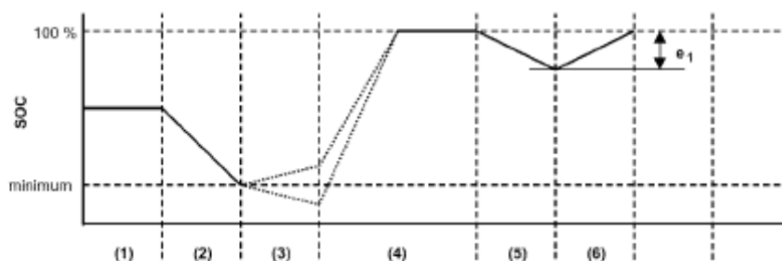
**APPENDIX 1**

(See A-2.0(c))

**ELECTRICAL ENERGY/POWER STORAGE DEVICE STATE OF CHARGE (SOC) PROFILE FOR OVC-HEV'S.**

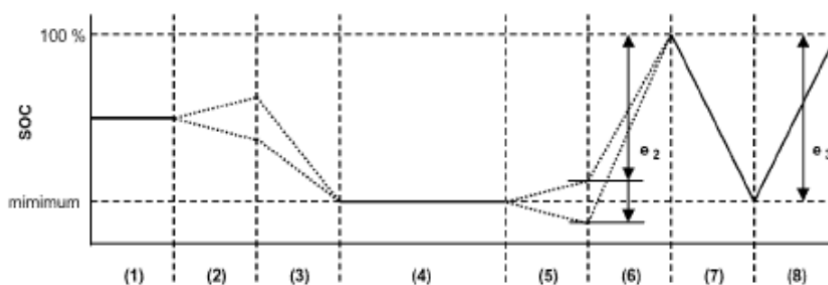
The SOC profiles for OVC-HEV's tested under conditions A and B are

**Condition A**



(1)	initial state of charge of the electrical energy/power storage device
(2)	discharge according to para. A-2.1.1 or A-3.3 of Annexure-A
(3)	vehicle conditioning according to para. A-2.1.2 of Annexure-A
(4)	charge during soak according to para. A-2.1.3.2 of Annexure-A
(5)	test according to para. A-2.1.4 of Annexure-A
(6)	charging (A-2.1.4.4)

**Condition B**



(1)	Initial state of charge
(2)	Vehicle conditioning according to para. A-2.2.1 of Annexure-A
(3)	Discharge according to para. A-2.2.2 of Annexure-A
(4)	Soak according to para. A-2.2.3 of Annexure-A
(5)	Test according to para. A-2.2.4 of Annexure-A
(6)	Charging according to para. A-2.2.5.1
(7)	Discharging according to para. A-2.2.5.2.
(8)	Charging according to para. A-2.2.5.3.

**ANNEXURE A**  
**APPENDIX-2**  
(See A- 2.1.4.4.2)

**METHOD FOR MEASURING THE ELECTRICITY BALANCE OF  
THE REESS OF OVC AND NOVC HEVS**

**1.0 Introduction**

- 1.1 The purpose of this appendix is to define the method and required instrumentation for measuring the electricity balance of Off Vehicle Charging Hybrid Electric Vehicles (OVC HEV) and Not Off Vehicle Charging Hybrid Electric Vehicles (NOVC HEVs). Measurement of the electricity balance is necessary
- (a) To determine when the minimum state of charge of the REESS has been reached during the test procedure defined in para. A-2.0. and A-3.0. of Annexure A; and
  - (b) To correct the measured fuel consumption and CO<sub>2</sub>-emissions for the change in REESS energy content occurring during the test, using the method defined in para. A-5.0 and A-6.0 of Annexure A.
- 1.2 The method described in this Annexure shall be used by the HES manufacturer/supplier for the measurements that are performed to determine the correction factors K<sub>fuel</sub> and K<sub>CO<sub>2</sub></sub>, as defined in para. A-4.0, and A-5.0 of this Annexure A.

The Testing Agency shall check whether these measurements have been performed in accordance with the procedure described in this Annexure A and Annexure D

- 1.3 The method described in this annex shall be used by the Testing Agency for the measurement of the electricity balance Q, as defined in para. A-2.1.4.4.2, A-4.0., and A-5.0. of this Annexure A and Annexure D

**2.0 Measurement Equipment and Instrumentation**

- 2.1 During the tests as described in para. A-2.0, A-3.0, A-4.0, and A-5.0. of this Annexure A, the REESS current shall be measured using a current transducer of the clamp-on type or the closed type. The current transducer (i.e. the current sensor without connecting to data acquisition equipment) shall have a minimum accuracy of 0.5 per cent of the measured value (in A) or 0.1 per cent of the maximum value of the scale. HES manufacturer/supplier diagnostic testers are not to be used for the purpose of this test.
- 2.1.1 The current transducer shall be fitted on one of the wires directly connected to the REESS. In order to easily measure REESS current using external measuring equipment, vehicle HES manufacturer/suppliers should preferably integrate appropriate, safe and accessible connection points in

the vehicle. If that is not feasible, the vehicle HES manufacturer/supplier is obliged to support the Testing Agency by providing the means to connect a current transducer to the wires connected to the REESS in the above described manner

- 2.1.2 The output of the current transducer shall be sampled with a minimum sample frequency of 5 Hz. The measured current shall be integrated over time, yielding the measured value of Q, expressed in Ampere hours (Ah).
- 2.1.3 The temperature at the location of the sensor shall be measured and sampled with the same sample frequency as the current, so that this value can be used for possible compensation of the drift of current transducers and, if applicable, the voltage transducer used to convert the output of the current transducer.
- 2.2 A list of the instrumentation HES manufacturer/supplier, model no., serial no.) used by the HES manufacturer/supplier for determining
  - (a) When the minimum state of charge of the REESS has been reached during the test procedure defined in para. A-2.0. and A-3.0. of Annexure A; and
  - (b) The correction factors K fuel and KCO<sub>2</sub> (as defined in para. A-4.0., and A-5.0. of Annexure A and the last calibration dates of the instruments (where applicable) should be provided to the Technical Service.

### **3.0 Measurement procedure**

- 3.1 Measurement of the REESS current shall start at the same time as the test starts and shall end immediately after the vehicle has driven the complete driving cycle.
- 3.2 Separate values of Q shall be logged over the Part One (urban driving) and Part Two (extra- urban driving) of the MIDC driving cycle."

**ANNEXURE B**

(See 9.0)

**ADDITIONAL REQUIREMENTS FOR  
REGENERATIVE BRAKING SYSTEM**

- B-1.0 Definitions**
- B-1.1 **Electric Regenerative Braking System:** A braking system, which during deceleration, provides for the conversion of vehicle kinetic energy into electrical energy.
- B-1.2 **Electric Regenerative Brake Control:** A device which modulates the action of the electric regenerative braking system
- B-1.3 **Electric Regenerative Braking System of Category A:** An electric regenerative braking system, which is not part of the service braking system.
- B-1.4 **Electric Regenerative Braking System of Category B:** An electric regenerative braking system, which is part of the service braking system.
- B-2.0 Vehicles Fitted with Electric Regenerative Braking System of Category A**
- B-2.1 The electric regenerative braking shall be only activated by accelerator control and/or the gear neutral position. In addition, for vehicles of categories M2, the electric regenerative braking control can be a separate switch or lever.
- B-2.2 In the case of vehicles fitted with Category A type of regenerative braking system, any separate electric regenerative braking control which is provided, shall not be used during the Type P and Type F tests.
- B-3.0 Vehicles Fitted with Electric Regenerative Braking System of Category B**
- B-3.1 It shall not be possible to disconnect partially or totally one part of the service braking system other than by an automatic device
- B-3.2 The service braking system control shall also actuate the action of the electric regenerative braking system simultaneously.
- B-3.3 The service braking system shall not be adversely affected by the disengagement of the motor(s) or gear ratio used, except during the short duration of operation of gear shifting.

**B-4.0** If so desired by the HES manufacturer/supplier the performance requirements may be verified without the use of the electric regenerative system by appropriately disconnecting the system. if, so this shall be recorded in the test report.

**B-5.0 General**

For vehicles powered completely or partially by an electric motor or motor(s), permanently connected to the wheels, all tests must be carried out with these motor(s) connected.

## ANNEXURE C

(See A -2.3.1 )

**METHOD OF MEASURING THE ELECTRIC RANGE OF VEHICLES  
POWERED BY RETROFITTED HYBRID ELECTRIC POWER TRAIN AND  
THE OVC RANGE OF VEHICLES POWERED BY  
RETROFITTED HYBRID ELECTRIC POWERTRAIN**

**C-1.0** The test method described hereafter permits to measure the electric range and OVC range, expressed in km, of externally chargeable retrofitted HEV's (OVC-HEV) as defined in para. A-1.

**C-2.0 Parameters, Units and Accuracy of Measurements**

Parameters, units and accuracy of measurements shall be as given in Table C-1:

**Table C1**

**Parameters, Units and Accuracy of Measurements**

Parameter	Unit	Accuracy	Resolution
Time	s	± 0.1 s	0.1 s
Distance	m	± 0.1 per cent	1 m
Temperature	°C	± 1°C	1°C
Speed	km/h	± 1 per cent	0.2 km/h
Mass	kg	± 0.5 per cent	1 kg
Electricity balance	Ah	+/- 0.5 per cent	0.3 per cent

**C-3.0 Test Conditions**

**C-3.1 Condition of the vehicle**

C-3.1.1 The vehicle tyres shall be inflated to the pressure specified by the vehicle HES manufacturer/supplier when the tyres are at the ambient temperature.

C-3.1.2 The viscosity of the oils for the mechanical moving parts shall conform to the specifications of the vehicle HES manufacturer/supplier.

C-3.1.3 The lighting and light-signalling and auxiliary devices shall be off, except those required for testing and usual daytime operation of the vehicle.

C-3.1.4 All REESS systems available for other than traction purposes (electric, hydraulic, pneumatic, etc.) shall be charged up to their maximum level specified by the HES manufacturer/supplier.

C-3.1.5 If the batteries are operated above the ambient temperature, the operator shall follow the procedure recommended by the vehicle HES manufacturer/supplier in order to keep the temperature of the REESS in the normal operating range.

The HES manufacturer/supplier's agent shall be in a position to attest that the thermal management system of the REESS is neither disabled nor reduced.

C-3.1.6 The vehicle must have run at least 300 km during the seven days before the test with those batteries that are installed in the test vehicle. This condition can be waived on request of the vehicle HES manufacturer/supplier.

#### C-3.2 **Climatic conditions**

C-3.2.1 For testing performed outdoors, the ambient temperature shall be between 5 °C and 32 °C.

C-3.2.2 The indoors testing shall be performed at a temperature between 20 °C and 30 °C.

C-3.2.3 The test may be carried out at temperatures different from those specified above, at the request of HES manufacturer/supplier.

#### C-4.0 **Operation Modes**

The test method includes the following steps

(a) Initial charge of the REESS.

(b) Application of the cycle and measurement of the electric range.

Between the steps, if the vehicle shall move, it is pushed to the following test area (without regenerative recharging).

##### C-4.1 **Initial Charge of the REESS**

Charging the REESS consists of the following procedures

**Note:** "Initial charge of the REESS" applies to the first charge of the REESS, at the reception of the vehicle. In case of several combined tests or measurements, carried out consecutively, the first charge carried out shall be an "initial charge of the REESS" and the following may be done in accordance with the "normal overnight charge" procedure.

C-4.1.1 **Discharge of the REESS**

C-4.1.1.2 For externally chargeable hybrid electric vehicle (OVC HEV) without an operating mode switch

C-4.1.1.2.2 The procedure for discharge of the electrical energy/power storage device of the vehicle is as per para. A-2.1.1.

C-4.1.1.3 For externally chargeable hybrid electric vehicle (OVC HEV) with an operating mode switch.

C-4.1.1.3.1 If there is not a pure electric position, the HES manufacturer/supplier shall provide the means for performing the measurement with the vehicle running in pure electric operating state. The procedure for discharge of the electrical energy/power storage device of the vehicle is as per para. A-2.1.1.

C-4.1.1.3.2 If there is a pure electric position, the procedure for discharge of the electrical energy/power storage device of the vehicle is as per para. A-3.3.1.

C-4.1.2 **Application of a normal overnight charge**

The electrical energy/power storage device shall be charged according to the normal overnight charge procedure given below.

C-4.1.2.1 **Normal overnight charge procedure**

The charging is carried out

- (a) with the on board charger if fitted, or
- (b) with an external charger recommended by the HES manufacturer/supplier using the charging pattern prescribed for normal charging;
- (c) in an ambient temperature comprised between 20 °C and 30 °C.

HES manufacturer/supplier

This procedure excludes all types of special charges that could be automatically or manually initiated like, for instance, the equalisation charges or the servicing charges. The HES manufacturer/supplier shall declare that during the test, a special charge procedure has not occurred.

C-4.1.3 **End of charge criteria**

The end of charge criteria corresponds to a charging time of 12 hours, except if a clear indication is given to the driver by the standard instrumentation that the electrical energy/power storage device is not yet fully charged. In this case,

$$\text{The maximum time is} = \frac{3 \times \text{claimed REESS capacity (Wh)}}{\text{Mains power supply (W)}}$$

**C-4.2 Application of the cycle and measurement of the range**

- C-4.2.1 The applicable test sequence as per the driving cycle used for mass emission testing is applied on a chassis dynamometer until the end of the test criteria is reached. Gear shifting pattern shall be as prescribed in para. A-2.1.4.2.
- C-4.2.2 To determine the electric range of a hybrid electric vehicle
- C-4.2.2.1 The end of the test criteria is reached earliest
- C-4.2.2.1.1 When the vehicle is not able to meet the target curve up to 30 km/h,
- C-4.2.2.1.2 or when an indication from the standard on-board instrumentation is given to the driver to stop the vehicle
- C-4.2.2.1.3 or when the fuel consuming engine starts up.
- Then the vehicle shall be slowed down to 5 km/h by releasing the accelerator pedal, without touching the brake pedal and then stopped by braking.
- C-4.2.2.2 At a speed over speeds specified in para. C-4.2.2.1 when the vehicle does not reach the required acceleration or speed of the test cycle, the accelerator pedal shall remain fully depressed until the reference curve has been reached again.
- C-4.2.2.3 To respect human needs, up to three interruptions are permitted between test sequences, of no more than 15 minutes in total.
- C-4.2.2.4 At the end, the measure  $D_e$  of the covered distance in km is the electric range of the hybrid electric vehicle. It shall be rounded to the nearest whole number as per IS: 2:1960. Where the vehicle operates both in electric and hybrid modes during the test, the periods of electric only operation will be determined by measuring current to the injectors or ignition.
- C-4.2.3 To determine the OVC range of a hybrid electric vehicle
- C-4.2.3.1 To measure the OVC range the end of the test criteria is reached when the REESS has reached its minimum state of charge according to the criteria defined in Annexure A. Driving is continued until the final idling period in the extra-urban cycle.
- C-4.2.3.2 To respect human needs, up to three interruptions are permitted between test sequences, of no more than fifteen minutes in total.
- C-4.2.3.3 At the end, the total distance driven in km, rounded to the nearest whole number as per IS:2:1960, is the OVC range of the hybrid electric vehicle.

## ANNEXURE D

(See A-4.4)

**SPECIAL REQUIREMENTS FOR MEASUREMENT AND CORRECTION  
OF THE TEST RESULTS FOR CO<sub>2</sub> AND FUEL CONSUMPTION FOR  
NOT EXTERNALLY CHARGEABLE (NOVC) HEV'S.**

**D-1** In the case of M and N category vehicles, emissions of carbon dioxide (CO<sub>2</sub>) and fuel consumption shall be determined separately for the Part One (urban driving) and the Part Two (extra-urban driving) of the specified driving cycle.

**D-2 Test Results**

D-2.1 The test results (fuel consumption C [l/100 km] and CO<sub>2</sub>-emission M [g/km]) of the test are corrected in function of the energy balance  $\Delta E_{\text{batt}}$  of the vehicle's REESS. The corrected values (C<sub>0</sub> [l/100 km] and M<sub>0</sub> [g/km]) should correspond to a zero energy balance ( $\Delta E_{\text{batt}} = 0$ ), and are calculated using a correction coefficient determined by the HES manufacturer/supplier as defined below. In case of other storage systems than an electric REESS,  $\Delta E_{\text{batt}}$  is representing  $\Delta E_{\text{storage}}$ , the energy balance of the electric REESS device.

D-2.2 The electricity balance Q [Ah], measured using the procedure specified in Appendix 2 of Annexure A, is used as a measure of the difference in the vehicle REESS's energy content at the end of the cycle compared to the beginning of the cycle. In the case of M and N category vehicles, the electricity balance is to be determined separately for the Part One cycle and the Part Two cycle.

D-2.3 Under the conditions below, it is allowed to take the uncorrected measured values C and M as the test results:

- a) in case the HES manufacturer/supplier can prove that there is no relation between the energy balance and fuel consumption,
- b) in case that  $\Delta E_{\text{batt}}$  always corresponds to a REESS charging,
- c) in case that  $\Delta E_{\text{batt}}$  always corresponds to a REESS discharging and  $\Delta E_{\text{batt}}$  is within 1 per cent of the energy content of the consumed fuel (consumed fuel meaning the total fuel consumption over one cycle)

Energy content of the consumed fuel can be calculated from the following equation :

$$\text{Total Fuel Energy} = \text{NHV}_{\text{fuel}} * m_{\text{fuel}}$$

Where,

$\text{NHV}_{\text{fuel}}$  = Net heating value of consumable fuel in J/kg

$m_{\text{fuel}}$  = Total mass of fuel consumed over one test cycle

The change in REESS energy content  $\Delta E_{batt}$  can be calculated from the measured electricity balance  $Q$  as follows

$$\begin{aligned} \Delta E_{batt} &= \Delta SOC(\%) \cdot E_{TEbatt} \cong 0.0036 \cdot |\Delta Ah| \cdot V_{batt} \\ &= 0.0036 \cdot Q \cdot V_{batt} (MJ) \end{aligned}$$

with  $E_{TEbatt}$  [MJ] the total energy storage capacity of the REESS and  $V_{batt}$  [V] the nominal voltage.

**D-3 Fuel consumption correction coefficient ( $k_{fuel}$ ) defined by the HES manufacturer/supplier**

D-3.1 The fuel consumption correction coefficient ( $K_{fuel}$ ) shall be determined from a set of  $n$  measurements performed by the HES manufacturer/supplier. This set should contain at least one measurement with  $Q_i < 0$  and at least one with  $Q_j > 0$ .

D-3.2 If the latter condition cannot be realised on the driving cycle (Part One or Part Two of modified Indian Driving Cycle in the case of M and N category or IDC in the case of L category as applicable) used in this test, then it is up to the testing agency to judge the statistical significance of the extrapolation necessary to determine the fuel consumption value at  $\Delta E_{batt} = 0$

The fuel consumption correction coefficient ( $K_{fuel}$ ) is defined as

$$k_{fuel} = \frac{n \cdot \sum Q_i C_i - \sum Q_i \cdot \sum C_i}{n \sum Q_i^2 - (\sum Q_i)^2} \quad (1/100 \text{ Km /Ah})$$

where

$C_i$ : fuel consumption measured during  $i$ -th HES manufacturer/supplier's test (l/100 km)

$Q_i$ : electricity balance measured during  $i$ -th HES manufacturer/supplier's test (Ah)

$n$ : number of data

The fuel consumption correction coefficient shall be rounded to four significant figures (e.g. 0.xxxx or xx.xx). The statistical significance of the fuel consumption correction coefficient is to be judged by the testing agency.

D-3.3 In the case of M and N category, separate fuel consumption correction coefficients shall be determined for the fuel consumption values measured over the Part One cycle and the Part Two cycle respectively

**D-4.0 Fuel Consumption at Zero Energy Balance ( $C_0$ )**

D-4.1 The fuel consumption  $C_0$  at  $\Delta E_{\text{batt}} = 0$  is determined by the following equation

$$C_0 = C - K_{\text{fuel}} * Q \text{ (l/100 km)}$$

Where

C : fuel consumption measured during test (l/100 km)

Q : electricity balance measured during test (Ah)

D-4.2 In the case of M and N category, fuel consumption at zero energy balance shall be determined separately for the fuel consumption values measured over the Part One cycle and the Part Two cycle respectively

**D-5.0 CO<sub>2</sub>-Emission Correction Coefficient ( $K_{\text{CO}_2}$ ) defined by the HES Manufacturer/Supplier**

D-5.1 The CO<sub>2</sub>-emission correction coefficient ( $K_{\text{CO}_2}$ ) shall be determined as follows from a set of n measurements performed by the HES manufacturer/supplier. This set should contain at least one measurement with  $Q_i < 0$  and at least one with  $Q_i > 0$ . If the latter condition can not be realised on the driving cycle (Part One or Part Two in the case of M and N category or IDC as applicable) used in this test, then it is up to the testing agency to judge the statistical significance of the extrapolation necessary to determine the CO<sub>2</sub>- emission value at  $\Delta E_{\text{batt}} = 0$ .

D-5.2 The CO<sub>2</sub>-emission correction coefficient ( $K_{\text{CO}_2}$ ) is defined as

$$k_{\text{fuel}} = \frac{n \cdot \sum Q_i M_i - \sum Q_i \cdot \sum M_i}{n \sum Q_i^2 - (\sum Q_i)^2} \quad \text{g/km/Ah}$$

Where

$M_i$  : CO<sub>2</sub>-emission measured during i-th HES manufacturer/supplier's test (g/km)

$Q_i$  : electricity balance during i-th HES manufacturer/supplier's test (Ah)

n : number of data

The CO<sub>2</sub>-emission correction coefficient shall be rounded to four significant figures (e.g. 0.xxxx or xx.xx). The statistical significance of the CO<sub>2</sub>-emission correction coefficient is to be judged by the testing agency.

D-5.3 In the case of M and N category, separate CO<sub>2</sub>-emission correction coefficients shall be determined for the CO<sub>2</sub> emission values measured over the Part One cycle and the Part Two cycle respectively.

D-5.4 CO<sub>2</sub>-emission at zero energy balance ( $M_0$ ).

D-5.5 The CO<sub>2</sub>-emission  $M_0$  at  $\Delta E_{\text{batt}} = 0$  is determined by the following equation:

$$M_0 = M - K_{\text{CO}_2} * Q \text{ (g/km)}$$

Where

C : CO<sub>2</sub> emission measured during test (g/km)

Q : electricity balance measured during test (Ah)

D-5.6 In the case of M and N category, CO<sub>2</sub> - emission at zero energy balance shall be determined separately for the CO<sub>2</sub> - emission values measured over the Part One cycle and the Part Two cycle respectively

**ANNEXURE E**  
(See 18.1)

**TECHNICAL SPECIFICATION OF HYBRID ELECTRIC SYSTEM**

**1. Details of Hybrid System Manufacturer / Supplier / Installer**

- a. Name of the HES Manufacturer / HES Supplier:
- b. Address:
- c. Telephone No. and Fax No.:
- d. Contact person:

**2. System Identification**

- a. Identification No.:
- b. Variants, if any:

**3. Electric Motor**

- a. Name of manufacturer:
- b. Model name/Identification No.:
- c. Type: (e.g. Asynchronous AC Induction, Synchronous Permanent Magnet AC, BLDC, SRM etc.)
- d. No. of Phases:
- e. Maximum Power (kw @ xxxx rpm):
- f. Maximum torque (Nm @ xxxx rpm):
- g. Maximum Thirty Minutes Power, kW:
- h. Maximum Thirty Minutes speed km/h:
- i. Cooling System (Liquid /Air / Naturally air cooled):
- j. International Protection (IP)-Code:

Test Agency:	Manufacturer:	Document No. (indicating revision status)
Signature:	Signature:	
Name:	Name:	
Designation:	Designation:	
Date:	Date:	Sheet no.....of.....

**4 Motor Controller Unit**

- a. Name of manufacturer:
- b. Model name/Identification No:
- c. Type:
- d. Control Principle: (e.g vectorial / open loop / closed / other)
- e. Cooling System (Liquid /Air / Naturally air cooled):
- f. International Protection (IP)-Code:

**5. REESS**

- a. Name of manufacturer:
- b. Identification No.:
- c. Type: (e.g Lead Acid/ Li-Ion etc.)
- d. Voltage:
- e. Capacity (kWh):
- f. End of discharge voltage value:
- g. No. of batteries used:
- h. Weight of REESS:

**6. Charger (Applicable only for Externally Chargeable HEV's)**

- a. Name of the manufacturer
- b. Model name/Identification No.
- c. Type
- d. Rating

Test Agency:	Manufacturer:	Document No. (indicating revision status)
Signature:	Signature:	
Name:	Name:	
Designation:	Designation:	
Date:	Date:	Sheet no.....of.....

- e. Charger (on board / external):
- f. Specifications of mains
  - i mains (single phase/ three phase):
  - ii Nominal Voltage (V) and frequency (Hz) with tolerances:
- g. Recommended duration of a complete charge:
- h. In case of on-board charger
  - i Continuous rating of charger socket (A):
  - ii Maximum initial in-rush current (A):

**7 Charging / interlocking Socket**

- a. Name of the manufacturer:
- b. Model name/Identification No.:
- c. Type:
- d. Rating:

**8 Power Harness**

- a. Name of manufacturer:
- b. Model name/Identification No.:
- c. Type : FLRY
- d. Operating Temperature:
- e. Insulation material used:
- f. IEC protection class
- g. Conduits provided Yes / No:

Test Agency:	Manufacturer:	Document No. (indicating revision status)
Signature:	Signature:	
Name:	Name:	
Designation:	Designation:	
Date:	Date:	Sheet no.....of.....

- h. Cable size ( DC side ) sqmm:
- i. Cable size ( AC side ) sqmm:
- j. Electrical circuit diagram and Layout:

**9. Control Harness**

- a. Name of manufacturer:
- b. Model name/Identification No.:
- c. Type: FLRY
- d. Operating Temperature
- e. Insulation material used:
- f. IEC protection class:
- g. Conduits provided Yes / No:
- h. Cable size in sqmm:
- i. Electrical circuit diagram and Layout:

**10 REESS State of Charge (SOC) and Fault indicator / HMI**

- a. Name of manufacturer:
- b. Model name/Identification No:
- c. Type:
- d. Details of indication when state of charge of the REESS reaches a level when the manufacturer recommends re-charging
  - i Indication format:
  - ii Relationship of state of charge indicator and the indication:

**11 Hybrid Controller Unit**

- a. Name of manufacturer:
- b. Model name/Identification No.:
- c. Type:

Test Agency:	Manufacturer:	Document No. (indicating revision status)
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Designation:	Designation:	
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**12 REESS Management System (Popularly known as Battery Management System, BMS)**

- a. Name of manufacturer:
- b. Model name/Identification No.:
- c. Type:

**13 Brief Description of System Including Dimensional Layout for Hybrid Electric System components Installation in the vehicle.**

Typical layout shall indicate details of circuit breakers, MCBs used, location of charger, etc., and key Hybrid Electric System (HES) components

**14 Catalytic Converter (OE fitted)**

- a. Name of manufacturer:
- b. Model name/Identification No.:
- c. Type:

**15 Current Limiting Device (Fuse)**

- a. Name of manufacturer:
- b. Identification No.:
- c. Voltage/current rating:
- d. Type:

**16 Main Contactor / REESS Cut-off Switch**

- a. Name of manufacturer:
- b. Identification No.:
- c. Voltage/current rating:
- d. Type:

Test Agency:	Manufacturer:	Document No. (indicating revision status)
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Designation:	Designation:	
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**ANNEXURE F**  
(See 18.1)

**TECHNICAL SPECIFICATION OF IN USE VEHICLE  
RETROFITTED WITH HYBRID ELECTRIC SYSTEM**

**1.0 General Description of Vehicle**

- 1.1 Vehicle Make / Model:
- 1.2 Vehicle Type:
- 1.3 Year and Month of Manufacture:
- 1.4 Engine No.:
- 1.5 Chassis No.:
- 1.6 Type of hybrid vehicle (Externally chargeable/Not externally chargeable):
- 1.7 Mode selection switch provided: Yes/No
- 1.8 If yes, the modes available:

**2.0 Engine**

- 2.1 Type:
- 2.2 Bore x Stroke, mm:
- 2.3 No. of Cylinders:
- 2.4 Displacement:
- 2.5 Compression Ratio:
- 2.6 Max Engine Output:
- 2.7 Max Torque:
- 2.8 Weight of Engine (Complete):

**3.0 Clutch**

- 3.1 Type:
- 3.2 Outside Diameter:

**4.0 Gear Box**

- 4.1 Model:
- 4.2 Type:
- 4.3 No. of Gears:

Test Agency:	Manufacturer:	Document No. (indicating revision status)
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Name:	Name:	
Designation:	Designation:	
Date:	Date:	Sheet no.....of.....

4.4 Gear ratio:

1<sup>st</sup>

2<sup>nd</sup>

3<sup>rd</sup>

4<sup>th</sup>

5<sup>th</sup>

6<sup>th</sup>

Reverse

4.5 Front Axle:

4.6 Rear Axle:

4.7 Ratio:

**5.0 Steering**

5.1 Steering Wheel Diameter:

5.2 Ratio:

**6.0 Frame**

6.1 Long member size,mm:

6.2 No. of cross members:

**7.0 Suspension**

7.1 Front:

7.2 Rear:

**8.0 Brake**

8.1 Service Brake:

8.2 Front:

8.3 Rear:

8.4 Parking Brake:

8.5 Wheels and Tyres:

**9.0 Electrical System**

9.1 System voltage:

Test Agency:	Manufacturer:	Document No. (indicating revision status)
Signature:	Signature:	
Name:	Name:	
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Date:	Date:	Sheet no.....of.....

- 9.2 REESS:
- 9.3 Alternator (Max. Output):

**10.0 Dimensions**

- 10.1 Wheel Base, mm:
- 10.2 Overall Width, mm:
- 10.3 Overall Length, mm:
- 10.4 Front Track, mm:
- 10.5 Rear Track, mm:
- 10.6 Min. Ground Clearance, mm:
- 10.7 Cargo Box Dimensions:
- 10.8 Load Body Platform Area:

**11.0 Weights**

- 11.1 Gross Vehicle Weight (GVW):
- 11.2 Unladen Weight (ULW with 90% fuel, Spare wheel and tools etc):
- 11.3 Front Axle weight (FAW):
- 11.4 Rear Axle weight (RAW):
- 11.5 Maximum Gradeability in 1st Gear:

**12.0 Other details**

- 12.1 Fuel capacity:
- 12.2 Seating capacity:

Test Agency:	Manufacturer:	Document No. (indicating revision status)
Signature:	Signature:	
Name:	Name:	
Designation:	Designation:	
Date:	Date:	Sheet no.....of.....

**ANNEXURE G**

(See 19.1)

**CODE OF PRACTICE FOR RETROFITMENT OF  
HYBRID ELECTRIC SYSTEM ON ICE VEHICLES****1.0 General**

This code of practice may be called as "Code of Practice for Use of Hybrid Electric System retrofitted in Internal Combustion Engine Vehicles". This code of practice is applicable for M1/M2 and N1 category vehicles.

**2.0 Scope**

This code of practice shall apply to the design, installation, operation, inspection and testing and maintenance of Hybrid Electric System (Henceforth referred as Hybrid Electric System (HES)). In general the standard is directed towards vehicle installations.

**3.0 Definitions of key components**

For the purpose of this Standard, the following definitions shall apply:

- 3.1 **Hybrid Electric System (HES)** – Means aggregate of components added by HES manufacturer/supplier to the base vehicle for hybrid electric operation without modification / change / fuel type of base vehicle power train and base vehicle configuration.
- 3.2 **Drive System** – Means of connecting the Electric Powertrain i.e. Motor to the engine or wheels.
- 3.3 **Electric Motor** – An electromechanical device that converts electrical energy into mechanical energy
- 3.4 **Motor Controller** – Means for starting and stopping the motor, selecting forward or reverse rotation, selecting and regulating the speed, regulating or limiting the torque, and protecting against overloads and faults.
- 3.5 **REESS** - REESS means a single mechanical assembly comprising of REESS modules and retaining frames or trays. A vehicle may have one or several REESS
- 3.6 **Charger** -Means for charging REESS from external power supply.
- 3.7 **Charging Socket** -Charging Socket means all the parts used to connect the vehicle to an external electric power supply (alternative or direct current supply).
- 3.8 **Wiring Harness - Power and Control** – Wiring harness is an assembly of cable or wires which transmit electric signals or electrical power.
- 3.9 **SOC Indicator** – REESS state of Charge Indicator.

- 3.10 **Hybrid ECU** – Electronic Control Unit to manage the Hybrid Electric system's operation.
- 3.11 **BMS** – REESS Management System is an electronic Control Unit to manage the REESS operation and ensure safety.

#### **4.0 Responsibility of HES manufacturer / supplier**

The retrofitment of the Hybrid Electric System (HES) shall be type approved by any one of the testing agencies specified in Rule 126 of the Central Motor Vehicle Rules. The responsibility of the type approval and ensuring that the HES manufactured comply with the provisions thereof shall be that of the HES manufacturer /supplier as the case may be.

- 4.1 HES manufacturer/ supplier should have third party ISO-9000 certification. The ISO 9000 certificate shall be submitted to the test agency at the time of type approval.
- 4.2 After obtaining type approval certification, HES manufacturer / supplier shall authorize installer to undertake Hybrid Electric System (HES) retrofitment. The HES manufacturer/supplier shall submit the information to Regional Transport Authorities as asked.
- 4.3 The HES manufacturer / HES supplier shall maintain the record of the vehicle identification numbers (VIN) and registration numbers of those vehicles on which the Hybrid Electric System (HES) has been installed. As part of this record, the HES manufacturer/supplier shall identify the installation date and the Hybrid Electric System (HES) type approval certification number and shall identify the vehicle owners at the time of installation, including the owner's current addresses and phone numbers.
- 4.4 Name, address, and phone number of all the installer facilities which are authorised by the HES manufacturer / supplier to install the approved Hybrid Electric System (HES) or sell the spare parts of Hybrid Electric System (HES) shall be published on HES manufacturer/supplier website.
- 4.5 **Hybrid Electric System (HES) Layout:** The layout indicating the locations of key elements of the Hybrid Electric system (HES) shall be prepared by the HES manufacturer / supplier and shall be submitted to the testing agency at the time of Homologation. This will include the placement of each important element such as motor, controller, wiring harness routing, batteries, charging socket and other components which forms the integral part of the Hybrid Electric System (HES).
  - 4.5.1 Test Agency shall verify the weight distribution due to Hybrid Electric System (HES) installation for any adverse impact on vehicle structure using best engineering practices.
  - 4.5.2 Serviceability and accessibility of the original vehicle shall not be adversely affected due to Hybrid Electric System (HES) mounting
  - 4.5.3 There shall be no adverse impact on crash compatibility of Hybrid Electric System (HES) retrofitted vehicle. Test agency shall verify this requirement using best engineering practices

#### 4.6 **Owner's Manual for Hybrid Electric System (HES)**

The Owner's manual shall be prepared by the HES manufacturer / supplier and shall clearly highlight the changes that would supersede the OEM vehicle Owner's manual. Hybrid system manual shall clearly highlight the changes that would supersede the original manual. The HES manufacturer / supplier shall ensure and instruct the HES installers that the HES owner's manual is provided with every Hybrid Electric System (HES) installed vehicles.

The Owner's manual shall cover the following minimum information:

- 4.6.1 Approved Hybrid Electric System (HES) layout diagram.
- 4.6.2 Description of the Hybrid Electric System (HES) including description of major components and their theory of operation.
- 4.6.3 REESS charging procedure.
- 4.6.4 **Warranty information of Hybrid Electric System (HES)** It should include the warranty information of Hybrid Electric System (HES) and its implications on the warranty provided by OEM (Base vehicle manufacturer). This notification must be signed by the purchaser prior to sale of the Hybrid Electric System (HES).
- 4.6.5 Listing of necessary service intervals and a Check list for checks will be provided in owner's manual.
- 4.6.6 Owner's manual shall cover FAQs and trouble shooting of Hybrid Electric System (HES).

The (HES) manufacturer / supplier shall submit the complete owner's manual to the test agency along with the application of the type approval. In case the owner's manual is not available at the time of submitting the prototype vehicle, they shall be submitted by the HES manufacturer /supplier as and when they are ready but not later than beginning of commercial production.

#### 4.7 **Service Manual for Hybrid Electric System (HES)**

The HES manufacturer/supplier shall make service manual available comprising of company's all service and warranty policies.

- 4.8 The HES manufacturer/supplier shall impart training to installer on installation, maintenance and operation of Hybrid Electric System (HES) and issue the training certificate to installer after completion of training.

#### 4.9 **Wiring harness, Cables and Connectors**

**Guidelines for Installation and Routing the Control and Power Harness through vehicle.**

- 4.9.1 Electric cables used in power and control wiring harness shall comply with the requirements of ISO 6722-2006 as per the para. 14 of AIS-123.

- 4.9.2 The electrical circuit shall be provided with current limiting and or short circuit protection device.
- 4.9.3 The layout of the wiring harnesses shall be such that they are secured tightly and shall be properly insulated or contained in a loom (Non-flammable corrugated tube) along its length to avoid any metal contact of body, damage by any means (e.g. sharp metallic edges) or sagging.
- 4.9.4 The HES manufacturer/supplier has to select cables used for harness such a way that, there shall not be any EMI causing malfunction of harness and other electrical systems of the vehicle.

4.9.5 **Guidelines for sharing the signal from existing sensors in a vehicle**

The HES manufacturer/supplier shall follow the guidelines mentioned below for sharing the signal from existing sensors in a vehicle. This approach will ensure that the signals are not loaded and do not impact the functioning of the existing systems in the vehicle.

- 4.9.5.1 Guidelines for sharing sensors with pulse / frequency output or digital output
- 4.9.5.1.1 The input stage impedance should be such a way that it will not load the earlier stage. After loading the sensor signal by additional circuit, drop in the sensor voltage should not be more than 0.5% of sensor voltage before loading the circuit.
- 4.9.5.1.2 Logic zero voltage should not lift up due to sharing circuit.
- 4.9.5.1.3 The device should not allow reverse flow of current
- 4.9.5.1.4 The input stage should not pick up any noise.
- 4.9.5.1.5 The input stage shall not introduce noise if it is kept open.
- 4.9.5.1.6 The additional circuit shall not have any adverse effect on the existing sensor circuit.

Examples of pulse / frequency output type sensors:

- Vehicle speed sensor (VSS)
- Pressure sensor
- Engine speed sensor

Examples of Digital output type sensors:

- Brake switch
- Clutch switch
- Air Condition ON-OFF switch
- Pressure switch
- Temperature switch

- 4.9.5.2 Guidelines for sharing sensors with voltage / potentiometric / resistance type output. The input stage of the signal sharing device shall have the following characteristics –

- 4.9.5.2.1 Differential input: This will provide high common mode rejection. It will not interfere with the electronics of the existing vehicle as it will not measure the signal with respect of signal ground.
- 4.9.5.2.2 High Input impedance: The input stage impedance should be such a way that it will not load the earlier stage. After loading the sensor signal by additional circuit, drop in the sensor voltage should not be more than 0.25% of sensor voltage before loading the circuit.
- 4.9.5.2.3 The device should not allow reverse flow of current.
- 4.5.9.2.4 The input stage should not pick up any noise.
- 4.9.5.2.5 The input stage shall not introduce noise if it is kept open.
- 4.9.5.2.6 The additional circuit shall not have any adverse effect on the existing sensor circuit.

Example of Voltage / Resistance type sensors:

- Throttle position sensor
- Pressure sensor
- Temperature sensor
- O<sub>2</sub> sensor
- Air flow sensor

- 4.9.5.3 Similar approach is in use for sharing the sensor in a CNG/LPG close loop systems. For e.g. O<sub>2</sub> Sensor (Voltage type), Throttle position sensor (potentiometric type), Crankshaft position sensor (pulse type). In case of CNG/LPG systems the fuel injectors of the existing system are cut-off using an electronic circuit called Emulator. It also emulates i.e. gives false impression to the ECU as if the engine is running on fuel.
- 4.9.5.4 The motor controller and onboard charger shall be isolated from the vehicle Battery during 'Ignition off' condition.
- 4.9.5.5 In case Hybrid Electric System (HES) is connected to the grounded chassis, it shall be equipped with Earth Leakage / Dark current protection at any time when vehicle is connected to the external / mains supply.

#### 4.10 **Traction Motor**

HES manufacturer/supplier shall ensure that the motor used is in compliance with automotive requirements, AIS-123 section 11.0.

#### 4.11 **Motor Controller**

The motor controller shall be designed to provide protection for Short circuit, over temperature, Input and Output Overloading. Controller should be so placed that the heat generated is adequately dissipated.

#### 4.12 **Charging Socket and its Location**

Vehicle starting system shall be disabled if the charging cable is plugged-in to the vehicle. In case of running engine if the charging cable is plugged-in to the vehicle, the engine shall be shut down.

To the extent possible, charging socket shall be located close to on board charger, if available. The location of charging socket should be away from the fuel tank. Preferably it should be on the opposite side of the fuel tank inlet. The socket body should be adequately earthed to prevent sparking and subsequent hazard of fire.

#### 4.13 **REESS**

4.13.1 Installation of REESS in the vehicle shall not allow any potential dangerous accumulation of gases. Details of the ventilation provided by HES manufacturer/supplier shall be verified by Test Agency at the time of type approval.

4.13.2 REESS compartments containing REESS modules, which may produce hazardous gases, shall be safely ventilated. Details of ventilation provided by HES manufacturer/supplier shall be verified by the Test Agency at the time of type approval.

4.13.3 REESS and the electric power train shall be protected by properly rated fuse or circuit breakers. The components on the vehicle shall be as per the specifications declared by the HES manufacturer/supplier as per information provided in AIS-007/Annexure E and F. The same shall be verified by the Test Agency at the time of type approval.

4.13.4 **Mounting of REESS:** The mounting REESS in Hybrid Electric System (HES) fitted vehicle operated vehicle shall be such that REESS is not displaced from its place and there is no REESS displacement and spillage of electrolyte when vehicle is driven on gradient or any other type of road. This condition shall be deemed to be satisfied if no REESS displacement and spillage of electrolyte is observed in acceleration, deceleration and cornering scenario.

4.13.5 **Creepage Distance Measurement for REESS** This para. deals with additional leakage current hazard between the connection terminals of REESS including any conductive fittings attached to them and any conductive parts, due to the risk of electrolyte spillage in normal operating conditions. It does not apply to REESS, for which electrolyte leakage will not occur under normal operating conditions e.g. sealed REESS.

Minimum creepage distance shall be as follows:

a) In the case of a creepage distance between two REESS connection terminals:

$$d > 0.25 U + 5$$

Where

d = Creepage distance measured on the tested REESS in mm

U = Nominal voltage between the two REESS connection terminals in V.

b) In the case of creepage distance between live parts and the electrical chassis :

$$d > 0.125 U + 5,$$

Where

d = Creepage distance measured between the live part and the electrical chassis in mm.

U = Nominal voltage between the two REESS connection terminals in V.

#### 4.13.6 **REESS disconnect**

Vehicles should be equipped with an automatic disconnect for REESS to isolate the propulsion circuits in case of any fault in Hybrid Electric System (HES). The HES manufacturer/supplier shall describe the automatic disconnect provided in the Owner's manual.

A manual service disconnect should also be present. This disconnect should be operable with the following capabilities:

4.13.6.1 Manual action to break the connection.

4.13.6.2 The disconnection does not create exposed conductors capable of becoming energized while exposed.

#### 4.14 **REESS Charger**

The charger and the BMS shall provide protection for overcharge, over discharge, cell/pack voltage variation, Temperature variation etc. for safe operation of batteries.

#### 4.15 **Compliance Plate**

Each Hybrid Electric System (HES) retrofitted vehicle shall be fitted with the compliance plate. It will be suitably located in an approachable location. Compliance plate shall provide the following information about the Hybrid Electric System (HES) and its installation.

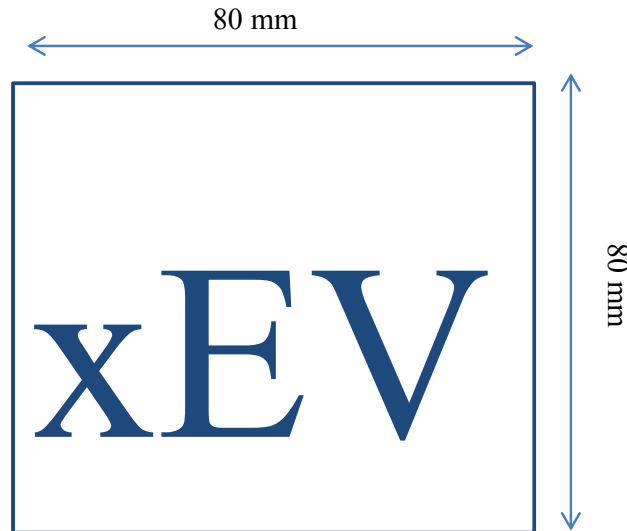
- Date of Installation:
- Vehicle Reg. Number:
- Hybrid System Identification Number:
- Manufactured by:
- Installed by:

#### 4.16 **Labels**

Identification label in front and rear: Label conforming to the specifications AIS-123 shall be affixed on left side of the front and rear safety glass so as to ensure visibility from the front and rear side of the vehicle.

Vehicles installed with Hybrid Electric System (HES) shall have identification label as follows:

- 4.16.1 Labels shall be affixed in a vertical position on the left side of the front and rear safety glass and shall ensure visibility from the front and rear sides.
- 4.16.2 The label shall be in position at all times, shall be in good condition, and the shape, colouring and lettering shall be easily identifiable.
- 4.16.3 Label shall be coloured 'white' and sized 80 mm x 80 mm square. Label shall have on them the text "xEV" in a central position not less than 20 mm high, coloured blue. The label shall have a blue border 1 mm wide, 5 mm inside the outer edge and running parallel to it. The 80 mm dimension is measured from the outer edge (Kindly refer the drawing given below).



- 4.17 **Safety Instructions**  
Minimum one copy of safety instructions shall be displayed in passenger's compartment.

## 5.0 Responsibility of the HES installer

### 5.1 Criteria to Authorize HES Installer

Only the installer authorized by HES manufacturer /supplier shall fit the Hybrid Electric System (HES) on vehicles. For this purpose, the HES manufacturer/supplier shall issue a certificate of authorization to the installer concerned duly authorizing them to fit the Hybrid Electric System (HES) on behalf of HES manufacturer/supplier. Only that fitment centre's / shop's which are the franchise / dealership of the HES manufacturer / supplier shall be allowed to carry out the Hybrid Electric System (HES) fitments.

### 5.2 HES installer shall be equipped with the following tools and equipment

- Two post lift / ramp
- Electric hand drill machine and H.S.S. drill bits
- Set of 'D' ring and box spanners
- Set of screw driver (both flat and star)

- Set of Allen keys
  - H.S.S. hand saw
  - Crimping tool for electrical cable termination, if required
  - Set letter and number punch
  - Measurement tape
  - Torque wrench
  - Inspection light
  - Vernier caliper
  - Multimeter
  - Silicon seal/sealant
  - Alignment tool
  - Belt tension measuring equipment
  - Puller
  - Fire - fighting equipment
  - Dry chemical powder (DCP) type fire extinguisher – minimum two numbers of 5 kg each with ISI mark.
  - CO<sub>2</sub> type fire extinguisher – minimum 1 number of 5 kg with ISI mark.
  - Fire buckets – 2 buckets
- 5.3 Installer shall have trained technicians having qualification as specified by HES manufacturer/ supplier. HES manufacturer/supplier shall impart extensive training to the technicians on Hybrid Electric System (HES) installation and certify the same.
- 5.4 Installer to display in the premises, authorization certificate issued by HES manufacturer / supplier.
- 5.5 The record of conversion of vehicles carried out by the HES installer shall be maintained and made available to the authorities such as MoRTH or agencies authorized by MoRTH as and when demanded.
- 5.6 HES installer should do fitness and performance checks of the Hybrid Electric System (HES) retrofitted vehicle at least once in a year and maintain the records of the parameters audited and observations as per the norms established by HES manufacturer /supplier.
- 5.7 HES installer shall only use spare parts recommended by HES manufacturer / supplier.
- 5.8 The HES installer shall install Hybrid Electric System (HES) as per the guidelines and instructions provided by the HES manufacturer / supplier. The installer shall also provide all documentation to the vehicle owner as instructed by HES manufacturer / supplier as well as documentation required by law.
- 5.9 The HES installer shall assess the fitness of the vehicle for Hybrid Electric System (HES) fitment, explain the same to vehicle owner and seek written consent from vehicle owner.

**6.0 Responsibility of HES Vehicle Owner**

- 6.1 Vehicle owner shall get his Hybrid Electric System (HES) serviced at HES manufacturer/supplier authorized franchise / shop only as per given service intervals specified in Owner's manual.
- 6.2 Vehicle owner shall use spare parts recommended by HES manufacturer / supplier.
- 6.3 For any kind of Hybrid Electric System (HES) related repair, Vehicle owner has to contact HES manufacturer /supplier authorized franchise / shop.
- 6.4 In case of any concern / issues with the HES installed vehicle, the vehicle owner shall first contact HES manufacturer /supplier for assistance.
- 6.5 Vehicle owner shall follow safety instructions provided by HES manufacturer / HES supplier / HES installer.
- 6.6 Vehicle owner shall not allow any tampering / unauthorized modification in configuration, settings or components of Hybrid Electric System (HES) fitted in the vehicle.
- 6.7 Vehicle owner shall not allow any unauthorized use of components of Hybrid Electric System (HES) fitted in the vehicle.
- 6.8 The vehicle owner shall apply to the concerned registering authority within 14 days of undertaking the alteration, as required under Section 52 of Motor Vehicle Act 1988, for endorsement of particular alteration in registration certificate mentioning place and date of installation and installation certificate number. HES installer shall provide all relevant required by the vehicle owner to do so.
- 6.9 On receipt of intimation from the HES manufacturer /supplier, the vehicle owner shall make the vehicle available for annual fitness and performance check.

**ANNEXURE H**

(See 20.0)

**CRITERIA FOR EXTENSION APPROVAL**

**1.0 HES manufacturer and test agency shall mutually agree for test to be carried out in case of following variants**

- a. Change in Make , Type, rating of Motor
- b. Change in Make , Type, rating of Motor Drive/ECU
- c. Change in Make, Type, rating of REESS
- d. Change in cable harness

Test Agency:	Manufacturer:	Document No. (indicating revision status)
Signature:	Signature:	
Name:	Name:	
Designation:	Designation:	
Date:	Date:	Sheet no.....of.....

**ANNEXURE I**  
(See introduction)

**COMPOSITION OF AISC PANEL ON  
CMVR TYPE APPROVAL OF VEHICLES RETROFITTED WITH  
HYBRID ELECTRIC SYSTEM\***

<b>Convener</b>	
Shri. A.B. Komawar	The Automotive Research Association of India (ARAI)
<b>Members</b>	
Shri A. A. Deshpande	The Automotive Research Association of India (ARAI)
Shri. Vikram Gulati	National Automotive Testing and R&D Infrastructure project (NATRIp)
Director	Vehicle Research and Development Establishment (VRDE)
Director	International Center for Automotive Technology (iCAT)
Director	Central Institute of Road Transport (CIRT)
Director	Indian institute of Petroleum (IIP)
Shri B Bhanot	Transport Engineering Division Council (TEDC)
Dr. A.K. Shukla	Indian Institute of Science
Shri. K.K. Gandhi / Shri Sourabh Rohila	Society of Indian Automobile manufacturers (SIAM)
Shri Venkat Srinivas/ Shri Arun Sivasubrahmaniyan	Ashok Leyland Ltd. – Technical Center (SIAM)
Shri. Manik Narula/ Shri Dilrajsingh Bhullar	Maruti Suzuki India Ltd. (SIAM)
Shri P.K.Banerjee	Tata Motors Ltd (SIAM)
Shri Nagendra H.V/ Shri Raju M	Toyota Kirloskar Motor Pvt. Ltd. (SIAM)
Shri Sanjay Deshpande / Shri Sanjay Tank	Mahindra & Mahindra Ltd. (SIAM)
Shri K. Umesh/ Shri V. M. Suresh	Mahindra Reva Electric Vehicles Pvt. Ltd. (SIAM)
Shri Neeraj Gupta/ Shri Rajendra Khile	General Motors Technical Center India Pvt. Ltd. (SIAM)

Shri Uday Harite	Automotive Components Manufacturers Association of India (ACMA)
Shri Sunil Gandhi/ Shri Tejas Kshatriya	KPIT Cummins Infosystems Ltd.
Shri P Chandrasekhar	HBL Power Systems Ltd.
Shri Ritwik Guha	Minda SAI Ltd. ( Corporate Office )
Shri M. J. Purohit	AXIOM Energy Conversion Pvt. Ltd.
Shri D. A. Desai	Kirloskar Electric Co. Ltd.
Dr. Vijaymohanan K Pillai	Central Electrochemical Research Institute
Dr. S.K. Mittal	Exide Industries
Shri Vidyadhar Humnabadkar	Curtis Instruments India Pvt. Ltd.

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

**ANNEXURE J**  
(See Introduction)  
**COMMITTEE COMPOSITION \***  
**Automotive Industry Standards Committee**

<b>Chairman</b>	
Shri Shrikant R. Marathe	Director The Automotive Research Association of India, Pune
<b>Members</b>	<b>Representing</b>
Representative from	Ministry of Road Transport and Highways (Dept. of Road Transport and Highways), New Delhi
Representative from	Ministry of Heavy Industries and Public Enterprises (Department of Heavy Industry), New Delhi
Shri S. M. Ahuja	Office of the Development Commissioner, MSME, Ministry of Micro, Small and Medium Enterprises, New Delhi
Shri P.C.Joshi	Bureau of Indian Standards, New Delhi
Director Shri D. P. Saste (Alternate)	Central Institute of Road Transport, Pune
Director	Indian Institute of Petroleum, Dehra Dun
Director	Vehicles Research and Development Establishment, Ahmednagar
Representatives from	Society of Indian Automobile Manufacturers
Shri T.C. Gopalan	Tractor Manufacturers Association, New Delhi
Shri Uday Harite	Automotive Components Manufacturers Association of India, New Delhi

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

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