

GOVERNMENT OF KERALA

Transport (B) Department

No. 9317/B2/10/Tran

Thiruvananthapuram

Date: 03.08.2010

From

The Secretary to Government

To

The Transport Commissioner,
Thiruvananthapuram.

All Regional Transport Officers

Kannur

Sir,

Sub:- Enforcement of MV Act/Rules-Peg.

Ref:- D.O.No.RT-25035/5/2010/RS dated 22.7.2010
from the Secretary to Government of India,
Ministry of Road Transport and Highways.

I am to inform you that the Motor Vehicles Act, 1988 and Central Motor Vehicles Rules, 1989 provide various provisions to check road accidents. By taking effective enforcement measures it is possible to reduce the number of road accidents to a significant level and save precious human lives. In this connection, the following instructions are issued.

(i) To increase visibility at night conspicuous reflective tapes be put as prescribed as per AIS 090 standards for all public service vehicles viz. three-wheeler, Taxi, LCV, HCV and Buses. While white tape is to be fixed in the front, yellow and red tapes shall have to be fixed on the sides and back of the vehicle respectively. Same should be followed for Trucks, Trailers including Agriculture tractor trailers. This tape will be visible from a distance and avoid crashes. Therefore during annual fitness

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certification, the fitment of reflective tapes as per Rule 62 of CMVR should be verified.

(ii) The fitment of side and rear under-run protection (SUPD and RUPD) in trucks and buses have been made mandatory. These rules are hardly enforced. Further, Front under Run Protection (FUPD) is implemented from 1st October, 2009 in trucks vide notification GSR 784(E). Hence, implementation of applicable under run protection devices should be enforced.

(iii) As per the Central Motor Vehicles Rules, 1989, painting of headlights in top half portion is not allowed. There is a need to immediately stop such wrong practices. Moreover, the vehicles are required to be driven at low beam at night to avoid glare of light for reducing the chances of head on collision. These should be implemented through better driver training and enforcement.

(iv) Under CMV Rules 104, AIS standards are prescribed for installation of mirrors on different category of vehicles. The vehicles however, do not comply with these norms. Particularly, in respect of three-wheelers, the side mirrors are positioned inside, instead of projecting outside the body of the vehicle for getting a full view of the rear on both the sides. Necessary enforcement measures should be taken during fitness check to ensure that outside rear view mirrors are fitted on the outside of the three-wheelers.

(v) Rule 93 of Central Motor Vehicles Rules, 1989 defines overall dimensions of various categories of Motor Vehicles. The motor vehicles not conforming to the standards are alleged to be plying on the roads. Trailers, which are used as vehicle carriers, often have longer length (even up to 25 m) though maximum length of 13 m is prescribed in CMVR.

Movement of these trolleys is dangerous on roads. Therefor, their dimensions should be restricted.

(vi) One of the critical aspects that contribute to the increasing number of road accidents is overloading of motor vehicles. Despite repeated advisory from time to time, instances of overloading are frequently reported. It has also been observed that the Trucks, both light and heavy duty are subjected to major body modifications after the vehicles are registered. Additional lead springs are being added to carry over load. These should be checked at the time of annual inspection and the truck owner should be asked to remove all the modifications.

Therefore, I am to request you that the above violations of CMV Rules should be checked at the time of Annual Inspection of Commercial Vehicles.

Yours faithfully,

K. Sujatha,
Joint Secretary
For Secretary to Government

Approved for Issue



Section Officer.

