

1. Introduction and Latest Amendments (2023–2025)

The Motor Vehicles Act, 1988 (MVA) is the primary central legislation governing road transport, traffic regulation, driver licensing, vehicle registration, and penalties for traffic violations in India. Over the last decade, India has witnessed a sustained effort to reduce road fatalities, improve enforcement, and modernise the legal framework to match rapid motorisation. The Motor Vehicles (Amendment) Act, 2019, which came into force in stages from 1 September 2019, marked a major turning point. Between 2023 and 2025, several additional notifications, rules, and circulars have been issued by the Ministry of Road Transport and Highways (MoRTH) and state governments to refine penalties, introduce technology-driven enforcement like e-challans, and implement road safety recommendations from the Supreme Court Committee on Road Safety.

While the original Motor Vehicles Act, 1988 focused on basic regulatory structure, the 2019 amendment and subsequent rules recognised the need for deterrent penalties and data-driven enforcement. Sections relating to fines for common offences such as driving without licence, over-speeding, drunk driving, overloading, and dangerous driving were comprehensively revised. In many cases, base fines were increased by 5–10 times. For example, the penalty under Section 177 for general offences was revised from ₹100 to a range up to ₹500 or more, while specific offences such as over-speeding under Section 183 or dangerous driving under Section 184 were given sharply higher penalties and enhanced punishment for repeat violations.

Key changes introduced by the Motor Vehicles (Amendment) Act, 2019 (with effect from 1 September 2019 in most states) include higher fines, mandatory community service provisions in some states, protection for Good Samaritans, mandatory electronic monitoring in certain urban areas, and increased accountability for vehicle aggregators, contract carriage operators, and road contractors. From 2023 to 2025, MoRTH issued several notifications, such as Notification No. GSR 421(E) dated 15 June 2023 and GSR 118(E) dated 5 February 2024 (illustrative), clarifying aspects of e-challan format, Aadhaar authentication for certain services, and harmonisation of penalties across states for selected core offences.

A major policy innovation is the formal recognition and protection of Good Samaritans. The Good Samaritan Law, supported by MoRTH guidelines (most recently consolidated in 2022 and reaffirmed via advisory in 2024), ensures that bystanders who assist road accident victims by taking them to hospital or informing authorities are not harassed by police or medical staff. They cannot be compelled to reveal their identity or attend repeated court hearings, except on a voluntary basis. The Good Samaritan protections operate alongside the MVA but have a direct impact on enforcement culture and public willingness to help accident victims.

Another significant trend between 2023 and 2025 is the integration of Aadhaar with driving licence (DL) and vehicle registration services. While the Supreme Court has clarified that Aadhaar cannot be made mandatory for every service, MoRTH circulars have encouraged states to use Aadhaar-based eKYC for preventing multiple licences under different names and for streamlining online services. In many states, applicants voluntarily link their Aadhaar to their DL to facilitate online renewal, address updates, and digital verification of identity.

The e-challan system has now become the default mode of traffic enforcement in most major Indian cities. Under this system, traffic violations captured by CCTV cameras, automatic number plate recognition (ANPR) systems, or hand-held devices by traffic police are recorded electronically and uploaded to a central server. The offender receives an SMS or email, and the challan can be viewed and paid through online portals such as Parivahan (<https://echallan.parivahan.gov.in>) or state-specific systems. Many states have synchronised their e-challan databases with the national Vahan and Sarathi databases to ensure that unpaid challans can lead to suspension of licences, refusal to renew registration, or additional penalties.

FASTag integration with enforcement is another critical development by 2025. Originally introduced for automatic toll collection under the National Electronic Toll Collection (NETC) programme, FASTag data is increasingly used to cross-verify vehicle movement, detect habitual over-speeding between toll plazas (by calculating average speed), and identify vehicles with multiple pending traffic challans. While such use must respect privacy and data protection principles, several pilot projects have been underway since 2023, where vehicles repeatedly violating speed norms or lane discipline on

expressways can be flagged for enhanced scrutiny at toll plazas.

At the state level, 2023–2025 has seen periodic revisions to compounding fees and local enforcement circulars. For example, some states have chosen to partially reduce fines for first-time offenders for minor violations to avoid public backlash, while retaining the stringent penalties for offences such as drunk driving, hit-and-run, juvenile driving, and overloading of commercial vehicles. State transport departments regularly issue government orders (G.O.s) specifying compounding amounts for each section, within the maximum limits permitted by the central Act.

2. Licensing Rules and Penalties

Driving licences in India are regulated under Chapter II of the Motor Vehicles Act, 1988 and the Central Motor Vehicles Rules (CMVR), 1989. Broadly, there are four main categories of licences: (1) Learner’s Licence (LL), (2) Permanent Driving Licence (DL) for non-transport vehicles, (3) Transport/Commercial Driving Licence, and (4) International Driving Permit (IDP). Each licence category has distinct eligibility criteria, age limits, validity periods, and documentation requirements. Violations relating to licensing attract penalties under Sections 3, 4, 5, 181, and other related provisions of the Act.

Minimum age requirements under Section 4 of the MVA, read with relevant rules, are as follows:

- 16 years: Allowed to drive gearless two-wheelers up to 50 cc, with written consent of parent or guardian.
- 18 years: Minimum age for driving motor cars, geared motorcycles, and light motor vehicles (LMVs) for personal use.
- 20 years (in many states, now harmonised to 18+ with experience conditions): Historically required for commercial driving licence, though post-2019 amendments and subsequent rules permit flexibility subject to prescribed training.

A Learner’s Licence is usually valid for 6 months from the date of issue and may require a minimum waiting period before applying for a permanent DL. Permanent driving licences for non-transport vehicles are generally valid for 20 years or until the holder attains the age of 40 years, whichever is earlier (as per Section 14 and related rules). Subsequent renewals are for shorter periods, such as 10 years or 5 years, depending on age. Transport vehicle licences have a shorter validity (often 3–5 years) reflecting higher safety responsibilities and mandatory periodic medical fitness checks.

Key offences related to licences include driving without a valid licence, driving with an expired licence, allowing an unauthorised or unlicensed person to drive, and driving a transport vehicle without proper endorsement. These offences are mainly covered under:

- Section 3: Necessity of driving licence.
- Section 4: Age limit for driving motor vehicles.
- Section 5: Responsibility of owners of motor vehicles to not permit unauthorised persons to drive.
- Section 181: Driving vehicles in contravention of Section 3 or Section 4.
- Section 180: Allowing unauthorised persons to drive.

After the 2019 amendment, fines for these offences increased substantially and many states have notified compounding amounts within the new ranges.

2.1 Penalty Table for Licensing Offences (Illustrative, 2025)

Offence	Relevant Section	Typical Penalty (2025)*
Driving without any licence	Sec. 3 r/w Sec. 181	₹5,000 (₹3,000–₹5,000 range)
Driving with expired licence (within grace period)	Sec. 3, Sec. 14, Sec. 177	₹500–₹1,000
Driving with expired licence (beyond grace period)	Sec. 3 r/w Sec. 181	₹3,000–₹5,000
Owner permitting unlicensed person to drive	Sec. 5 r/w Sec. 180	₹5,000–₹25,000 (vehicle type dependent)
Underage driving (juvenile)	Sec. 4, Sec. 181A (state)	Fine on guardian/owner up to ₹25,000 + 3-year RC cancel
Driving transport vehicle without proper endorsement	Sec. 3, Sec. 181	₹5,000–₹10,000
Failure to produce licence on demand (but valid licence)	Sec. 130, Sec. 177	₹500 (on showing proof later)

*Note: Exact compounding fees vary by state notifications within the statutory maximum limits.

For example, in Delhi, Government Notification No. F.DTC/2019/23 dated 29 August 2019 (illustrative) prescribes a compounding fee of ₹5,000 for driving without licence under Section 181 for non-transport vehicles, while for commercial vehicles the effective penalty can be higher when combined with other offences such as permit violation or fitness certificate issues. In Maharashtra, state G.R. (Government Resolution) dated 12 October 2020 laid down similar penalties but with slightly different compounding structures for first and repeat offences.

3. Vehicle Registration, Fitness, Insurance & PUC Rules

Every motor vehicle in India must be registered as per Chapter IV of the Motor Vehicles Act, 1988. The Registration Certificate (RC) serves as proof that the vehicle has been assigned a unique registration mark and that its basic particulars (chassis number, engine number, fuel type, seating capacity, etc.) are recorded in the Vahan database. Temporary registration is permitted under Section 43 for newly purchased vehicles, but permanent registration must be obtained within the stipulated period, typically 7–30 days depending on state rules.

Registration validity for private non-transport vehicles is generally 15 years from the date of first registration, after which it must be renewed for 5-year blocks subject to fitness. Transport/commercial vehicles, on the other hand, have a much shorter fitness cycle; they require a valid Fitness Certificate (FC) under Section 56 and applicable rules. Without a valid fitness certificate, a transport vehicle cannot be deemed as validly registered for the purpose of operation on public roads.

Motor insurance is mandatory under Section 146 of the MVA. Every motor vehicle must have at least an “Act only” third-party liability insurance policy covering death, injury, or damage to third-party property arising from the use of the vehicle in a public place. Driving a vehicle without valid insurance attracts penalties under Section 196, which were significantly increased post the 2019 amendment. In addition, Pollution Under Control (PUC) certificates are mandatory for most vehicles under rules framed under Section 110 and related provisions, typically CMVR Rule 115 and related sub-rules. The PUC certificate records emissions levels and must be periodically renewed (often every 6 months for petrol vehicles and every 1 year for BS-IV and above compliant vehicles, subject to state specific relaxations).

Common offences in this domain include driving without RC, not carrying RC, expired registration, absence of valid insurance, absence or expiry of PUC certificate, and use of unauthorised modifications such as fancy number plates, altered silencers, or structural changes not endorsed in the RC. Such offences may attract penalties under Sections 39, 192, 146, 196, 52, 190, and various rules under CMVR such as Rule 50 (number plates) and Rule 120 (silencers).

3.1 Illustrative Penalties for Registration, Insurance & PUC Offences (2025)

Offence	Relevant Provision	Typical Penalty (2025)*
Using vehicle without any registration	Sec. 39 r/w Sec. 192	₹5,000 (LMV) / ₹10,000 (HMV)
Driving with expired registration beyond grace period	Sec. 39 r/w Sec. 192	₹3,000–₹10,000
No valid insurance	Sec. 146, Sec. 196	₹2,000–₹4,000 (first) ₹4,000–₹8,000 (subsequent)
No PUC certificate / expired PUC	Rule 115 r/w Sec. 190(2)	₹1,000 (first), ₹2,000 (next)
Fancy or unauthorised number plate	Rule 50 r/w Sec. 177	₹500–₹2,000, plate removal
Altered silencer causing noise pollution	Rule 120 r/w Sec. 190(2)	₹1,000–₹5,000 + seizure
Structural alteration without endorsement in RC	Sec. 52 r/w Sec. 190	₹5,000 + possible RC cancel

*Subject to state-specific compounding notifications.

A common real-life scenario: a car owner continues to use the vehicle after 15 years without renewing registration. During a routine traffic check, the police find that the RC validity expired 8 months ago and that the PUC certificate also lapsed 4 months earlier. The driver can be charged under Section 39 r/w Section 192 for using an unregistered vehicle and under Section 190(2) for

absence of valid PUC. If insurance has also expired, Section 196 applies. In such cases, compounded penalties can reach ₹10,000–₹15,000, and the vehicle may be detained until documents are updated.

4. Speed Limits and Over-Speeding Penalties

Speed limits in India are prescribed under Section 112 of the Motor Vehicles Act, 1988 and the corresponding rules such as Rule 118 of the CMVR, along with state government notifications for specific roads. The Central Government has issued general maximum speed limits for different categories of vehicles on various classes of roads, while state governments and local authorities are empowered to reduce these limits based on safety considerations, road geometry, traffic density, and accident history.

Broadly, speed limits differ by (a) category of vehicle (two-wheeler, car, Light Motor Vehicle, Light Commercial Vehicle, Heavy Motor Vehicle, etc.), and (b) type of road (urban arterial road, rural highway, national highway, expressway, ghat road, school zone, etc.). Enforcement is increasingly carried out through speed guns, automatic camera systems, and ANPR-equipped interceptors. Section 183 of the MVA provides for penalties for driving at a speed dangerous to the public, while Section 183A (in some amended state versions) and Section 184 (dangerous driving) may also be invoked.

4.1 Illustrative National Speed Limits (Central Notification)

Vehicle Category	Urban Roads (km/h)	Highways/Expressways (km/h)
Two-wheelers	40–50	60–70
Cars / LMV (non-transport)	50–60	80–100
LMV (transport)	40–50	70–80
Buses	40–50	70–80
Trucks / HMV	35–45	60–70
School buses (near schools)	20–25	N.A.

Note: States may notify lower limits depending on road and local conditions.

4.2 Over-Speeding Penalties (Illustrative, Post-2019 Amendment)

Degree of Over-speeding	Relevant Section	Typical Penalty (2025)*
Up to 10% above limit	Sec. 183	Warning or ₹500–₹1,000
10–20% above limit	Sec. 183	₹1,000–₹2,000 (LMV) ₹2,000–₹4,000 (HMV)
20–40% above limit	Sec. 183, Sec. 184	₹2,000–₹4,000 (LMV) ₹4,000–₹6,000 (HMV)
More than 40% above limit / reckless driving	Sec. 184 (dangerous)	Up to ₹5,000 + licence suspension for 3–6 months

*Actual compounding varies by state; repeat offenders may face higher fines and longer suspension.

Example: On a 60 km/h urban arterial road, a car is detected travelling at 92 km/h by a speed gun linked to an e-challan system. This is more than 50% above the notified limit. The system automatically registers a violation under Section 183 and tags it as potentially dangerous driving under Section 184. The driver receives a challan of ₹4,000, and since this is the second offence in 12 months, the licensing authority initiates proceedings to suspend the licence for 3 months under powers granted by the state Motor Vehicles Rules.

5. Signal, Lane & Zebra Crossing Violations

Compliance with traffic signals, lane markings, and pedestrian crossings is critical for urban road safety. Violations in this category are primarily dealt with under Sections 119, 177, 184, and relevant rules of the CMVR and state traffic regulations. Signal jumping, stop line violation, lane cutting, improper overtaking, and failure to give way to pedestrians at zebra crossings are common offences captured by CCTV cameras at busy intersections.

Red light jumping is generally treated as a serious offence because it directly endangers cross traffic and pedestrians. Typically, such behaviour may be charged under Section 119 read with Section 177 (general penalty) or, in more serious cases involving high speed or near misses with pedestrians, under Section 184 (dangerous driving). Stop line violations occur when a vehicle crosses the stop line at a red or amber signal without fully entering the intersection but still encroaches on pedestrian space.

Offence	Section / Rule	Typical Penalty (2025)
Red light jumping	Sec. 119 r/w Sec. 177 / 184	■1,000–■5,000 + points
Stop line violation	Sec. 119 r/w Sec. 177	■500–■1,000
Not following lane markings / lane cutting	Sec. 119 r/w Sec. 177	■1,000–■2,000
Not giving way at pedestrian / zebra crossing	Sec. 119 r/w Sec. 184	■1,000–■5,000
Wrong-side driving / driving on footpath	Sec. 119 r/w Sec. 184	■2,000–■5,000 + licence suspension in many states

Consider a scenario where a motorist approaches a signalised intersection at 50 km/h in a 40 km/h zone. The light turns amber, but instead of gradually slowing down, the driver increases speed and crosses the intersection after the signal has turned red. CCTV footage captures the violation, and an e-challan is issued for red light jumping and over-speeding. If the same vehicle is recorded committing three such violations in 12 months, some state transport authorities treat this as habitual dangerous driving and may recommend licence suspension under Section 19 read with corresponding rules.

6. Two-Wheeler and Helmet Rules

Two-wheeler safety is a major concern in India, where a significant proportion of road fatalities involve riders or pillion riders of motorcycles and scooters. Helmet requirements are laid down under Section 129 of the MVA and relevant rules, including Bureau of Indian Standards (BIS) specifications for protective headgear. The Motor Vehicles (Amendment) Act, 2019 and subsequent notifications emphasised strict enforcement of helmet rules, including for pillion riders.

Section 129 mandates that every person driving or riding on a motor cycle must wear a protective headgear conforming to standards of weight, design, and fastening as prescribed by the Central Government. Exemptions may exist in some states for Sikh persons wearing turbans. CMVR Rule 138(4)(f) provides for wearing of safety helmets and empowers authorities to enforce the same. State governments issue notifications specifying the nature of helmets allowed, including bans on half-helmets or non-ISI branded helmets in some jurisdictions.

Common offences include riding without helmet, pillion without helmet, triple riding, and carrying children without proper precautions. These offences not only attract fines but may also add demerit points under the points-based systems being introduced in several states.

Offence	Section / Rule	Typical Penalty (2025)
Rider not wearing helmet	Sec. 129 r/w Sec. 177 / 194D	■500–■1,000
Pillion not wearing helmet	Sec. 129 r/w Sec. 177 / 194D	■500–■1,000
Triple riding on two-wheeler	Sec. 128 r/w Sec. 177	■1,000–■2,000

| Use of non-ISI / substandard helmet (where specified) | State Rules r/w Sec. 177 | ■1,000 + seizure of helmet
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For instance, Delhi, Maharashtra, Karnataka, and Tamil Nadu have all issued specific circulars insisting on helmets conforming to ISI standards and requiring pillion riders to also wear helmets. In Bengaluru, traffic police conduct special drives where riders caught without helmets are booked under Section 129 r/w 177, and repeat offenders may face counselling sessions or even temporary suspension of licence.

7. Seat Belt, Child Restraint & Mobile Phone Rules

Seat belts significantly reduce the risk of death and serious injury in collisions. The MVA, read with CMVR, makes it mandatory for the driver and front seat passenger to wear seat belts in motor vehicles equipped with such belts. Rule 138(3) of CMVR deals with seat belt use, and non-compliance generally attracts penalties under Section 194B or Section 177 depending on the specific state notifications.

Child restraint systems (CRS), including child seats and booster seats, are increasingly emphasised in urban road safety programmes. While explicit statutory CRS requirements are still evolving, several advisories from MoRTH (e.g. advisory dated 20 January 2022) recommend that children below a certain age and height be carried using appropriate restraints. Enforcement is currently limited but may increase by 2025 in metropolitan areas.

Use of mobile phones while driving is a major cause of distraction. Section 184 (dangerous driving) has been used in conjunction with Rule 21 of CMVR, which lists using handheld communication devices while driving as an act amounting to dangerous driving. Many states explicitly prohibit use of handheld mobile phones by the driver, while permitting hands-free devices subject to conditions. Penalties may include both fines and potential licence suspension for repeat offenders.

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Offence	Section / Rule	Typical Penalty (2025)	
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Driver not wearing seat belt	Sec. 194B / 177	■1,000	
Front passenger not wearing seat belt	Sec. 194B / 177	■1,000	
Carrying child without any restraint (urban focus)	State Rules / 177	■1,000–■2,000 (where enforced)	
Using handheld mobile while driving	Sec. 184 r/w Rule 21	■1,000–■5,000 + points	
Repeated mobile phone offence	Sec. 184, licensing powers	Licence suspension 3–6 months	
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8. Drunk Driving and Drug Driving Rules

Drunk driving is one of the most serious traffic offences in India. Section 185 of the MVA deals with driving by a person who is under the influence of alcohol or a drug to such an extent as to be incapable of exercising proper control over the vehicle. The permissible Blood Alcohol Concentration (BAC) limit, as notified, is 30 mg of alcohol per 100 ml of blood, or 0.03%. Breath analysers and blood tests are used to determine BAC levels. Refusal to undergo a breath test when lawfully required may itself be treated as an offence.

Post-2019 amendments, the penalties for drunk driving were significantly enhanced. For a first offence, the offender may face imprisonment up to 6 months or a fine up to ■10,000, or both. For a second or subsequent offence committed within three years, imprisonment may extend up to 2 years and the fine up to ■15,000. Additionally, state transport authorities routinely suspend licences for a period ranging from 3 months to 1 year for drunk driving offences under their powers to disqualify drivers.

Drug driving—driving under the influence of narcotic drugs or psychotropic substances—is treated even more seriously. Where evidence suggests that the driver was impaired due to drugs, offences under the Narcotic Drugs and Psychotropic Substances Act, 1985 may also be attracted in addition to Section 185 MVA. In fatal accidents involving drunk or drug-impaired drivers, charges under the

Indian Penal Code (e.g. Section 279, 304A, or even Section 304 Part II in some cases) may be invoked.

Situation	Applicable Law	Typical Consequences (2025)
BAC above 30 mg/100 ml (first offence)	Sec. 185 (first offence)	Fine up to ₹10,000 and/or imprisonment up to 6 months
BAC above limit (second offence within 3 years)	Sec. 185 (subsequent)	Fine up to ₹15,000 and/or imprisonment up to 2 years
Refusal to undergo breath test	Sec. 185, related rules	Treated as offence; similar penalty as above in many states
Drunk driving leading to accident with injury	Sec. 185 + IPC 279/337/338	Criminal case + licence suspension
Drunk driving causing death	Sec. 185 + IPC 304A/304	Possible imprisonment, high fines, long-term disqualification

9. Parking, Towing and Clamping Rules

Parking regulation is essential for maintaining smooth traffic flow, particularly in dense urban areas. No-parking zones, footpaths, bus stops, hospital gates, fire hydrant areas, and intersections are typically designated as restricted places. Vehicles parked in such locations may be towed, clamped, or fined. Section 122 (leaving vehicle in a dangerous position) and Section 177 (general penalty) often apply, complemented by municipal by-laws and state traffic police notifications.

Parking Offence	Legal Basis	Typical Action / Charges
Parking in 'No Parking' zone	Local by-laws / Sec. 177	Fine ₹500–₹1,000
Parking on footpath	Sec. 122 r/w Sec. 177	Fine ₹1,000–₹2,000 + towing
Double parking (parallel obstruction)	Sec. 122 / local rules	Fine ₹1,000–₹2,000
Parking at bus stop / school gate	Sec. 122 / 177 / local	Fine ₹2,000 + towing
Abandoned vehicle causing obstruction	Sec. 122 / municipal laws	Towing, storage charges, possible auction

Towing and clamping charges vary significantly between cities and are frequently revised. For example, in Delhi, illustrative towing charges for a car may range from ₹700–₹1,000 plus a compounding fine, while in Mumbai and Bengaluru they may fall in a similar or slightly higher range depending on vehicle type and location. Two-wheelers generally attract lower towing charges (₹200–₹400) but repeated offences can lead to cumulative penalties.

10. Commercial and Transport Vehicle Specific Rules

Commercial and transport vehicles such as trucks, buses, taxis, and goods carriages are subject to stricter regulation due to their higher risk profiles. Key areas include permit compliance, overloading, fitness certification, speed governors, and adherence to routes. Overloading of goods vehicles is penalised under Section 194, while operating without a valid permit violates Section 66. School buses are subject to additional safety norms, including specific colouring, display of 'School Bus' signage, installation of speed governors, and ensuring the presence of attendants.

Offence	Relevant Section	Typical Penalty (2025)
Overloading goods vehicle (per extra tonne)	Sec. 194	₹2,000 per tonne +

		■1,000 per extra tonne	
Operating without valid permit	Sec. 66 r/w Sec. 192A	■10,000–■25,000 + seizure	
No valid fitness certificate for transport vehicle	Sec. 56 r/w Sec. 192	■5,000–■10,000	
School bus without safety equipment / attendant	State Rules / Sec. 177	■2,000–■5,000, possible cancellation of permission	

11. Horn, Silencer, Lights & High-Beam Rules

Noise and light pollution from vehicles are regulated under CMVR and environmental rules. Multi-toned horns, pressure horns, and excessively loud modified silencers are prohibited for ordinary vehicles. Rule 119 of CMVR prescribes standards for horns, while Rule 120 addresses silencers. High-beam misuse, dazzling headlights, absence of functional tail lamps, and use of coloured or fancy lights may be penalised under Section 177, Section 184, and related rules.

Offence	Provision	Typical Penalty (2025)	
Use of multi-toned / pressure horn	Rule 119 r/w Sec. 190(2)	■1,000–■5,000 + seizure	
Modified loud silencer	Rule 120 r/w Sec. 190(2)	■1,000–■5,000	
Driving on high beam in city / dazzling others	Sec. 177 / state rules	■500–■1,000	
No tail light / brake light	Sec. 177 / CMVR equipment	■500–■1,000	
Fancy coloured lights / LED bars (unauthorised)	Sec. 52 / 177	■1,000–■5,000 + removal	

12. Latest Technology-Related Offences (2024–2025)

Technological changes have led to new forms of traffic violations as well as new methods of enforcement. Black film or tinted glass on vehicle windows is regulated following Supreme Court judgments and CMVR Rule 100, which prescribe a minimum of 70% Visual Light Transmission (VLT) for front and rear windscreen and 50% for side windows. Dark films, spray tints, and unauthorised reflective films are prohibited. Violations typically attract fines and immediate removal of film.

Offence	Legal Basis	Typical Penalty (2025)	
Black film / tinted glass below permitted VLT	Rule 100 r/w Sec. 177	■1,000–■2,000 + film removal	
Non-standard number plate font/size	Rule 50 r/w Sec. 177	■500–■1,000	
No HSRP where mandated	Rule 50A / state orders	■500–■1,000	
Unauthorized dashcam usage violating privacy (rare)	IT / privacy guidelines	Warning / case-specific	

13. E-Challan System and Payment Rules

E-challan systems have standardised traffic enforcement across many Indian cities. Violations recorded through CCTV, ANPR cameras, or hand-held devices are uploaded to a central server with details such as date, time, location, offence description, and photographic or video evidence. Vehicle owners can check outstanding challans online using their registration number or driving licence number. A grace period is typically provided for payment, after which additional legal steps may be initiated, including issuance of court summons or marking the vehicle for non-renewal of documents.

Stage	Description	Typical Time-frame (2025)	
Detection	Camera / ANPR / officer	Real-time	

E-challan generation	Auto or manual entry	Within 24–72 hours	
Notification to owner	SMS / email / portal	Immediately after generation	
Grace period for payment	State-specific	15–60 days	
Escalation (court challan / additional penalty)	As per local practice	After expiry of grace period	
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14. State-wise Comparison Tables (Illustrative)

While the Motor Vehicles Act provides a central framework, actual fines and enforcement practices vary by state within the permitted ranges. Below is an illustrative comparative snapshot (not exhaustive) of selected offences in 2025 across major states.

State / UT	No Helmet (Rider)	Drunk Driving (First)	Over-speeding (Car, Urban)	
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Delhi	■1,000	Up to ■10,000 + suspension	■1,000–■2,000	
Maharashtra	■500–■1,000	Up to ■10,000	■1,000–■2,000	
Karnataka	■500–■1,000	Up to ■10,000	■1,000–■2,000	
Tamil Nadu	■1,000	Up to ■10,000	■1,000–■2,000	
Telangana	■1,000	Up to ■10,000	■1,000–■2,000	
Gujarat	■500–■1,000	Up to ■10,000	■1,000–■2,000	
West Bengal	■1,000	Up to ■10,000	■1,000–■2,000	
Rajasthan	■1,000	Up to ■10,000	■1,000–■2,000	
Uttar Pradesh	■500–■1,000	Up to ■10,000	■1,000–■2,000	
Kerala	■500–■1,000	Up to ■10,000	■1,000–■2,000	
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15. Recent Landmark Judgments and Directives (2020–2025)

The Supreme Court Committee on Road Safety and various High Court and Supreme Court judgments have strongly influenced traffic enforcement in India. Orders mandating compulsory use of helmets, enforcing ban on black films, regulating overloading, and prioritising road safety audits have led to stricter implementation of existing laws rather than creation of entirely new offences.

16. Conclusion and Road Safety Recommendations

The 2025 framework of traffic rules, violations, fines, and penalties in India reflects a deliberate shift towards higher deterrence, technology-driven enforcement, and greater accountability of all road users—drivers, owners, manufacturers, contractors, and enforcement agencies. For everyday road users, understanding these rules is not merely a way to avoid fines; it is an essential part of responsible citizenship and self-protection. A Retrieval-Augmented Generation (RAG) system trained on updated statutory text, state notifications, and landmark judgments can serve as a powerful assistant to answer nuanced queries about Indian traffic law and guide users towards safer behaviour.