

Emission Norms for Construction Equipment Vehicles

India has adopted a set of consistent standards, the CEV Stage IV and V, that are in general alignment with the European Stage IV and V standards for diesel engines used in Construction Equipment Vehicles (CEVs). ICEMA welcomes the Government of India's efforts at making the country environment friendly/ eco-friendly while giving a thrust to the manufacturing sector.

The Construction Equipment industry remains committed to ensuring that India remains at par with developed countries such as United States, Japan and South Korea in controlling emissions from new diesel powered equipment. In this endeavour, India's CE industry has, over the last three years, built capacity for transitioning to the new emission norms defined under GSR 598(E) dated September 30, 2020..

ICEMA continuously engaged with policy makers to ensure smooth transition to the new emission norms for construction equipment vehicles, i.e. CEV Stage-IV & CEV Stage-V emission norms, that come into effect from April 1, 2021 and April 1, 2024 respectively. This newsletter provides an update on the following key issues that ICEMA has pursued with the Government in the past few months:

- ⚙️ Rechristening of $\leq 37\text{kW}$ to CEV Stage IV
- ⚙️ Inclusion of AIS 137 for testing of CEVs
- ⚙️ E-Vahan Portal - CEV Registration Challenges
- ⚙️ Alignment of RTOs to Emission Norms Applicable for CEVs



⚙️ Rechristening of $\leq 37\text{kW}$ to CEV Stage IV



One of the main concerns of CE manufacturers, in transitioning to the new norms, is the continued classification of $\leq 37\text{kW}$ powered equipment as BSIII (CEV). This nomenclature is bound to create confusion at the RTO level once the new norms become applicable. In response to a request made to MoRTH to rechristen the Bharat Stage III (CEV) in 56th CMVR TSC, 57th CMVR TSC and 61st SCoE, ICEMA was informed that the request being valid has been accepted in-principle. This issue will be addressed through a separate notification which will be issued later.

⚙️ Inclusion of AIS 137 for testing of CEVs



Under the new norms, the existing test procedures will continue to prevail for the BS III compliant CEVs with power band $\leq 37\text{kW}$.

While CEV Stage-IV is getting implemented from April 1 2021, ICEMA requested MoRTH for a suitable amendment to the existing notification by including test procedures as per AIS 137 for CEVs in the power band 37kW to 560kW as well.

⚙️ E-Vahan Portal – CEV Registration Challenges



Further, BS III compliant CEVs with Gross Engine Power (without fan) less than 37kW can be manufactured upto March 31, 2024 and will be registered up to Sep. 30, 2024.

In this scenario, ICEMA has requested NIC and MoRTH to clarify the process for declaration of BS-III compliant CEVs manufactured or imported by March 31, 2021 and make suitable provisions on the e- Vahan portal to ensure smooth registration of BSIII (CEV) vehicles, post April 1, 2021.

In response to ICEMA's request, NIC clarified that the portal does not restrict the registration of BS III (CEV), CEV Stage-IV and CEV Stage-V compliant vehicles in the e-Vahan portal. NIC has also clarified that the provision for entering the 'Dual Fuel Diesel / CNG' has been given in e-Vahan / Homologation Portal.

In order to have hassle free business of, BS-III compliant CEVs (manufactured upto 31st March 21), post April 1, 2021, ICEMA suggests its members to upload the inventory data in the e-Vahan portal by end March 2021

⚙️ Alignment of RTOs to Emission Norms Applicable for CEVs



As a matter of abundant caution, ICEMA wrote a letter to the Transport Commissioners of all States / UTs for clarifying the implementation of emission norms and registration of BS-III compliant CEVs as mandated in the GSR 598(E) dated Sep. 30, 2020.

An ICEMA member informed that ARTO, Shopian, Jammu & Kashmir issued a notification asking CEV owners who had not yet registered their BS III compliant vehicles to produce the same before the Board of Inspection before March 29, 2021.

ICEMA discussed the issue with MoRTH and also requested the Transport Commissioner, J&K to advise all the RTOs in their state regarding the new norms. In the meantime, when the concerned dealer of ICEMA's member produced ICEMA's letter to the ARTO, the registration issue got resolved.

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K V Krishnamurthy
Technical Adviser

For any queries/clarifications please write to techadvisor@i-cema.in