

(घ) नियम 124क के उपनियम 5क में, “कृषि ट्रैक्टर के लिए यांत्रिक युग्मन” शब्दों के स्थान पर “कृषि ट्रैक्टर के लिए यांत्रिक युग्मन, जहां कहीं भी उपबंधित है” शब्द रखे जाएंगे;

(ङ) नियम 138 के उपनियम (4) के खंड (क) में, वर्तमान परंतुक के पश्चात् निम्नलिखित परंतुक अंतःस्थापित किया जाएगा, अर्थात्:-

“परंतु यह और कि एम1 श्रेणी के ऐसे वाहनों की दशा में, जिसमें ट्यूबलेस टायर लगाया गया है और एक मानक मद के रूप में टायर मरम्मत किट उपलब्ध कराई गई है, तो ऐसे वाहनों को तैयार या अस्थायी उपयोग वाले अतिरिक्त पहिए की आवश्यकता नहीं हो सकेगी।

स्पष्टीकरण- इस नियम के प्रयोजनों के लिए टायर मरम्मत किट से अभिप्रेत है, वाहन में रखा गया सहज मरम्मत किट, जिसका टायर पंचर होने की स्थिति में, संपीडित वायु के साथ पंचर बनाने वाले स्थान को सील करने वाले विशिष्ट पदार्थ का उपयोग करके किया जाता है।”।

[फा. सं. आरटी-11028/03/2019-एमवीएल]

प्रियांक भारती, संयुक्त सचिव

टिप्पणः— मूल नियम भारत के राजपत्र, असाधारण, भाग II, खंड 3, उपखंड (i) में अधिसूचना संख्यांक सा.का.नि. 590(अ), तारीख 2 जून, 1989 द्वारा प्रकाशित किए गए थे और अधिसूचना संख्यांक सा.का.नि. 414(अ), तारीख 26 जून, 2020 द्वारा अंतिम संशोधन किए गए।

MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

NOTIFICATION

New Delhi, the 20th July, 2020

G.S.R. 457(E).—Whereas, the draft rules further to amend the Central Motor Vehicles Rules, 1989 were published, as required under sub-section (1) of section 212 of the Motor Vehicles Act, 1988 (59 of 1988), *vide* notification of the Government of India in the Ministry of Road Transport and Highways vide number G.S.R 103 (E), dated the 11th February, 2020, in the Gazette of India, Extraordinary, Part II, Section (3), Sub-section (i), inviting objections and suggestions from all persons likely to be affected thereby before the expiry of the period of thirty days from the date of which copies of the Gazette containing the said notification were made available to the public;

And whereas, copies of the said Gazette notification were made available to the public on the 11th February, 2020;

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

Now, therefore, in exercise of the powers conferred by section 110 of the Motor Vehicles Act, 1988 (59 of 1988), the Central Government hereby makes the following rules further to amend the Central Motor Vehicles Rules, 1989, namely:-

1. Short title and commencement.— (1) These rules may be called the Central Motor Vehicles (Seventh Amendment) Rules, 2020.

(2) Save as otherwise provided in these rules, they shall come into force on the date of their publication in the Official Gazette.

2. In the Central Motor Vehicles Rules, 1989, –

(a) in rule 95, after sub-rule (7), the following sub-rule shall be inserted, namely:–

“(8) The vehicles categories M1 up to maximum mass of 3.5 T and N1 manufactured after the 1st October, 2020 fitted with tyre pressure monitoring system shall conform to AIS – 154; as

amended from time to time, till the corresponding BIS specifications are notified under the Bureau of Indian Standards Act, 2016 (11 of 2016):

Provided that vehicles fitted with tyre pressure monitoring system approved as per AIS 110 shall deem to comply with requirements of AIS 154.”

(b) in rule 100, for sub-rules (1) to (3B), the following shall be substituted on and from the 1st April, 2021, namely:—

“(1) The windscreen and window glass of every motor vehicle including agriculture tractor fitted with cabin, construction equipment vehicle fitted with cabin and combine harvester shall be made of safety glass or safety glazing material:

Provided that in L5 category vehicles (three wheelers) and vehicles with hood and side coves, the window glass may be made of acrylic or plastic transparent sheet.

Explanation.— For the purposes of this rule,

(i) safety glass or safety glazing means the materials confirming to IS 2553 (Part 2) (Revision 1): 2019;

(ii) windscreen and window glass of motor vehicle, the inner surface of which is at an angle more than thirty degrees to longitudinal axis of the vehicles, shall be deemed to face to the front.

(2) The safety glass or safety glazing of the windscreen and rear window of every motor vehicle shall be so manufactured to provide not less than seventy percent visual transmission of light and it shall conform to Indian Standards IS 2553 (Part 2) (Revision 1): 2019 as amended from time to time.

(3) The safety glass or safety glazing used for side windows of every motor vehicle shall be so manufactured to provide not less than fifty percent visual transmission of light and it shall conform to Indian Standards IS 2553 (Part 2) (Revision 1): 2019 as amended from time to time.

(4) The owner of every motor vehicle shall maintain the visual transmission of light through safety glass or safety glazing as specified in sub- rule (2) and sub-rule (3).”;

(c) for rule 123, the following rule shall be substituted, namely:—

“123. Safety devices in motor cycle.—(1) The manufacturer of every motor cycle which has a provision for a pillion rider shall ensure the following safety devices during its manufacture, namely:—

(a) provision for pillion hand holds on the side of the motor cycle or behind the driver seat and it shall comply with the requirement specified in IS: 14495-1998, as may be amended from time to time;

(b) foot rests for the pillion rider on both sides of the motor cycle; and

(c) protective device covering not less than half portion of the rear left wheel of the motorcycle so as to prevent the clothes of the person sitting on the pillion entangled in the rear wheel.

(2) The footrests of every motorcycle manufactured on and from the 1st January, 2022 shall comply with the requirements specified in AIS 148:2018, as amended from time to time, till the corresponding BIS specifications are notified under the Bureau of Indian Standards Act, 2016 (11 of 2016).

(3) The motorcycle fitted with a light weight container shall meet the following requirements, namely:—

(a) the dimensions of the container shall not exceed 550 mm in length, 510 mm in width and 500 mm in height;

(b) weight of the container including its mounting and load carried therein shall not exceed 30 kgs.;

(c) if the container is fitted on the pillion rider space, no pillion rider shall be allowed, provided that the weight of container including its mounting and load

carried therein shall be within the permissible gross vehicle weight in kg., specified by the manufacturer and also approved by the test agency referred to in rule 126;

(d) if the container is fitted behind the pillion rider space, pillion rider shall be allowed provided that the weight of the vehicle, passenger and container including its mounting and load carried therein shall be within the permissible gross vehicle weight in kg., specified by the manufacturer and also approved by the test agency referred to in rule 126.

(4) The motorcycle manufactured on and from the 1st January, 2022 shall comply with the stand requirements specified in AIS 146:2018, as amended from time to time, till the corresponding BIS specifications are notified under the Bureau of Indian Standards Act, 2016 (11 of 2016).

(5) The motorcycle manufactured on and from the 1st January, 2022 shall comply with the external projection requirements specified in AIS 147:2018, as amended from time to time, till the corresponding BIS specifications are notified under the Bureau of Indian Standards Act, 2016 (11 of 2016).”;

(d) in rule 124A, in sub-rule 5A, for the words “mechanical couplings for agricultural tractor”, the words “mechanical coupling device wherever provided for agricultural tractor” shall be substituted;

(e) in rule 138, in sub-rule (4), in clause (a), after the existing proviso, the following proviso shall be inserted, namely:—

“Provided further that in case of M1 category of vehicle fitted with tubeless tyre and supplied with tyre repair kit as a standard item, it may not require a ready to use or temporary use spare wheel.

Explanation: For the purposes of this rule, tyre repair kit means an easy to repair kit stored in the vehicle, which in the incident of tyre puncture is used to seal the punctured spot in the tyre tread using specific sealant poured into the tyre along with compressed air.”.

[F. No. RT-11028/03/2019-MVL]

PRIYANK BHARTI, Jt. Secy.

Note.— The principal rules were published in the Gazette of India, Extraordinary, Part-II, Section 3, Sub-section (i), vide notification number G.S.R. 590(E), dated the 2nd June, 1989 and lastly amended vide notification number G.S.R. 414 (E), dated the 26th June, 2020.