

DRAFT

AUTOMOTIVE INDUSTRY STANDARD

**Procedure for Establishing Whole Vehicle
Safety Conformity of Production
(WVSCOP) for L M & N category of
vehicles**

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Note: Clauses in braces {...} are based on principles of requirements in TAP 115

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S.No	Corrigenda	Amendment	Revision	Date	Remark	Misc.

General remarks:

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INTRODUCTION

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

The foundation principle of this standard is that every vehicle, system(s), or part approved under CMVR must be so manufactured/imported as to conform to vehicle type approved by meeting the applicable requirements under CMVR. Further, in order that the procedure for monitoring conformity of production as envisaged in rule 126A has been correctly implemented and functions properly, vehicles manufactured / imported in India would need to be regularly checked by the authority designated for that purpose.

In preparing the standard the panel studied the COP procedures used in automotive legislation in developed markets where practices ranging from self-certification to audited certification exist. The current Indian procedure (TAP 115) which mandates a supervised physical testing regime for verifying conformity of production of vehicle tailpipe and crankcase emissions under CMVR 115 and requirements for performance of the vehicle safety components under AIS 037 were also considered. It was concluded that a comprehensive procedure consisting of supervised inspection, installation checks and physical tests on randomly selected vehicles would provide the highest level of assurance to all stakeholders. This standard seeks to implement such a procedure.

**PROCEDURE FOR ESTABLISHING WHOLE VEHICLE SAFETY
CONFORMITY OF PRODUCTION (WVSCOP) FOR L, M & N
CATEGORY OF VEHICLES**

1.0 SCOPE

- 1.1 This standard is applicable to L M & N category of vehicles type approved under CMVR.
- 1.2 Vehicles which are exempted by the Govt. of India from Type Approval for compliance to Central Motor Vehicle Rules 1989 (CMVR) are exempted from the requirements of this standard (Example: vehicles imported under DGFT rules and Defense vehicles).
- 1.3 Vehicles which are exempted from CoP requirements such as vehicles type approved under AIS 132 (Type Approval of Small Series Vehicles) are exempted from the requirements of this standard.

2.0 DEFINITIONS

- 2.1 **Sample:** Sample is the test vehicle model/variant selected randomly by the test agency for evaluation against this standard.
- 2.2 **WVSCoP Family:** A pre-identified group of vehicle models and variants to which the test results observed on the sample model / variant shall be extended.
- 2.3 **Manufacturer:** For the purposes of this standard, the manufacturer means the person or body who is responsible to the type approval authority for all aspects of the type-approval process and for ensuring conformity of production.
- 2.4 **Importer:** For the purposes of this standard an importer means a person or body importing vehicles for sale in India and who is responsible to the type approval authority for all aspects of the type-approval process and for ensuring conformity of production.
- 2.5 **Nodal Agency:** The arm of the Government of India responsible for implementation of the CMV Rules 1989, presently the Ministry of Road Transport & Highways.
- 2.6 **Applicant** means manufacturer and/or importer who applies for approval as per this standard.
- 2.7 **Test Agency** is an organization specified in Rule 126 of CMVR for testing and certification of compliance to the provisions of CMVR.
- 2.8 **WVSCoP Period** means the period in which the vehicles manufactured / imported by vehicle manufacturer and/or importer shall be verified for one cycle of conformity to the provisions of this standard.

- 2.9 {**Small volume vehicle** is a vehicle which including its base model and its variants, manufactured in or imported into India has a volume of less than 250 vehicles in any consecutive period of six months during WVSCoP period.}
- 2.10 **WVSCOP sub-family:** a manufacturer and/or importer identified sub-set of WVSCOP family to which all the tests applicable to WVSCOP family shall be applicable.
- 2.11 **WVSCOP Plant sub-group:** a manufacturer and/or importer identified grouping of vehicle models/variants on the basis of the plants where they are manufactured and to which all the tests applicable to WVSCOP family shall be applicable.

3.0 APPLICATION FOR WVSCOP VERIFICATION

- 3.1 The application for approval of a WVSCoP family for compliance to the safety requirements in this standard shall be submitted by the vehicle manufacturer and/or importer along with the information specified in the formats provided in clause 10 {within three months of the start of the WVSCoP period}.
- 3.2 In the case of first WVSCoP, if the WVSCoP family being offered has models/variants type approved by only one test agency the manufacturer and /or importer shall apply for WVSCoP to that test agency. If the WVSCoP family has models/variants type approved by more than one test agency, then the manufacturer/importer shall apply to any one among the several type approving test agencies notified in CMVR rule 126 with copy of application to other concerned test agency/agencies as applicable. The manufacturer may offer WVSCoP of other families/ sub-families to any test agency meeting the above condition with copy of application to other concerned test agency/agencies as applicable.
- 3.3 {Once a manufacturer and/or importer has applied to a test agency for WVSCoP verification for a WVSCoP family, the manufacturer and/or importer shall not transfer the application to any other test agency unless the ongoing WVSCoP verification process including any set of actions arising consequent to a WVSCoP failure are completed.}
- 3.4 {The manufacturer and/or importer may apply for change to any test agency provided:
- 3.4.1 It is the second or later WVSCoP verification and,
- 3.4.2 The application is made at least one month prior to the start of the WVSCoP period, and
- 3.4.3 The manufacturer and/or importer obtains an authentication from the previous WVSCoP agency for the change with relevant documents referred in clause 10, and
- 3.4.4 The new test agency may if necessary consult the previous WVSCoP test agency on any matters relevant to the application in the course of the WVSCoP verification.}

- 3.5 {The manufacturer and/or importer shall co-ordinate timely with the test agency for agreeing on a time schedule for conducting and completing the WVSCoP verification.}
- 3.6 {The manufacturer and/or importer shall inform the test agency timely about any expected stoppage, resumption or commencement of manufacturing/import of specific models /variants during the WVSCoP period so that test agency can respond suitably with appropriate scheduling of WVSCoP verification.}
- 3.7 {In case of resumption of production / import of a vehicle model / variant after a stoppage of production/import of a model /variant, the manufacturer and/or importer shall inform the test agency within two weeks of the resumption of production/import. The test agency to be informed shall be the one conducting an ongoing WVSCoP verification of the WVSCoP family to which the model/variant belongs or, if WVSCoP verification is not ongoing, then to the test agency which has type approved the model / variant. The WVSCoP period for this resumed model/variant shall be as specified in clause 4.2.}
- 3.8 {In case the manufacturer and/or importer foresee that the application as per clause 3.1 cannot be submitted within time period specified in clause 3.1, he should intimate the test agency that the application submission would be delayed. In this case, test agency may allow the manufacturer and/or importer one additional month for submission of application. If this communication is not received within three months or if the application is not received within four months from the manufacturer and/or importer, then test agency shall inform the nodal agency that the manufacturer and/or importer has not applied for a WVSCoP family due for WVSCoP verification .}

4.0 GENERAL REQUIREMENTS

4.1 Frequency of WVSCoP tests: The test agency to whom an application has been made under clause 3.0 above shall, in accordance with the requirements laid down in clause 6.0 of this standard, conduct tests on vehicles drawn from the manufacturing plant/import premises once in two years to verify whether these vehicles conform to the specified requirements.

4.2 Creation of WVSCoP families and addition or deletion of a model/ variant to them:

4.2.1 Creation of WVSCoP families:

4.2.1.1 Every manufacturer and/or importer shall submit the initial WVSCoP families list and have it authorized by any test agency at the beginning of WVSCoP.

4.2.1.2 A WVSCoP family shall contain models/variants of only one manufacturer or importer. It shall be permissible for a WVSCoP family to contain models/variants of one manufacturer who is also importer provided that the imported model and

model produced in India are identical and type approval certificates for both of them are held by same manufacturer and/or importer.

4.2.2 **Addition**

- 4.2.2.1 Any new vehicle which is type approved after the date of implementation of the WVSCoP rule shall be added to an existing WVSCoP family or used to initiate a new WVSCoP family as applicable.
- 4.2.2.2 If a model/variant is added to an existing WVSCoP family, on which WVSCoP verification is yet to be undertaken in the prevailing WVSCoP period, then the vehicle shall be included for random selection for WVSCoP verification in the prevailing WVSCoP period.
- 4.2.2.3 If a model/variant is added to an existing WVSCoP family on which WVSCoP verification is either completed or in progress in the prevailing WVSCoP period, then the vehicle shall be considered for random selection for WVSCoP verification in the next WVSCoP period
- 4.2.2.4 If the newly added model / variant is in production at the time of random selection, it can be considered for the purpose of random selection. The consequences of pass /fail decision obtained on other models/variants of same WVSCoP family shall be applicable to this model / variant also.
- 4.2.2.5 However, if this newly added model / variant is temporarily not in production at the time of random selection, it shall remain as a WVSCoP family member for the prevailing and future WVSCoP periods. In such cases for continuing with the WVSCoP the following options may be followed:
 - a. Adjust the WVSCoP selection schedule till that model / variant is in production, provided if it does not affect the WVSCoP time frame.
 - b. Any other model / variant from the same CMVR certificate can be randomly selected.
 - c. If that particular model / variant is in production in another plant (of the same plant group if applicable) may be selected from that plant.

[The consequences of pass /fail decision obtained on other models/variants of same WVSCoP family shall be applicable to this model / variant also.](#)

4.2.3 **Deletion**

If the production of a model/variant is permanently discontinued before the random selection for the WVSCoP cycle, then the manufacturer shall take up with the test agency approving WVSCoP family list for removal of the model/variant from the list. However, the consequences of pass fail decision obtained on this WVSCoP

family shall be applicable to the vehicles of this model/variant produced, if any, during that the prevailing WVSCoP cycle.

- 4.3** {If the commencement of production or import of a new model or its variant is less than two months prior to the beginning of the next sequential WVSCoP period, the models and/or variants shall be excluded for WVSCoP from the WVSCoP family for the current WVSCoP period.}
- 4.4** **{Other Exemptions:** A batch of New or modified models/variants intended for field trials are exempted from WVSCoP verification provided their total number does not exceed 500 and are not sold to customers.}
- 4.5** **WVSCoP of multi-stage vehicles:** In case of multi-stage type approval and manufacturing, the manufacturer or importer of each stage shall be responsible for the conformity of production of the systems or components added at the stage completed by him. The manufacturer or importer who modifies or replaces the approved components or systems fitted in the previous stages shall be responsible for the conformity of production of the modified or replaced components / systems used for completion of vehicles.
- 4.6** **Applicability of Tests and Criteria for Extension of Approval:** The selected model/variant shall be subjected to all tests specified in clause 6.0 applicable to the model/variant as per CMV Rules. The selected model/variant shall be exempted from a test if the test is not applicable to the model/variant as per the CMV Rules. However, the selected model/variant shall be subjected to those tests which were exempted during type approval based on extensions of results from another (worst case criteria) vehicle.
- 5.0** **WVSCoP FAMILIES & CRITERIA FOR EXTENSION OF APPROVAL**
- 5.1** Each manufacturer and/or importer shall submit to the test agency their lists of WVSCoP families, and if applicable “sub-families”, covering all models & variants (manufactured in various plants or imported in various premises) at the time of application for a WVSCoP.
- 5.2** **Treatment of small volume vehicles**
- 5.2.1** In case a manufacturer and/or importer produces / imports only small volume vehicles, all such small volume vehicle models/variants shall be combined into one WVSCoP family.
- 5.2.2** In case a manufacturer and/or importer produces / imports a mix of both small volume vehicles and other (non-small) vehicles, the small volume vehicles shall be included in the WVSCoP families created from the non-small families as per the defining characteristics of the WVSCoP families given in clauses 5.5 to 5.9 below.

5.2.2.1 All small volume vehicles which fall outside such WVSCoP families shall be combined into one separate WVSCoP family.

5.3 Treatment of plant sub-groups and sub-families

5.3.1 Test agency shall choose one sample vehicle randomly out of the vehicle models / variants covered, from each approved WVSCoP family from a random plant subject to availability of the particular vehicle in the plant and subject it to the specified tests. It shall be permissible for the test agency to select a model/variant type approved by a different test agency.

5.3.2 In case the sample model/variant chosen by the test agency from the WVSCoP family for WVSCoP verification is produced in more than one manufacturing plant or imported in more than one premises, the test results and verifications observed on this sample shall be extended to that models/variants produced in all such plants/premises.

5.3.3 A manufacturer and/or importer may have sub-families within the defined WVSCoP families. The criteria used by the manufacture/importer for sub-family classification shall be at his discretion. A sub-family can include only those model(s)/variant(s) belonging to same main Family. The sub-families shall be treated as individual WVSCoP families and one sample vehicle shall be tested from each sub-family. When a sample is tested for WVSCoP, the consequence of pass fail will apply only to that sub-family.

5.4 Grouping of Plants

5.4.1 At manufacturer's request the plants may be sub-grouped 5.4.2 The WVSCoP shall be independent between different subgroup of the plants.

5.4.3 In such cases sample should be submitted for each family / sub-family produced in any plant of the sub-grouped plants.

5.4.4 The plant of the sub-family, from which the sample is chosen shall be randomly selected by test agency

5.4.5 The consequences of pass fail of a family member selected from the sub-group of plants shall be applicable to the vehicle of that family / sub-family produced from the plants belonging to that sub-group.

5.5 WVSCoP Family definition for M1 (including N1 and M2 derived from M1) category vehicles

5.5.1 Pivotal parameter governing WVSCoP family will be engine and all engines including those engines fitted in hybrid electric vehicles in one WVSCoP Vehicle family shall meet the following conditions:

5.5.1.1 CI & SI engines to be treated as separate family.

5.5.1.2 Capacity differences of the engines shall be less than or equal to 20 % (the highest capacity shall be less than or equal to 1.2 times the lowest capacity)

5.5.2 An N1 or M2 vehicle which has been derived from an M1 vehicle shall be deemed to belong to same WVSCoP family as the parent M1 vehicle.

5.5.3 WVSCoP family definition for vehicles with full electric propulsion for M1 (including N1 and M2 derived from M1):

All vehicles with full electric propulsion of M1 category (including M2 & N1 category derived from M1) shall be treated as one single WVSCoP family.

5.6 WVSCoP Family definition for N1, N2 and N3 category vehicles

5.6.1 WVSCoP families for N1, N2 & N3 category vehicles shall be as given in Table 1

Table 1 WVSCoP Family definition for N1, N2 and N3 category vehicles

N1, N2 & N3 (GVW, in Tonnes)	WVSCoP Family Name
$GVW \leq 3.5$	Family 1 (N1)
$3.5 < GVW \leq 7.5$	Family 2 (N2)
$7.5 < GVW \leq 12.0$	Family 3 (N2)
$12.0 < GVW \leq 19.0^*$	Family 4 (N3 2 Axle Rigid)
$19.0^* < GVW \leq 28.5^*$	Family 5 (N3 Multi Axle Rigid)
$28.5^* < GVW \leq 49.0^*$	Family 6 (N3 Multi Axle Rigid)
$30.5^* \leq GCW$	Family 7 (N3 Tractor)

** In cases where vehicle models have variants with pneumatic suspension with 1 tonne additional weight per axle, those variants with pneumatic suspension will be considered to be in the same WVSCoP family as the vehicle model.*

5.6.2 Vehicles shall be included in these gross vehicle weight families irrespective of their energy source: fossil fuels, bio-fuels, electricity, solar etc. or a mixture of these.

5.6.3 If the variant of a model, because of a higher or lower GVW rating falls in an adjoining WVSCoP family, it shall be permissible to include it in the same family as the parent model.

5.7 WVSCoP Family definition for M2 and M3 category vehicles

5.7.1 WVSCoP families for M2 & M3 category vehicles shall be as given in Table 2

Table 2 WVSCoP Family definition for M2 and M3 category vehicles

M2 & M3 (GVW, in Tonnes)	WVSCoP Family Name
$GVW \leq 5.0$	Family 1 (M2)
$5.0 < GVW \leq 7.5$	Family 2 (M3 2 Axle Rigid)
$7.5 < GVW \leq 12.0$	Family 3 (M3 2 Axle Rigid)
$12.0 < GVW \leq 19.0^*$	Family 4 (M3 2 Axle Rigid)
$19.0^* < GVW$ or GCW	Family 5 (M3 Multi Axle & Articulated)

** In cases where vehicle models have variants with pneumatic suspension with 1 tonne additional weight per axle, those variants with pneumatic suspension will be considered to be in the same WVSCOP family as the vehicle model.*

- 5.7.2 Vehicles shall be included in these gross vehicle weight families irrespective of their energy source: fossil fuels, bio-fuels, electricity, solar etc or a mixture of these.
- 5.7.3 If the variant of a model, because of a higher or lower GVW rating falls in an adjoining WVSCOP family, it shall be permissible to include it in the same family as the parent model.

5.8 WVSCoP Family Definition for L1 & L2 category vehicles:

- 5.8.1 WVSCoP families for L1 & L2 category vehicles shall be as given in Table 3

Table 3 WVSCoP Family Definition for L1 & L2 category vehicles

L2 (Engine Capacity, cc)	WVSCoP Family Name
Engine Capacity \leq 125	Family 1
125 < Engine Capacity \leq 350	Family 2
350 < Engine Capacity	Family 3
All Hybrid vehicles (irrespective of engine cc)	Family 4
Pure Electric vehicles	Family 5

- 5.8.2 All L1 category models/variants produced/imported by a manufacturer and/or importer shall be treated as one WVSCOP family.

5.9 WVSCoP Family definition for L5 category vehicles:

- 5.9.1 In case of IC engine vehicles, the WVSCoP family shall be based on engine capacity with following criteria:
- 5.9.1.1 The engine capacity differences of the engines shall be less than or equal to 20% (the highest capacity shall be less than or equal to 1.2 times the lowest capacity)
- 5.9.2. In case of electric vehicles, all L5 category models/variants shall be treated as one WVSCOP family.
- 5.9.3 All L5M and L5N vehicles type approved for a manufacturer and/or importer shall be included in one common L5 WVSCOP family subject to conditions specified in clauses 5.9.1.1 and 5.9.2.

5.10 WVSCoP Family definition for L7 category vehicles:

- 5.10.1 All the quadricycles manufactured / imported by a manufacturer and/or importer shall be included in one family.

6.0 EVALUATIONS FOR WVSCoP VERIFICATION

6.1 The inspections, installation checks and physical tests to be conducted for WVSCoP verification are given in Table-4 below.

Table 4 : WVSCoP Requirements

No	Parameter	Reference standard	Proposed checks	L1 & L2 (2W)	L5 (3W)	L7 (Quadri-cycle)	M1 (Cars & UV's)	N1, N2, N3, M2 & M3 (Trucks & Buses)	Remarks
1	Lighting & Light signaling devices	AIS 008 / AIS 009, as applicable	HLLD - Check for provision of device is fitted as in TA, where fitted	NA	NA	NA	Y	Y	Fitment & Marking of optional lamps to be checked only on those models/variants where the TA shows provision of such parts.
			Marking as per AIS-037 for all Mandatory lighting & Signaling devices (Excluding Bulbs)	Y	Y	Y	Y	Y	
2	Reflective tape	AIS 090	Marking as per AIS-037	NA	NA	NA	NA	Y	
3	Rear Marking plate (For Trucks Only)	AIS 089	Marking as per AIS-037	NA	NA	NA	NA	Y (Trucks Only)	
4	Horn	IS 15796	dB(A) level test as per Clause 6 of IS 15796	Y	Y	Y	Y	Y	
		IS 1884	Marking as per AIS-037						
5	Rear View Mirror	AIS 001	Marking as per AIS-037	Y	Y	Y	Y	Y	
		AIS 002	Check for class of Mirrors & Mounting locations as per TA	Y	Y	Y	Y	Y	
6	Windscreen wiping	IS 15802 / IS 15804 / AIS 045, as applicable	Wiper blade & arm length Wiping frequency check	NA	Y (If fitted as per TA)	Y	Y	Y	
7	Safety glass	IS 2553	Marking as per AIS-037	NA	Y (if fitted as per TA)	Y	Y	Y	
8	Passenger handholds / Pillion hold	AIS 046 / IS 14495, as applicable	Whether Fitted	Y	Y	Y	Y (if applicable as per AIS-046)	Y	
9	Spray Suppression Device	AIS 013 / AIS 103, as applicable	Marking as per TA	N	NA	NA	NA	Y (only for trucks)	

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No	Parameter	Reference standard	Proposed checks	L1 & L2 (2W)	L5 (3W)	L7 (Quadri-cycle)	M1 (Cars & UV's)	N1, N2, N3, M2 & M3 (Trucks & Buses)	Remarks
10	Brake	IS 11852:2001 / IS 14664, as applicable AIS-049 (Rev.1) for electric vehicles	4 wheelers (M&N) & Quadricycles (L7): IS 11852 - <u>Part 3</u> Clause 3.2.2.1 <u>Two Wheelers (L1 & L2) and three wheelers (L5):</u> Refer Table 4.1 below	Y	Y	Y	Y	Y	
11	Pass by Noise	IS 3028 AIS-049 (Rev.1) for electric vehicles	Test as per Clause 7.0 to 11.0 of IS 3028	Y	Y	Y	Y	Y	Applicable limit shall be 1 dB(A) more than the limit specified for type approval test
12	Steering	IS 11948	Steering effort test as per Clause 5.2.4 of IS 11948	NA	Y (if fitted with Steering wheel))	Y	Y	Y	
13	Tyre	IS 15627 / IS 15633 / IS 15636, as applicable	BIS Marking or marking as per AIS-037, as applicable	Y	Y	Y	Y	Y	
14	RUPD	IS 14812	Mounting as per approved layout	NA	NA	NA	NA	Y (if fitted as per TA)	
15	SUPD	IS 14682	Mounting as per approved layout	NA	NA	NA	NA	Y (if fitted as per TA)	
16	Seat belt	IS15140	Marking as per AIS-037	NA	NA	Y	Y	NA	
			Fitment check	NA	NA	Y	Y	Y	
17	CNG / LPG Vehicles	AIS 024 / AIS-025 / AIS-026/ AIS-027/ AIS 028, as applicable	BIS Marking of gas cylinders, Marking as per AIS-037 of CNG Pressure Regulator, LPG Vapourizer	Y	Y	Y	Y	Y	
18	Traction Battery (Lead acid battery)	AIS 048	Marking as per AIS-037	Y	Y	Y	Y	Y	

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No	Parameter	Reference standard	Proposed checks	L1 & L2 (2W)	L5 (3W)	L7 (Quadri-cycle)	M1 (Cars & UV's)	N1, N2, N3, M2 & M3 (Trucks & Buses)	Remarks
19	SLF	AIS-018	Testing to verify lock speed			Y	Y	Y	
20	FUPD	AIS-069	Mounting as per approved layout			NA		Y, as applicable, if fitted	

Table 4.1 Details of brake testing for two & three wheelers

S No.	Condition	Two Wheelers (L1, L2 category)	Three Wheelers (L5 category)
1	If type approval has been issued based on IS 14664-1999	<p>Tests shall be as per 8.1.1 with following criteria:</p> <p>1. Sl. No. (i), (ii), (iv) and (v) of Table 1 of IS 14664:1999 .</p> <p>Sl. No. (iii) and (vi) of Table 1 of IS 14664 : 1999 if it has been carried out for type approval based on clause 12.9 of IS 14664 : 1999.</p>	<p>Tests as per 8.1.1 with following criteria:</p> <p>1. With two independent controls:</p> <p>a) Sr. No. (i) & (iii) of Table 2. of IS 14664:1999</p> <p>b) Sr. No. (ii) & (iv) if it has been carried out for TA based on the clause 12.10. of IS 14664:1999</p> <p>2. With one control acting on all three wheels: Sr. No. (v) of Table 2 of IS 14664:1999</p>
2	If type approval has been issued based on IS 14664-2010	<p>1. For 3-1 category: Test shall be as per 5.3.3. of IS 14664:2010 Sl. No. (i), and (vi) of Table 1 in laden condition</p> <p>2. For 3-3 category: Test shall be as per 5.3.3. of IS 14664:2010 Sl. No. (iii) and (viii) of Table 1 in laden condition .</p> <p>3. If with CBS:</p> <ul style="list-style-type: none"> • With operating the control actuating both brakes tests shall be as per Table 1 of IS 14664:20 in laden condition: <ul style="list-style-type: none"> a) Sr. No. (xi) of Table 1 of IS 14664:2010 for category 3-1 b) Sr. No.(xii) of Table 1 of IS 14664:2010 for category 3-3, • With operating the other control, <ul style="list-style-type: none"> a) if it actuates brake on front wheel test shall be as per: Sl no, (i) and (iii) of Table 1 of IS 14664:2010. b) if it actuates brake on rear wheel tests shall be as per: Sl no, (vi) and(viii) of Table 1 of IS 14664:2010. 	<p>1. For 3-2 category: Test shall be as per 5.3.3 of IS 14664:2010</p> <p>a) If independent controls are provided then, Sr. No. (ii) & (vii) of Table 1 in laden condition.</p> <p>b) If Single control is provided then Sr. No. (xi) of Table 1 in laden condition.</p> <p>For 3-5 category: Test shall be as per 5.3.3 of IS 14664:2010 : Sl. No. (xiv) of Table 1 in laden condition;</p>

7.0 SAMPLING PLANS AND TEST PASSING CRITERIA

- 7.1 {The test agency shall inform the manufacturer and/or importer not more than two days in advance its time schedule for the random selection from the manufacturer's and/or importer's premises. If the manufacturer/importer is unable to adhere to the proposed time schedule because of reasons such as zero or inadequate number of manufacture or import of the chosen model/variant, then the time schedule shall be modified by the test agency based on the manufacturing/import data provided by manufacturer and/or importer.}
- 7.2 One sample vehicle from a WVSCoP family and/or if applicable sub-family list applied for shall be selected for test randomly from any of the vehicle manufacturer's plants and/or importer's premises and/or if applicable from sub-group of plants where it is produced or imported {using a random number generating software application}. With suitable agreement between vehicle manufacturer and/or importer and test agency, vehicles chosen for CoP for tailpipe emissions under rule 115 of CMVR may also be used for WVSCoP verification.
- 7.2.1 In case family has more than [x] models, then additional sample shall be chosen for WVSCOP verification for every further [x] models or part thereof. These additional models chosen for WVSCOP verification shall be different from the model chosen in 7.2 above and from each other. All requirements applicable to the model chosen in 7.2 shall be applicable to the additional models chosen as per this clause.
- Note: The value 'x' will be finalized after the next panel meeting, in which ARAI suggestion of x=4 and SIAM's study of its portfolio will be discussed.**
- 7.3 {For the random sample selection the manufacturer/importer shall offer a population equivalent to one day's production/import subject to a minimum of 10 and maximum of 100. For small volume vehicles as specified in clause 5.2.1 & 5.2.2.1, the manufacturer and/or importer may directly deliver one vehicle to the test agency.}
- 7.4 {A vehicle is considered as "produced" when the vehicle has passed the final inspection stage as declared by the manufacturer and/or importer.}
- 7.5 The manufacturer and/or importer shall submit additional details of the vehicle model/variant sample chosen for testing as specified in the format in clause 10.2.
- 7.6 Once the test agency has selected a sample vehicle randomly from a lot of produced/imported vehicles, the manufacturer and/or importer shall hand over the control of the vehicle to the test agency.
- 7.7 At the request of the manufacturer and/or importer {the test agency shall permit the manufacturer and/or importer under the former's supervision to conduct on the chosen vehicle any pre-delivery inspection as per the procedure declared during type approval.}

- 7.8 {The selected sample shall then be sealed and dispatched immediately by the manufacturer and/or importer in the presence of the test agency representative. Wherever immediate dispatch is not possible the vehicle shall be sealed in a closed container or in a closed room for later dispatch in the presence of the test agency representative.}
- 7.9 {Prior to the track tests, any necessary preparation of vehicle such as running-in of the vehicle, bedding in of the brakes, etc. as prescribed in the relevant standard or as prescribed by the manufacturer and/or importer shall be carried out. After the running-in and prior to the track tests, routine adjustments as recommended in the manufacturer's and/or importer's customer support literature shall be carried out on the vehicle.}
- 7.10 Use of Manufacturer's and/or Importer's test facility for WVSCoP verification:** The test agency shall have the discretion to conduct the inspection and installation checks in table 4 at the manufacturer's and/or importer's facilities. {Similarly the test agency shall at its discretion conduct the track tests at manufacturer's and/or importer's test facilities provided the facilities have either a valid accreditation from one of the test agencies specified in Rule 126 of CMVR 1989 or a valid certificate of compliance to ISO/IEC 17025}
- 7.11 **{Repairs:** In case of any failure of any vehicle components during the running-in or testing and if the components are unlikely to influence the test results, it shall be permissible to replace such failed components but only once and to continue the tests. In case the failed component is likely to influence the test result another sample of the same model/variant shall be again randomly selected. Alternatively based on concurrence between the test agency and the manufacturer and/or importer it shall also be permissible to replace the failed components on the sample vehicle and repeat the ongoing test.} {In case if there is a repeat failure of the same test-influencing component the failure shall be reported to the nodal agency and directions sought while test agency continues with WVSCoP verification.} In any case, replacement of failed components shall happen under supervision of test agency only.
- 7.12 While the manufacturer's and/or importer's representative may be present as an observer in the evaluation activities in consultation with the test agency, the representative shall not be permitted any physical access to the vehicle or its test instrumentation, without the supervision of test agency.
- 7.13 Care of the sample vehicle:** As the sample vehicle(s) chosen for WVSCoP verification is intended for sale to customer, the test agency conducting the WVSCoP verification shall take utmost care in preserving its performance and original interior and exterior appearance.

7.14 The Max-20 statistical procedure

7.14.1 The pass or fail decision of WVSCoP verification shall be based on the Max-20 system explained below.

7.14.2 For each of the tests applicable to the sample vehicle(s) where the test statistic is the number of vehicles which have NOT met the limit criteria for tests, then

7.14.2.1 If the test statistic does not exceed the pass decision number for the sample size given in the following table, a pass decision is reached for the test,

7.14.2.2 If the test statistic equals or exceeds the fail decision number for the sample size given in the following table, a fail decision is reached for the test,

7.14.2.3 Otherwise an additional vehicle is randomly chosen and tested and the procedure is applied to the total sample set with this one extra unit added.

Table 5 Max-20 Sampling Sequence

Cumulative sample size	Pass decision No.	Fail decision No.
1	0	-
3	1	-
4	1	-
5	1	5
6	2	6
7	2	6
8	3	7
9	4	8
10	4	8
11	5	9
12	5	9
13	6	10
14	6	11
15	7	11
16	8	12
17	8	12
18	9	13
19	9	13
20	11	12

7.15 In the max-20 verification sequence, the additional samples chosen for testing shall be same as the samples chosen so far. In case such additional samples are not available for random selection, then it shall be permissible for the test agency to choose samples from other variants of WVSCoP family which have the same technical characteristics for the purpose of the test(s) to be conducted.

7.16 Tests, inspections and checks carried out in first sample & subsequent samples under Max-20 verification procedure

- 7.16.1 All tests, inspections and checks as per Table 4 (clause 6) shall be conducted on the first sample randomly chosen irrespective of whether the sample fails in some of the tests.
- 7.16.2 Only the tests or inspections or installation checks in which the first sample or cumulative sample size not met the requirements shall be conducted on additional samples as per Max-20 plan. The tests, inspections & checks in which the samples chosen so far have met the requirements shall not be re-conducted on the subsequent samples.
- 7.16.3 In case a “failed” decision is obtained as a result of the Max-20 process for any requirement of Table-4, verification for other requirements of Table-4 shall continue to be undertaken as required by the Max-20 process.
- 7.17 {If the testing of a vehicle model/variant of a WVSCoP family with one or more samples as per Table 5 is not completed by the end of the ongoing WVSCoP period, the WVSCoP verification shall be completed with samples randomly chosen from the next WVSCoP period. Such selection shall be executed within two weeks of need arising for such samples and from a population of vehicles which are double of those specified in clause 7.3. In case zero or inadequate number of vehicles is scheduled for production/import when the need for selection arises such selection shall be undertaken within two weeks of start of production/import.} Such selection from the subsequent WVSCoP period shall have no influence on the implementation of the requirements of these rules for that subsequent WVSCoP period.
- 7.18 {The test agency shall complete the testing of the vehicle from a WVSCoP family within twelve weeks of selection of the last sample. If the tested model/variant complies with the requirements of WVSCoP verification, then the test agency shall issue WVSCoP reports & certificate to the manufacturer and/or importer in the formats prescribed in clause 11 & clause 12.}

8 CONSEQUENCES OF FAILURE OF WVSCOP

- 8.1** A model/variant is declared “failed” if it has not complied with the WVSCoP requirements in Table-4 after the Max-20 sampling procedure. A model/variant is also declared “failed” if the manufacturer and/or importer declares that the model/variant has not complied with the WVSCoP requirements in Table-4 before completion of the Max-20 sampling procedure. The consequence of such failures shall be applicable only to the WVSCoP requirements that have not been complied with and no action is required on the WVSCoP requirements that have been complied with.

8.2 Treatment of noncompliance with respect to markings as per AIS-037 on components (see Table-4 of this standard)

8.2.1 If any part does not have the markings as per AIS-037 after following max-20 sampling procedure, it shall be treated as a WVSCoP failure and actions as per clause **8.5 to 8.9** shall apply.

8.2.2 If the marking as per AIS-037 on the part fitted on the vehicle selected for WVSCoP does not match with markings given in relevant tables of AIS 007 (approved) for that part, the following steps shall be taken.

8.2.3 If the affected part does not call for a verification of installation check,

8.2.3.1 No action required if application for approval for inclusion of the affected part, has already been submitted to test agency.

8.2.3.2 If not, such an application shall be made by the manufacturer and/or importer within one month of the WVSCoP failure. If not, action as per para **8.5 to 8.9** shall be applicable.

8.2.4 If the affected part calls for a verification of installation check,

8.2.4.1 The installation check for the particular component as per the WVSCoP requirements given in Table-4 of this standard shall be carried out on the vehicle selected for WVSCoP.. If the installation requirements are complied with the type approval requirements, conditions of 8.2.3 shall apply, to the models/variants which can be represented by the random selected model/variant according to Criteria for Extension of Approval (CEA). For clearing the models/variants not covered by selected models/variants, additional test to be carried out on another representative worst case model/variant.

8.2.4.2 If the installation requirements are not complied with, it shall be treated as a WVSCoP failure and action plan as per para **8.5 to 8.9** shall apply.

8.2.4.3. Above procedure is also applicable in the case of marking of safety critical components, whose markings are described in AIS 007.

8.3 {If a model/variant is declared “failed” against the requirements of WVSCoP as per clause 8.1 based on max-20 sampling procedure, the test agency shall send the copies of the test report to the nodal agency and the manufacturer and/or importer.} The manufacturer and/or importer shall respond immediately to both the test agency and the nodal agency with a WVSCoP restoration plan. Subsequent sample selection and WVSCoP tests, inspections and checks by the test agency shall continue as specified in clause 8.8.

8.4 {The nodal agency shall make a decision and convey the same to the manufacturer and/or importer and test agency after receipt of the failure report of the WVSCoP, and after calling for a standing committee meeting to discuss and advise the nodal

agency. The vehicle manufacturer and/or importer shall be given an opportunity to present his case to the committee before the committee advises the nodal agency. Based on the recommendations of the committee, the nodal agency may issue the order for withdrawal of type approval certificate of the non-complying models/variants that are declared as “failed” from particular WVSCoP family in clause 8.1, and stop dispatch of such vehicles by the manufacturer and/or importer.} Manufacturer and/or importer shall be permitted to continue production / import / dispatch / sale of vehicles of the particular models/variants till the order from nodal agency is issued to the manufacturer and/or importer. However, if implementation of corrective action (as per clause 8.5) has not been completed within 3 months of the failure date, vehicles without implementation of corrective action shall not be dispatched from the manufacturer’s plant(s) / importer’s premise(s).

8.5 Implementation of corrective actions:

8.5.1 {In case the type approval certificate has been withdrawn as per clause 8.4 above, the manufacturer and/or importer shall subsequently identify the reason for the model/variant not meeting the WVSCoP requirements} (such as but not limited variations across plants, or in batch of production, or in components manufactured/imported) {and the necessary corrective measures, and shall submit the information to the nodal agency and concerned test agency at the earliest and offer a rectified vehicle for WVSCoP re-verification.} Optionally, at its discretion the test agency may re-verify WVSCoP requirements on the basis of the test reports submitted by the manufacturer and/or importer.

8.5.2 {If the modifications are only in the production process without involving any design change (for example parameters as declared in AIS-007, etc.), it shall be demonstrated to meet the failed requirements of Table-4 as applicable on the manufacturing date of first random sample selection of the model/variant. If the modifications call for changes resulting in a design change} (for example parameters as declared in AIS-007, etc.), it shall meet the type approval requirements as prevailing on the manufacturing date of first random sample selection} and fresh type approval shall be obtained with due consideration for any CEA or WCC as may be applicable. In either case the submitted vehicle shall meet the requirement without application of the Max-20 statistical procedure.

8.5.3 {If the rectified vehicle complies with the relevant WVSCoP requirements, the manufacturer and/or importer shall inform the nodal agency and concerned test agency which has carried out the WVSCoP verification, the modifications which are to be finally carried out on the vehicles to be produced/imported in future and the vehicles already produced/imported which would require retro-fitment or rectifications. Type approval shall then be restored by the nodal agency subject to clause 8.9 and production/import of the model/variant can be resumed. Further, a confirmative WVSCoP shall be carried out within six months of resumption of production/import against the requirements of this standard if a regular WVSCoP is

not scheduled within this period. If regular WVSCoP is scheduled within that period, this confirmative WVSCoP need not be carried out.}

- 8.6** {The manufacturer and/or importer is also permitted to offer the rectified vehicle from serial production, for random selection if the changes are in the production process and not in the design of the vehicle. In case the manufacturer and/or importer offers serially produced vehicle for random selection from a population, the confirmative WVSCoP verification mentioned above need not be carried out. Test agency shall issue WVSCoP reports and certificate after the ongoing WVSCoP is complete.}
- 8.7 {If the rectified vehicle offered for WVSCoP re-verification as per clause 8.5.1 does not meet the WVSCoP requirements in Table-4, actions under clauses 8.4 to 8.6 shall be repeated.}
- 8.8 In addition to actions as per clauses 8.3 to 8.7, to verify the WVSCoP of the remaining vehicles in the WVSCoP family the test agency may randomly select additional model(s)/variant(s) from the WVSCoP family and subject them to the requirements of this standard. The test agency at its discretion shall choose minimum number of model(s)/variant(s) so that the results observed on additional model(s)/variant(s) can be extended to the remaining vehicle models/variants within that particular WVSCoP family.
- 8.9 Implementation of corrective actions in the affected vehicles:**
- 8.9.1 {It shall be the responsibility of the manufacturer and/or importer to ensure at his cost that the modifications (as finalized in clause 8.5) are carried out and / or modified components (as finalized in clause 8.5) are retrofitted, within a period specified by the nodal agency, on all the vehicles (belonging to the WVSCoP family and if applicable sub-family) manufactured / imported after the date on which the WVSCoP became due as per clause 4.1. till the implementation of corrective action in serial production}

9 TRANSITIONAL PROVISIONS

- 9.1** Compliance to the WVSCoP requirements as per the regulations or standards listed in Table-4, AIS 007 specifications, Validity of COP certificates as per AIS 037/BIS, etc., shall be as applicable on the date of manufacture of sample vehicle and not on the date of selection. However, it shall be permissible for the manufacturer and/or importer to opt for the test to be conducted as per the latest notified amendment or revision of standards covered in Table-4.
- 9.2 The safety component type approval and CoP certificates as per AIS 037 need to be valid on the date of manufacture/import of the vehicle and not on the date of WVSCoP verification. If any TA/CoP certificate as per AIS 037/BIS has expired, it shall not be considered as WVSCoP noncompliance, provided the manufacturer

and/or importer submits the proof that the application for fresh CoP of such components has already been submitted to test agency.

- 9.3 The implementation date for revision of a standard referred in Table 4, shall be same as the notified date for implementation of the standard for manufacturing of vehicles irrespective of whether or not Table 4 has been updated to reflect the revision of the particular standard.
- 9.4 In the case of multistage vehicles the date of manufacture of the first stage (for example, drive away chassis) shall be treated as the date of manufacture of the multistage vehicle.

10 INFORMATION TO BE SUBMITTED BY THE VEHICLE MANUFACTURER AND/OR IMPORTER

10.1 Information given in Table-6 below shall be submitted by the vehicle manufacturer and/or importer when applying for WVSCoP.

Table 6 – Information to be submitted by the Vehicle Manufacturer and/or Importer for WVSCoP

1.0	Details of the Applicant:	
1.1	Name & address of the Applicant	
1.2	Telephone No	
1.3	Fax No.	
1.4	E-mail address	
1.5	Contact person	
2.0	Importer's Name and address	
3.0	Plant(s) of manufacture / import premises	
3.1	Name & address of vehicle manufacturing plant(s) / import premises (attach annexure if necessary)	
4.0	Period details	
4.1	Financial Years	
4.2	Tentative WVSCOP selection date	
4.3	1 st WVSCoP (or) Repeat WVSCOP	
5.0	Vehicle Family name	
5.1	Vehicles Models / Variants names (attach annexure if necessary)	
5.2	Corresponding CMVR certificate No(s) and date (including applicable extension certificates)	
5.3	Category of vehicle as per IS 14272	
5.4	Engine capacity (2 Wheeler(s), M1, M2 ≤3.5Tonnes GVW, N1 derived from M1,L5 and L7)	
5.5	Motor power for vehicles with partial or full electric propulsion	
5.6	GVW Category (M2>3.5Tonnes GVW, M3, N1, N2 & N3)	

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6.0	Plant wise Contact details (attach annexure if necessary)	
6.1	WVSCoP coordinator at Plant(s) of selection	
6.2	Designation	
6.3	Telephone No	
6.4	Fax No.	
6.5	E-mail address	
7.0	Name & volume of Models and their variants in WVSCOP family (if applicable sub-families)	Refer Table-6.1 below
8.0	If applicable, details of grouping of plants and family/sub-family distribution (Attach annexure if necessary)	
9.0	Name of previous WVSCOP test agency, if any	

Table 6.1 Volume details for Models/Variants in the WVSCoP Family

Family Name:

Sr. No.	Sub-family name (if applicable)	Model / Variant Name	Base Model / Variant	Plant(s)	CMVR Certificate No.	Certificate date	Vehicle Category as per IS 14272	Planned / Actual Annual Production for WVSCOP Period		Latest WVSCOP Certificate No. (If any)
								Year Y1	Year Y2	

Notes :

1. Fill up one table for each family
2. Production plan shall be submitted for one year. In case the WVSCOP in Year-1 (Y1), the data for column “Year Y2” need not be filled up.
3. In case the WVSCOP verification for some WVSCOP families is in Year-2 (Y2), the data for column “Year Y1” shall be actual production.

10.2 For each vehicle model/variant selected for WVSCoP, the manufacturer and/or importer shall submit the CMVR type approval certificate of vehicle model/variant selected along with the corresponding endorsed CMVR specifications to the test agency to whom the application for WVSCoP is submitted, if that test agency does not have these information.

11.0 FORMAT OF WVSCoP TEST REPORT

11.1 Format for Report for fitment and installation of safety components is as given in Annexure- I

11.2 Format for Report for physical test viz. brakes, steering, pass by noise is as given in Annexure-II

12.0 FORMAT OF WVSCoP CERTIFICATE

11.3 Format for Certificate for WVSCoP is as given in Annexure III

Annexure I
Report for fitment and installation of safety components

EVALUATIONS REPORT FOR WVSCOP VERIFICATION			
Report No.: -----			Date:
1.0	NAME AND ADDRESS OF THE VEHICLE MANUFACTURER / IMPORTER		
2.0	Letter Reference:.		
3.0	DETAILS OF THE VEHICLE UNDER EVALUATION:		
	Category		Model Name
	Engine No.		Chassis No.
	GVW		Engine capacity
	Manufacturing plant & address of selected model		
	Latest CMVR Type Approval Certificate No.		
	CMVR Type Approval Certificate Issued by (name of the test agency):-		
4.0	OBJECTIVE AND REQUIREMENTS: To evaluate the vehicle for WVSCOP (Whole Vehicle Safety Conformity of Production) as per AIS 017 (Part-6)		
5.0	DATE OF EVALUATION		
6.0	RESULTS OF THE VERIFICATION OF THE VEHICLE UNDER WVSCOP APPROVAL:		
6.1	Refer Appendix-1 of this report for the results of the verification of the vehicle under WVSCOP approval		

REPORT NO.: -----

**Appendix-1: RESULTS OF THE VERIFICATION OF THE VEHICLE UNDER
WVSCOP APPROVAL**

[Ref.: Clause No.; 6.1, Table-4 of AIS 017 (Part-6)]

Sr. No.	Ref. Standard	Parameter	Specifications of Type approved vehicle	Observations on the vehicle selected for WVSCOP	Remarks
1	AIS 008 / AIS 009, as applicable	HLLD - Check for provision of device is fitted as in TA, where fitted			
2	Lighting & Light signaling devices AIS 008 / AIS 009, as applicable	Marking as per AIS 037 for all Mandatory lighting & Signaling devices (Excluding Bulbs)			
2.1		Main beam head lamp			
		TAC No./ E-marking / BIS License No.			
2.2		Dipped beam head lamp			
		TAC No./ E-marking / BIS License No.			
2.3		Front Position / Parking lamp			
		TAC No./ E-marking / BIS License No.			
2.4		Front direction indicator lamp			
		TAC No./ E-marking / BIS License No.			
2.5		Daytime Running lap			
		TAC No./ E-marking / BIS License No.			
2.6		Cornering lamp			
		TAC No./ E-marking / BIS License No.			
2.7		Front fog lamp			
	TAC No./ E-marking / BIS License No.				
2.8	Lighting & Light signaling devices AIS	Front Retro Reflector			
		TAC No./ E-marking / BIS License No.			

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Sr. No.	Ref. Standard	Parameter	Specifications of Type approved vehicle	Observations on the vehicle selected for WVSCOP	Remarks
2.9	008 / AIS 009, as applicable	Stop lamp			
		TAC No./ E-marking / BIS License No.			
2.10		Rear Position / Parking lamp			
		TAC No./ E-marking / BIS License No.			
2.11		Reversing lamp			
		TAC No./ E-marking / BIS License No.			
2.12		Rear Direction Indicator lamp			
		TAC No./ E-marking / BIS License No.			
2.13		Rear fog lamp			
		TAC No./ E-marking / BIS License No.			
2.14		Rear retro reflector			
		TAC No./ E-marking / BIS License No.			
2.15		High mounted stop lamp			
		TAC No./ E-marking / BIS License No.			
2.16		Lighting & Light signaling devices AIS 008 / AIS 009, as applicable	Rear Registration plate lamp		
	TAC No./ E-marking / BIS License No.				
2.17		Front End outline marker lamps			
		TAC No./ E-marking / BIS License No.			
2.18		Rear End outline marker lamps			
		TAC No./ E-marking / BIS License No.			
2.19		Side marker lamp			
		TAC No./ E-marking / BIS License No.			
2.20		Side Direction Indicator Lamp			
		TAC No./ E-marking / BIS License No.			

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Sr. No.	Ref. Standard	Parameter	Specifications of Type approved vehicle	Observations on the vehicle selected for WVSCOP	Remarks
2.21		Rear Reflex Reflector			
		TAC No./ E-marking / BIS License No.			
2.22		Side Reflex Reflector			
		TAC No./ E-marking / BIS License No.			
3.0	Reflective Tape as per AIS 090	Front Reflective Tape (White)			
		TAC No./ E-marking / BIS License No.			
3.1		Rear Reflective Tape (Red)			
		TAC No./ E-marking / BIS License No.			
3.2		Side Reflective Tape (Amber)			
		TAC No./ E-marking / BIS License No.			
3.3	Rear marking plate as per AIS-089, if applicable	Fitment : Yes/No/Not Applicable			
4.0	Horn installation test (IS:15796)	dB(A) level test as per Clause 6 of IS 15796			
4.1	Horn(s) (IS: 1884)	High Tone horn			
		TAC No./ E-marking / BIS License No.			
4.2		Low Tone horn			
		TAC No./ E-marking / BIS License No.			
5.0	Rear view mirror (AIS 001)	Interior mirror [Class I]			
		TAC No./ E-marking / BIS License No.			
5.1		Main mirror (Large) [Class II]			
		TAC No./ E-marking / BIS License No.			
5.2		Main mirror (Small) [Class III]			
		TAC No./ E-marking / BIS License No.			

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Sr. No.	Ref. Standard	Parameter	Specifications of Type approved vehicle	Observations on the vehicle selected for WVSCOP	Remarks
5.3		Wide angle mirror [Class IV]			
		TAC No./ E-marking / BIS License No.			
5.4		Close proximity mirror [Class V]			
		TAC No./ E-marking / BIS License No.			
5.5		Front mirror [Class VI]			
		TAC No./ E-marking / BIS License No.			
5.6		Main Exterior mirror [Class VII]			
	TAC No./ E-marking / BIS License No.				
6.0	Mounting location of the Rear view mirrors as per type approval (AIS 002)				
7.0	Windscreen wiping system [IS: 15802, IS: 15804, AIS: 045]				
7.1		Wiper blade length (Driver side)			
7.2		Wiper blade length (Co-Driver side)			
7.3		Wiper arm length (Driver side)			
7.4		Wiper arm length (Co-Driver side)			
7.5		Wiping Frequency Check			
8.0	Safety Glass [IS 2553]				
8.1		Front Windshield safety glass			
		TAC No./ E-marking / BIS License No.			
8.2		Side windows safety glass			
		TAC No./ E-marking / BIS License No.			
8.3		Rear safety glass			
		TAC No./ E-marking / BIS License No.			
9.0	Passenger hand hold (AIS 046): Whether fitted				

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Sr. No.	Ref. Standard	Parameter	Specifications of Type approved vehicle	Observations on the vehicle selected for WVSCOP	Remarks
9.1		Pillion hand hold (IS: 14495): Whether fitted			
10.0		Spray suppression device (AIS 013/AIS-103 as applicable) Marking on the spray suppression device			
11.0	CNG / LPG vehicles (AIS 024, AIS 025, AIS 026, AIS 027, AIS 028 as applicable)				
11.1		Gas cylinder BIS marking			
11.2		CNG Pressure Regulator TAC No./ E-marking / BIS License No.			
11.3		LPG vaporizer TAC No./ E-marking / BIS License No.			
12	Tyres IS 15627/ IS 15633/ IS 15636 as applicable	BIS marking or marking as per AIS-037, as applicable			
		Front Tyres			
		Rear Tyres			
		Spare Tyres			
		Other Tyres			
13	RUPD IS 14812	Mounting as per approved layout			
15	SUPD IS 14682	Mounting as per approved layout			
16	Seat belt IS 15140	Marking as per AIS-037 (M1 category)			
		Fitment check			
17	Traction Battery (Lead Acid Battery) AIS 048	Marking as per AIS-037			
18	SLF AIS-018	Testing to verify lock speed			
19	FUPD AIS-069	Mounting as per approved layout			

REPORT NO.: -----

Disclaimer: -----

Content of Disclaimer to be drafted.

CONCLUSION: Based on the verification of the vehicle for the parameters covered in this test report as per Clause No. 6.0 of AIS 017 (Part-6), following WVSCOP family / sub-family is granted compliance to these requirements

Details of the WVSCOP family / sub-family:

Sr. No.	WVSCOP Family / Sub-family Name	Base Model (s)	Variant(s)	Plant(s)	CMVR TA Certificate No.	Certificate date

PREPARED BY:	CHECKED BY:	APPROVED BY:
Name and Designation	Name and Designation	Name and Designation
Place of Issue:		Date of Issue:

Annexure II

**(To be inserted in line with the formats shown by ARAI in panel meeting on 27th Apr
2018)**

Annexure III

FORMAT OF WVSCOP CERTIFICATE

XXXXXXXXXXXXX (Certificate No.)

Date: XXXXXXXX

**CERTIFICATE
FOR
WHOLE VEHICLE SAFETY CONFORMITY OF PRODUCTION (WVSCOP)**

1. Based on the verification of documents inspections and tests conducted on the vehicle model(s) “XXXXXXXX”, manufactured by XXXXXXXXXX <<Organization name>>and randomly selected from XXXXXXXXXX <<plant(s)/premise(s)>>, it is certified that the WVSCoP family models comply with the provisions of the Central Motor Vehicles Rules, 1989, as amended up-to-date.

MoRTH Noti. No.	Date	CMV Rule	Effective From	Standards
XXXXXXX	XXXXXXX	XXXXXXX	XXXXXXX	XXXXXXX

2. This certificate covers the following vehicle models and their variants, declared by the manufacturer and planned to be produced as per manufacturer’s /importer’s declaration during the stipulated period.

WVSCoP Family/Sub- family		CMVR Certificate No. and Date		WVSC OP Period
Type :				
Sr. No.	Vehicle model and its variants			

Note: Please refer overleaf for “Disclaimer Clause”

- 3 Next WVSCOP to be established on or before:

AUTHORISED SIGNATORY

AUTHORISED SIGNATORY

Annexure-I to WVSCOP Certificate No.....

Following requirements are verified and found to be complying.

Sl. No	Parameter	Reference standard	L1 & L2 (2W)	L5 (3W)	M1 (Cars & UV's)	N1, N2, N3, M2 & M3 (Trucks & Buses)
1	Lighting & Light signaling devices	AIS 008 / AIS 009, as applicable				
2	Reflective tape	AIS 090				
3	Rear Marking plate (For Trucks Only)	AIS 089				
4	Horn	IS 15796 IS 1884				
5	Rear View Mirror	AIS 001 AIS 002				
6	Windscreen wiping	IS 15802 / IS 15804 / AIS 045, as applicable				
7	Safety glass	IS 2553				
8	Passenger handholds / Pillion hold	AIS 046 / IS 14495, as applicable				
9	Spray Suppression Device	AIS 013 / AIS 103, as applicable				
10	Brake	IS 11852:2001 / IS 14664, as applicable				
11	Pass by Noise	IS 3028				
12	Steering	IS 11948				
13	Tyre	IS 15627 / IS 15633 / IS 15636, as applicable				
14	RUPD	IS 14812				

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Sl. No	Parameter	Reference standard	L1 & L2 (2W)	L5 (3W)	M1 (Cars & UV's)	N1, N2, N3, M2 & M3 (Trucks & Buses)
15	SUPD	IS 14682				
16	Seat belt	IS15140				
17	CNG / LPG Vehicles	AIS 024 / AIS-025 / AIS-026/ AIS-027/ AIS 028, as applicable				
18	Traction Battery (Lead acid battery)	AIS 048				