

To ,
The Secretary ,
Ministry of Road Transport And Highways ,
New Delhi.

Sub: Automobile Pollution Testing of Diesel Vehicles as per CMVR 1989 and amendment GSR111(E) dated 10-02-2004, Problems regarding its implementation in Kerala State .

Ref:- Circular No:02/2007 dtd,27-01-2007 Of the Transport Commissioner, Kerala.

Sir,

The pollution testing of Diesel Vehicles, as per revised norms are carried out using ARAI approved equipments of various manufactures. These equipment are having inherent problems to carryout these tests properly as per ARAI guidelines .

For Testing of Diesel Vehicles, method specified is :

"The free acceleration test shall be carried out after attaining the oil temperature of minimum 60 degree Celsius. During each free acceleration, Maximum no load speed shall be within band width of +/- 500RPM of the average value in respect of three wheelers vehicles and +/-300 RPM of the average value for all other category of vehicles.

The free acceleration test shall be repeated till the peak smoke density values recorded in four successive acceleration meeting above maximum no load RPM criteria as suitable within a band width of 25% of the arithmetic mean (n m-1 unit) of these values or within band width 0.25 k , whichever is higher and do not form a decreasing sequence . The smoke density to be recorded shall be arithmetic mean of these four readings . Incase the valid readings are not obtained within the limits, the testing shall be discontinued and the vehicles owner shall be advised to resubmit the vehicle after repair service.

As per the above, initially the engine is to run till the oil temperature of minimum 60 degree centigrade . For obtaining the average RPM, the engine is to run at maximum acceleration four times successively at no load condition . After obtaining the RPM average, the engine is to run at the same speed (4 accelerations) to get carbon density and the average carbon density . This time the engine has to run almost at the same RPM as it had run for getting the average RPM .

Even after number of trials this value is not getting with available ARAI approved testing equipments, and on many occasions the testing has to be discarded .

Due to the above reasons , the testing of Diesel vehicles as per the revised norms are not being done properly by the upgraded testing centers but the certificates are issued by wrong methods. Even the equipment suppliers are not able to demonstrate the proper method for testing . This aspect has been brought to the attention of RTO , DTC , Sr. DTC , TC , TS and Transport Minister , but has not resolved the problem .

Hence we request you to take necessary action to resolve this problem by amending the present method . In the mean time approval may be given to continue the testing as per the pre-revised norms .

Thanking you
Sincerely

Joy Samuel , President - Association Of Authorised Pollution Testing Stations For Motor Vehicles (kerala)

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