

WORKSHOP B

SESSION ONE

Presentation 2

# **Changes in vehicle supervision in emerging markets: example India**

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## Establishment of a test center in India

general information and first experiences

Registered vehicles:	Approx. 100 million (70% two wheelers)
Road fatalities: <small>(World Bank Statistic 2010)</small>	~ 200.000 / year
Roadworthiness regulation:	Certificate of fitness of transport vehicles (form 38) <small>(motor vehicle act 1988)</small>
Execution of form 38:	Today: Visual examination <b>without</b> test equipment
High court decision: be equipment 2008)	Since 2009, commercial vehicles have to tested in test centres with technical (due to the High Court decision of 2008)
Periodicity of renewal: (years)	Commercial vehicles: 2/1/1 Passenger cars: 15/5/5 Two wheelers: none

# Certification of fitness / test criteria (CMVR 1989)



Item	Check Fitment	Check made/type/etc.	Check conditions	Check function	Test	Remarks
Sparkplug/Suppressor/High Tension cable	Yes	Yes	Yes	No	No	-
Head Lamp Beams	Yes	No	Yes	Yes	Check	Beam focus as per Annexure VII
Other Lights	Yes	No	Yes	Yes	No	Also ensure that unauthorized lights are not fitted
Reflectors	Yes	No	Yes	No	No	Ensure colour of reflectors and reflective tapes are as per rule 104
Bulbs	Yes	Yes	Yes	No	No	Ensure that head light bulbs wallage is not higher than those indicated in IS 1606 -1993 and that halogen bulbs with P45t caps are not used in all vehicles

# Certification of fitness / test criteria (CMVR 1989)



Item	Check fitment	Check made/type / etc.	Check conditions	Check function	Test	Remarks
Rear view mirror	Yes	No	Yes	No	No	-
Safety glass	Yes	Yes	Yes	No	No	Laminated windscreen glass for vehicles since April 1996
Horn	Yes	No	Yes	Yes	No	
Silencer	Yes	No	Yes	Yes	No	Ensure no leakage
Windshield wiper	Yes	No	Yes	Yes	No	-
Exhaust emission	No	No	No	No	Yes	Pollution under Control Certificate
Braking system	Yes	No	Yes	Yes	Yes	As per rule 96(8)
Speedometer	Yes	No	Yes	Yes	No	As per rule 117
Steering gear	Yes	No	Yes	Yes	Free play	Check free play for vehicles with steering wheel.

Denial of registration renewal:	Based on decision of an authorized officer (not bound to the result of form 38 at the moment )
Public tenders operate	Currently tenders are opened to setup and test facilities in: Chihindwara: 4 lanes by SIAM Kerala: 4 lanes by Government MoRTH tender: 10 stations in India, 4 lanes each

**The public tenders from MoRTH and Kerala are financed by public fund of approximately 1 billion INR.**

**The terms, conditions and mode of operation are not in the interest to private companies like TÜV SÜD Auto Service GmbH.**

Public demand:	High demand for private services on used cars for independent evaluation.
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TÜV SÜD Auto Service GmbH, in cooperation with TÜV SÜD South Asia, has opened a **three lane test station** for private and commercial vehicle services in New Delhi in August 2012 as a private investment of 65 million INR.

This station is equipped and run on „state of the art“ as a benchmark for the others and will show the capabilities of TÜV SÜD for governors and decision makers in India. The station was inaugurated on 1st September 2012.





# TÜV SÜD Auto Service “Activities, Pilot Station Delhi”





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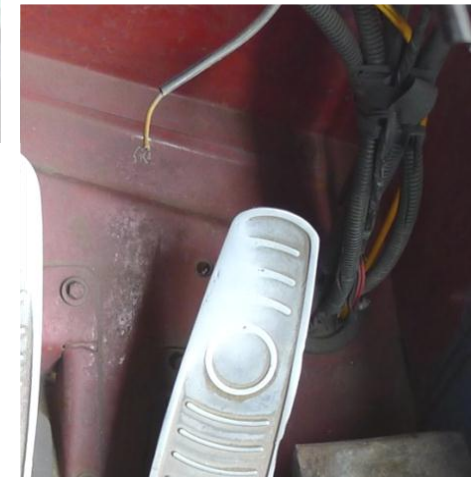


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- Construction: Steel frame covered with sandwich panels
- Equipment: MAHA equipment for truck, passenger cars & 3 wheelers
- Post Training: Post training of the Indian employees, who have had a 1 month basic training in Germany and an additional 2 month training at the station
- Concession: Application for approval of the test facility as per CMVR 63(2) [Central Motor Vehicle Rules] has been submitted
- Application for PUC [Pollution Control] and CNG & LNG inspection has been submitted
- IT: e-Government link will be developed with NIC [National Information Centre] enables TÜV SÜD to submit the renewal of registration on behalf of the local government
- competitive advantage

**We want to support the various federal states in meeting the goals of the Automotive Mission Plan 2006 - 2016 (e. g. reduction of fatalities)**

Current tenders are based on

**Build-Operate-Transfer (BOT) system by public founded operators:**

- sufficient know-how transfer is not ensured,
- declining security and quality issues possible

**Recommendation:**

Cooperation on a **PPP** system base (**privately financed operators**):

- private financing and refinancing through adequate fees
- site for construction selected by the government , allocated by long term lease

When both systems have to coexist, **to regain the investments** we recommend to allow

**Public founded operators (BOT)** only to run service given by law:

- roadworthiness testing of commercial vehicles

**Privately financed operators (PPP)** to offer additional services

- roadworthiness testing of commercial vehicles and, in addition,
- independent services for used cars, fleet owners, retailer, leasing companies and others
- independent Third Party Inspection as CNG & LNG testing

## Future Discussion

- Scope of Testing: additional checks with test equipment have to be implemented in the CMVR rules
- Test results: fail / pass criteria have to be defined
- Enforcement: unsafe vehicles must be fined by the police
- Traffic police: training for roadside inspection of commercial vehicles
- ADR: adopt the ADR regulations in national rights
- Visualise FT: validation of the fitness certificate must be seen on road
- Emission: tighten the emission limits



Thank you for  
your attention.

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