FINALIZED DRAFT

AUTOMOTIVE INDUSTRY STANDARD

Conformity of Production (CoP) Procedure for verifying compliance to Constant Speed Fuel Consumption Norms for Vehicles with GVW/GCW exceeding 3.5 tonnes

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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 published this standard. For better dissemination of this information ARAI may publish this document on their Website.

Conformity of Production (CoP) Procedure for verifying compliance to Constant Speed Fuel Consumption Norms for Commercial Vehicles with GVW/GCW exceeding 3.5 tonnes, have been mandated by government vide notification S.O. 2670 dated 16th August 2017 and the subsequent notification to be issued by MoRTH. The notification calls for testing of vehicles for continued compliance. A need was felt to formulate a procedure addressing these requirements.

The AISC panel and the Automotive Industry Standards Committee responsible for preparation of this standard is given in Annexure IV and Annexure V respectively.

Conformity of Production (CoP) Procedure for verifying compliance to Constant Speed Fuel Consumption Norms for Vehicles with GVW/GCW exceeding 3.5 tonnes

1.0.	**Scope:**
	This procedure is applicable to commercial vehicles of category M2, M3, N2 and N3 with GVW / GCW exceeding 3.5 tonnes for the purpose of certifying the compliance to Conformity of Production to the Constant Speed Fuel Consumption (CSFC) norms notified by the Ministry of Power / Ministry of Petroleum and Natural Gas / Ministry of Road Transport & Highways.
	Note: This procedure contains administrative and technical guidelines for carrying out Conformity of Production tests for checking compliance to Constant Speed Fuel Consumption Norms for Commercial Vehicles with GVW / GCW exceeding 3.5 tonnes. This has to be read in conjunction with applicable notifications issued by Ministry of Power / Ministry of Petroleum and Natural Gas / Ministry of Road Transport and Highways (MoRTH).
2.0.	**Definitions:** For the purpose of this standard, the following definitions shall apply.
2.1.	**Definition of 'technical characteristics of the vehicle'**: vehicles of different 'technical characteristics' means vehicles which differ in such essential respects as trade name or mark and other technical details (requirements) as given in individual standard IS : 11921 notified under CMVR.
2.2.	**Notified Standard** means a standard, referred to in CMVR or notified separately under the provisions of CMVR, which specifies details of requirements to be complied with. This may be in the form of: a) An Indian Standard issued by BIS b) A Safety Standard prepared by the erstwhile Safety committee and issued by ARAI c) A standard prepared by the AISC. d) Any other standard notified by MoRT&H. / MoP&NG
2.3.	**Test Agency** is an organization specified in CMV Rule 126 and 126A for certification of compliance to the specified standards.
2.4.	**Manufacturer,** Manufacturer' means the person or body who is responsible to the approval authority for all-aspects of the type-approval to whom the CMVR certificate is issued. He shall be responsible for ensuring conformity of production. It is not essential that the person or body be directly involved in all stages of the construction and sale of the vehicle, system, component or separate technical unit which has been offered for approval-process. Note 1: The manufacturer shall generally be identified by the WMI. However, If a manufacturer uses the WMI allotted to another manufacturer, it is necessary that he gets the consent of the organization to whom the WMI is allotted.

2.5.	**Model,** means vehicles of one family with essentially same aspects of construction and design, which is of the same category, and has the same number of axles. The vehicle manufacturer designates a model. A model may include variant(s).
2.6.	**Variant** means a type of vehicle, which has Technical Specifications differing from that of a model, in any respects, other than those given in 2.5 Variant(s) may have different commercial names.
2.7	**Nodal Agency** – The Ministry of Road Transport and Highways is the nodal agency for implementation of Constant Speed Fuel Consumption Norms for Commercial Vehicles with GVW/GCW exceeding 3.5 tonnes in both its aspects of Type Approval and Conformity of Production.
2.8	The Standing Committee on implementation of Constant Speed Fuel Consumption Norms for Commercial Vehicles with GVW / GCW exceeding 3.5 tonnes—will be CMVR – Technical Standing committee (CMVR-TSC) constituted by the MoRTH under the Chairmanship of Joint Secretary – MoRTH, to advise the Nodal agency in such implementation.
3.0.	**COP TEST AGENCY**
3.1.	The test agencies specified in CMV Rule 126 and 126 (A) will be responsible for carrying out the COP tests in addition to the Type Approval tests.
3.2.	Initially the vehicle Manufacturer has the option of choosing the Test Agency for Type Approval of its specific model from among those listed in CMV Rule 126. On completion of first COP by the same test agency, the manufacturer can change the test agency if so desired.
3.3.	In case the vehicle manufacturer desires to change the COP Test Agency, a formal request shall be made to the new test agency under intimation to the previous Test Agency and nodal agency. This request should be made at least one month before the beginning of the next COP period along with all relevant documents concerning type approval/previous COP and also the latest information as per paragraph 4.7 of the procedure.
3.4.	On receipt of intimation of requests for a change, the previous COP Test Agency will authenticate all the relevant documents of that model and its variants and forward to the new test agency. The new test agency will carry out the process of selection and testing of the vehicle for the COP as per the procedure and will consult the previous Test Agency if required about the test findings and results before issuing the final COP Certificate.
3.5.	No change of Test Agency will be allowed in the cases where COP test and extended COP tests are under process.
4.0.	**Responsibility of the Vehicle Manufacturer**
4.1.	In discussion with test agency, the COP tests may be conducted at the manufacturer's test facility. For doing so, the test track facilities, on which tests are to be conducted shall be accredited by one of the test agencies referred to in Rule 126 of CMVR. The test track facility shall be re-certified for every 3 years by the respective / concerned test agency.

4.2	The manufacturer will submit any one model/variant per GVW / GCW Tonnage band / class notified by BEE (in same vehicle category), in every two years' period for COP evaluation at the premises of the testing agencies or at the manufacturer's test facility. The random selection of the model/ variant among all the base models / variants in the same tonnage band shall be at the discretion of the test agency. One random sample of the vehicle model type approved will be selected by the test agency for the COP test, before the completion of the COP period defined in Para 5. This vehicle shall be subjected to the Constant Speed Fuel Consumption test Based on COP results of tested vehicle, all the models and variants in the particular GVW/GCW band shall be approved by test agency.
4.3	A vehicle is considered to be produced when the vehicle has passed the final inspection stage as declared by the manufacturer.
4.4	The vehicle manufacturer should inform the following to the concerned Test Agency;
4.4.1	Production/ Import plan for each model including its variants (with respect to the Type Approval Certificates and the previous COP Certificate) within 8 weeks from the start of production of type approved vehicle model or resumption of production of a vehicle or start of the COP period for that model.
4.4.2	Any subsequent change in such Production/ Import Plan, which would affect time schedule for random selection referred to in Para 4.8.
4.4.3	Likely and approximate last date before which COP will have to be completed, at least one to two months before the likely end date.
4.4.4	Stoppage of production/ Import of a specific model, in case this has not been anticipated at the start of the COP period. This should be intimated well in advance so that COP selection of vehicle can be completed by the test Agency before stoppage of production/ Import.
4.5	The vehicle manufacturer should request the Test Agency when they would like to make random selection of vehicles and to seek their time table for completing the COP test.
4.6	The vehicle manufacturer should provide all the assistance required by the Test Agency for completing the tests.
4.7	The latest updated technical specifications, procedure of Pre-Delivery Inspection (PDI), running-in and servicing of the vehicle, shall also be submitted before the vehicle/engine selection, if there has been revisions after the previous COP/Type Approval.
4.7.1	The vehicle manufacturer shall submit the brief technical specifications of the model / variants in accordance with Annexure – I along with the CoP test request to the concerned test agency.
4.7.2	After the selection of the sample for CoP, the manufacturer, on request of test agency, shall submit the detailed specifications, as per AIS: 007 as revised / amended from time to time, of the selected samples.
4.8	The Test Agency will inform the vehicle manufacturer, its time schedule for the selection of random sample and for carrying out the COP tests. If the vehicle manufacturer has a problem for this time table for reason such as that particular model is not likely to be scheduled for production at that time, or enough number of vehicles may not be available etc., the time schedule should be modified based on mutual convenience of the manufacturer and test agency.

5.0.	**COP PERIOD AND SELECTION OF RANDOM SAMPLE**
5.1.	The COP for every vehicle model and its variants shall be carried out once in the period of two years, viz. 1st April of first year to 31st March of third year.
5.2.	The period between commencement of production/import of a new model and beginning of next rationalized COP period is less than 2 months; the same would be merged with the rationalized COP period.
5.3.	The number of a specific vehicle model and its variants produced/ imported were less than 250 in any consecutive period of six months in a year, COP should be carried out as per clause No. 6 of this standard. Provided that in case the number of vehicles sold in India for a given base model and its variants (manufactured in India or imported to India) are less than 250 in any consecutive period of six months in a year, then such base model and its variants need not be subjected to the above test, if at least one model or its variants manufactured or imported by that manufacturer or importer, as the case may be, is subjected to such tests at least once in two years; Provided further that, in case the number of base models and its variants manufactured / imported is more than one and if the individual base model and its variants are less than 250 in any consecutive period of six months in a year, then the testing agencies shall pick up one of the vehicles out of such models and their variants once in two years for carrying out COP test.
5.4	If the vehicle manufacturer produces a vehicle model in more than one plant, the test agency may randomly choose one plant for COP compliance checking among all the plants in which model is produced. Sample selection for COP and extended COP tests shall be from the same plant. When a vehicle model is approved for COP in one plant, it shall be deemed to be compliant to COP in all the plants in which it is produced. Similarly, when a vehicle model failed to meet COP in one plant, it shall be deemed to be failed to meet COP in all the plants in which it is produced. To the extent possible, the test agency shall select successive vehicle models for COP compliance checking from different plants at random in order to cover all plants of the company in the shortest time possible.
6.0.	**CHECKS ON CONFORMITY OF PRODUCTION BY THE TESTING AGENCY**
6.1.	General : These requirements are consistent with the test to be held to check conformity of production according to this procedure. The CoP shall be applicable to every model and its variant as per the Type Approval obtained by the Vehicle Manufacturer with the test agency.
6.2.	Running in : The randomly selected vehicle shall be run in by the vehicle manufacturer as recommended by the concerned vehicle manufacturer under strict supervision and control, before the vehicles are tested by the respective test agency. After this, the manufacturer will be permitted by the test agency to carry out all the adjustments recommended in his user's/service manual and as amended and intimated to the concerned test agency from time to time, under the control of test agency.

6.2.1	As an alternative to the running in procedure, manufacturer may use a fixed evolution coefficient (EC) of 0.92 and multiply all values of CSFC measured at zero km by this factor.
6.3.	Testing procedure : The test procedure shall be as described in IS 11921. Fully built vehicles shall be tested in the fully built form as submitted by the vehicle manufacturer. In case of incompletely built vehicles, the tests shall be conducted on the vehicle with the fitment of a test cabin and load body as recommended by the vehicle manufacturer.
6.4.	Sampling : Two vehicles has to be randomly chosen from a sample size of at least 5 vehicles. One vehicle will be subjected to test while the second vehicle will be kept as standby.
7.0	**Extended COP Tests**
7.1	If the first sample tested for COP fails to meet COP requirements as mentioned in clause 8, the test agency shall select 2 additional samples (i.e., cumulative sample of 3 vehicles including the first vehicle) and conduct extended COP test. Table-2 shall be followed for sample selection and to decide pass/fail of COP tests in conjunction with clause 8.
7.1.1	In the case of 10.1, the samples should be offered for random selection within four weeks of start of production / import without implementing any design / production modifications which would affect performance.
7.1.2	The test agency shall endeavour to complete further testing of the samples of the vehicles selected according to 10.2 within 6 weeks from the date of selection of the samples.
7.2	For each of the tests, the following procedure is used where the test statistic is the number of vehicles which have not met the limit criteria as mentioned in clause 8 for the tests: (i) 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, (ii) 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, (iii) Otherwise, an additional vehicle is tested and the procedure is applied to the sample with one extra unit.

Table-2 Sampling Plan for Extended COP Tests and Pass/Fail Decisions

Cumulative Sample Size	Pass Decision Number (i.e., if no. of samples failed do not exceed these numbers)	Fail Decision Number (i.e., if no. of samples failed equals or exceeds these numbers)
1	0	-
3	1	-
4	1	-
5	1	5

Cumulative Sample Size	Pass Decision Number (i.e., if no. of samples failed do not exceed these numbers)	Fail Decision Number (i.e., if no. of samples failed equals or exceeds these numbers)
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

8.0	**COP REQUIREMENTS**
8.1	The vehicle model shall meet the prescribed Constant Speed Fuel Consumption limits defined in the notification issued by MoRTH / MoP&NG./ MoP
8.2	A tolerance of +8 percent (on account of vehicle & test variations, atmospheric conditions, calibrations & test equipment accuracies) shall be allowed on the CSFC limits (in L/100km) notified by BEE for type approval to judge whether the test value of the sample meets the requirements of CSFC limits as stated in 8.1 above. This tolerance shall also be applicable to all the samples in the extended COP tests done as per para 7.0.
9.0	**COP CERTIFICATE**
	If the vehicle meets the requirements of COP, the test agency will issue a COP certificate to the manufacturer. The certificate for COP will cover the vehicle model and its variants produced/planned to be produced during the COP interval. The CoP report and CoP certificate shall be as per the format given in Annexures II and III respectively.
10.0	**CONSEQUENCES OF FAILURE / NON COMPLIANCE / NON SUBMISSION**
10.1.	If the vehicle fails to meet the requirements of COP (including extended COP tests), the testing agency shall send the copies of the test report to the nodal agency and the vehicle manufacturer. The nodal agency will make a decision and convey the same to the manufacturer and test agencies within 4 weeks of the receipt of the failure report of the

	COP, after calling for a Standing Committee meeting to discuss and advise the nodal agency. The vehicle manufacturer will be given an opportunity to present his case to the committee before advising the nodal agency. Based on the recommendations of the committee, the nodal agency may issue the order for withdrawal of type approval certificate and stop dispatch of the vehicles by the manufacturer from his works.
10.2.	In case the type approval certificate has been withdrawn as per Para 10.1 above, the manufacturer can subsequently identify the reason for not meeting the COP and necessary corrective measures. Then they should inform the same to the Nodal and concerned test Agency and offer the rectified vehicle for testing. The test agency will carry out a complete test as per the relevant type approval procedure on this rectified vehicle. If the modifications are only in the production process without involving any model change, it should meet the COP norms. If the modifications call for changes resulting in a model change, it should meet the type approval norms. If the modified vehicle passes the relevant norms, the manufacturer will write to the Nodal and concerned Test Agency which has carried out the test, the modifications which are to be finally carried out on the vehicles to be produced/ Imported in future and the vehicles which require retrofitting/rectifications. Type approval will be restored by the nodal agency subject to Para 10.5. Further, a special COP will be carried out within a month, if a regular COP is not scheduled within that period. If the regular COP is scheduled within that period, a special COP need not be carried out.
10.3.	The manufacturer can also offer the rectified vehicle from serially produced vehicles, for random selection if the changes do not constitute a model change. In case the manufacturer offers serially produced vehicle for random selection instead of a submitted sample, the special COP mentioned above need not be carried out.
10.4.	If a manufacturer identifies the reason for not meeting the COP and the necessary corrective actions (if the corrective measures do not constitute a model change), when actions under preceding 7.1 to 10.3 are on-going, the manufacturer should inform the same to the Nodal and concerned test Agency and request to abort the actions on-going under Para 7.1 to 10.3 and offer the vehicle for carrying out the tests as per Para 10.2 and 10.3 Then the testing agency will carry out the test as per Para 10.2 and 10.3 and report the results to the nodal agency. If the vehicle meets the requirements, then the nodal agency will instruct the test agency to issue the COP certificate along with instructions to the manufacturer to carry out corrective actions, if any, within a stipulated period as per Para 10.5. The COP certificate will be issued by the test agency after the special COP vehicle meets the requirements, if the case calls for it. If the vehicle does not meet the requirements, action under Para 10.1 will follow.
10.5.	It is the responsibility of the manufacturer to ensure at his cost that the modifications / modified components are carried out / retrofitted, within a period specified by the nodal agency, on all the vehicles produced /dispatched in the period between the dates of which the COP became due as per Para 4.0 and restoration of the type approval by the nodal agency as per Para 10.2 or when the nodal agency has informed the test agency and the manufacturer as per Para 10.4.

ANNEXURE – I

Brief technical specifications of the model / variants to be submitted by vehicle manufacturer

1.0	**Manufacturer's Name and Address**	
2.0	**Importer's Name and Address (in case of CBU)**	
3.0	**Vehicle Data**	
3.1	Basic Model	
3.2	Type/description	
3.3	Category of the vehicle	
3.4	Variant(s)	
3.5	Type/description	
3.6	Category of variant(s)	
3.7	**Engine**	
3.7.1	Type of Fuel- petrol/diesel/bio-diesel etc.	
3.7.2	Make	
3.7.3	Model	
3.7.4	Type	
3.7.5	Bore x stroke, (mm)	
3.7.6	No. of cylinders	
3.7.7	Displacement	
3.7.8	Compression ratio	
3.7.9	Max. Engine output, (kW @ rpm)	
3.7.10	Max. Torque, (Nm @ rpm)	
3.7.11	ECU Make & Part No.	
3.7.12	ECU Calibration ID	
3.7.13	ECU CVN	
3.7.14	**Clutch**	
3.7.14.1	Type	
3.7.15	**Gear box**	
3.7.15.1	Make & Model	
3.7.15.2	Type	
3.7.15.3	No. of gears	

3.7.16	**Gear ratio**	
	1st	
	2nd	
	3rd	
	4th	
	5th	
	6th, 7th, 8th ----	
	Rev.	
3.7.17	No of axles	
3.7.17.1	Drive axle (Front / Rear / All)	
3.7.17.2	Front axle ratio	
3.7.17.3	Rear axle ratio	
4.0	**Wheels and Tyres**	
4.1	Wheel rim size	
4.2	No of tyres	
4.3	Tyre size designation including ply rating	
4.4	Speed Index	
4.5	Load index / Load rating	
4.6	Tyre type (Radial / Cross / Tube / Tubeless)	
4.7	Laden Tyre pressure (front & rear) , (kg/cm^2)	
5.0	**Dimensions**	
5.1	Wheel base, (mm)	
5.2	Overall width, (mm)	
5.3	Overall length, (mm)	
5.4	Overall height, (mm)	
5.5	Front track, (mm)	
5.6	Rear track, (mm)	
5.7	Cargo box dimensions, (mm)	
6.0	**Weights**	
6.1	Maximum GVW kg(for rigid vehicles)	
6.2	Maximum GCW kg (for articulated / combination vehicles)	
6.3	Maximum FAW (kg)	

6.4	Maximum RAW (kg)	
6.5	Kerb weight with 90% fuel (With spare wheel, tools, etc.) (kg)	
6.7	Vehicle Max Speed in laden condition	
7.0	Frontal area (for all variants)	
8.0	Air intake system drawing	
9.0	Exhaust system drawing – showing volume details.	

ANNEXURE – II

EVALUATIONS REPORT FOR CSFC COP VERIFICATION

Test Report No.: ---------						Date:
1.0	**NAME AND ADDRESS OF THE VEHICLE MANUFACTURER AND / OR IMPORTER**					
2.0	**LETTER REFERENCE:**					
3.0	**DETAILS OF THE VEHICLE UNDER EVALUATION:**					
	Category		Model Name			
	Engine No.		Chassis No.			
	GVW		Engine capacity			
	Fuel					
	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 CSFC COP (Constant Speed Fuel Consumption Conformity of Production) as per AIS 149.					
	CMV Rule No	**Parameter**	**Test Results**			
	Fuel Consumption CSFC COP					
	124 (1)(31)	**Constant Speed Fuel Consumption (IS:11921-1993)**	**Nominal Speed (km/h)**	**Actual Speed (km/h)**	**Fuel Consumption (km/l)**	**Axle configuration- Tyres - Drive Axle Ratio - Gear Box - Relevant Gear - -- th, Ratio - Engine - M/s.**
		For Vehicle with GVW- > 7500 kg	40			
			60			

		For Vehicle with GVW- >3500 kg to 7500 kg	50			**Engine Mode - Max. Power - ---- kW @ ---- rpm Max. Torque- ---- Nm @ ----- rpm ECU Make & Part No. - M/s. -----, ------ ECU Calibration ID - ------ ECU CVN - -------- AC Mode - ----- Vehicle Width - ---- mm Vehicle Height - ---- mm**
	---	**Weight Measurement (IS:11825-1986)**				
		Laden	**Specified**		**Measured**	
		FAW, kg				
		RAW, kg				
		Gross Vehicle Weight / Gross Combination Weight, kg				
5.0	**DATE OF EVALUATION**					
6.0	**RESULTS OF THE VERIFICATION OF THE VEHICLE UNDER CSFC COP APPROVAL:**					
6.1	Refer Appendices, as applicable, of this report for the test results of tests of the vehicle under CSFCCoP approval.					
	Disclaimer (indicative): ----------					
	1. [Name of test agency] issues "Constant Speed Fuel Consumption Conformity of Production Certificate" (CSFCCOPC) for vehicles, based on the documents produced and / or prototype/s submitted by the applicant and testing thereof. **2. [Name of test agency] issues (CSFCCOPC) in compliance to Motor Vehicle Act / Central Motor Vehicles Rules and their provisions as amended from time to time or any other statutory orders under which [Name of test agency] is authorised. Other Rules/ Acts are outside the purview/ scope of CSFCCOPC.** **3. Test(s) on sample(s) are carried out on the basis of standard procedures as notified under specific rules. Results of such tests are the property of bearer of CSFCCOPC. These results cannot be disclosed unless specifically so ordered by Government, Court, etc.** **4. The bearer of the CSFCCOPC is under obligation to ensure production strictly as per the provisions of the specific "Type Approval Certificates" (TAC).**					

	5. [Name of test agency] is not responsible for testing each vehicles/ components/ parts/ assemblies etc. for which TAC and CSFCCOPC are issued. Further, [Name of test agency] is not responsible for ensuring manufacturing quality of the Constant Speed Fuel Consumption Conformity of Production approved / type approved vehicles/ components/ parts/ assemblies etc. **6. [Name of test agency] is in no way responsible for any misuse or copying of any design/ type/ system in connection with entire vehicle/ components/ parts and assemblies covered under the TAC and CSFCCOPC.** **7. Breach of any statutory provision of Indian laws or laws of other countries, will be the sole responsibility of the bearer of TAC and [Name of test agency] shall not be liable for any claims or damages. The bearer shall alone be liable for the same, and shall undertake to indemnify [Name of test agency] in this regard.** **8. [Name of test agency] has the right, but not under obligation, to initiate cancellation/ withdrawal of the CSFCCOPC issued, in case of any fraud, misrepresentation, when it surfaces and comes in the knowledge of [Name of test agency].**						
	The appropriate local courts at [Name of City/Taluka] shall have the jurisdiction in respect of any dispute, claim or liability arising out of this certificate/ Report.						
	CONCLUSION: Based on the verification of the vehicle for the parameters covered in this test report as per AIS-149, following CSFCCOP family is granted compliance to these requirements						
	Details of the CSFC COP family:						
	CSFC COP Family Name:						
	Sr. No.		**Base Model (s)**	**Variant(s)**	**Plant(s) / Premises produced or imported**	**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 – III

<table>
<tr><td colspan="5">Annexure III</td></tr>
<tr><td colspan="5">FORMAT OF CSFC COP CERTIFICATE</td></tr>
<tr><td colspan="2">XXXXXXXXXXXX (Certificate No.)</td><td colspan="3">Date: XXXXXXXX</td></tr>
<tr><td colspan="5">CERTIFICATE
FOR
Constant Speed Fuel Consumption Conformity of Production (CSFC COP)</td></tr>
<tr><td colspan="5">1. Based on the verification of documents, inspections and tests conducted on the vehicle model(s) “xxxxxxxxx”, manufactured by xxxxxxxxxxx <<Organization name>>and randomly selected from xxxxxxxxxxxx <<plant(s)/premise(s)>>, it is certified that the CSFC COP family models comply with the provisions of the Central Motor Vehicles Rules, 1989, as amended up-to-date.</td></tr>
<tr><td>Noti. No.</td><td>Date</td><td>CMV Rule</td><td>Effective From</td><td>Standards</td></tr>
<tr><td>xxxxxxx</td><td>xxxxxxx</td><td>xxxxxxx</td><td>xxxxxxx</td><td>xxxxxxx</td></tr>
<tr><td colspan="5">2. This certificate covers the following CSFCCOP family, its vehicle models and their variants, declared by the manufacturer and/or importer and planned to be produced / imported as per manufacturer’s and/or importer’s declaration during the stipulated period.</td></tr>
<tr><td>CSFCCOP Family</td><td></td><td>CMVR Certificate No. and Date</td><td></td><td>CSFCCOP Period</td></tr>
<tr><td colspan="2">Type :</td><td></td><td></td><td></td></tr>
<tr><td>Sr. No.</td><td>Vehicle model and its variants</td><td></td><td></td><td></td></tr>
</table>

ANNEXURE – IV

(See Introduction)
COMPOSITION OF AISC PANEL*

Panel convenor	
Shri. A. A. Badusha	Senior Deputy Director, ARAI
Members	**Representing**
Shri Sumant Kumar	PCRA
Shri. Rajiv Khanna	PCRA
Shri Prashant Rawat	PCRA
Shri Rajiiv Mishra	PCRA
Shri Saurabh Diddi	BEE
Shri Sumit Solanki	BEE
Shri K. Srinivas	ARAI
Shri M. V. More	ARAI
Shri Vikram Tandon	ARAI
Shri Kamalesh Patil	ARAI
Shri N. H. Walke	ARAI
Shri Samir Sattigeri	CIRT
Shri Manohar Choudhari	CIRT
Shri Vaibhav Yadav	ICAT
Shri Vinod Kumar	VRDE
Shri Kannan	VRDE
Shri Atanu Ganguli	SIAM
Shri Dr. A. K. Jindal	SIAM (Tata Motors Ltd.)
Shri P. S. Gowrishankar	SIAM (Tata Motors Ltd.)
Shri Dr. P. Sivakumar	SIAM (Tata Motors Ltd.)
Shri K. Veeramani	SIAM (Tata Motors Ltd.)
Shri S. Ravishankar	SIAM (Ashok Leyland Ltd.)

Shri. D. Balakrishnan	SIAM (Ashok Leyland Ltd.)
Shri M. Ravi	SIAM (Ashok Leyland Ltd.)
Shri D. Karthikeyan	SIAM (Daimler India Commercial Veh. Pvt. Ltd.)
Shri V. G. Kulkarni	SIAM (Mahindra & Mahindra Ltd. -Truck & Bus Division)
Shri Milind Deshmukh	SIAM (Mahindra & Mahindra Ltd.)
Shri Deepak Vashista	SIAM (SML Isuzu Ltd.)
Shri Sachin Bhat	SIAM (SML Isuzu Ltd.)
Shri Mohit Gupta	SIAM (SML Isuzu Ltd.)
Shri Ashish Moholkar	SIAM (VE Commercial Vehicles Ltd.)
Shri Vinod R. Pawar	SIAM (VE Commercial Vehicles Ltd.)
Shri Anuradda Ganesh	Cummins India
Shri Jugal Mittal	Cummins India

ANNEXURE – V

(See Introduction)

COMMITTEE COMPOSITION *

Automotive Industry Standards Committee

Chairperson	
Dr. Reji Mathai	Director, The Automotive Research Association of India, Pune
Members	**Representing**
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 Shrikant R. Marathe	Former Chairman, AISC
Shri R.R. Singh	Bureau of Indian Standards, New Delhi
Director	Central Institute of Road Transport, Pune
Director	Global Automotive Research Centre
Director	International Centre for Automotive Technology, Manesar
Director	Indian Institute of Petroleum, Dehra Dun
Director	Vehicles Research and Development Establishment, Ahmednagar
Director	Indian Rubber Manufacturers Research Association
Representatives from	Society of Indian Automobile Manufacturers
Representatives from	Tractor Manufacturers Association, New Delhi
Shri Uday Harite	Automotive Components Manufacturers Association of India, New Delhi
Shri K. V. Krishnamurthy	Indian Construction Equipment Manufactures' Association (ICEMA), New Delhi
Member Secretary	
Shri Vikram Tandon	The Automotive Research Association of India, Pune

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