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**Vehicle Standards –
Specification for Vehicle
Roadworthiness – Part 1:
Roadworthiness of vehicles
already in use**

ICS: 43.020



Mauritius Standards Bureau
Moka

National foreword

This Mauritian Standard was drawn up by the **Mechanical Engineering Standards Committee** through its **Subcommittee on Vehicle Road Worthiness** and approved by the **Standards Council** on **16 December 2020** and notified in the **Government Gazette** on **16 January 2021**.

In preparing this standard, the following was used as working document:

SADC HT 105-1: 2019, *Vehicle Standards – Specification for Vehicle Roadworthiness – Part 1: Roadworthiness of vehicles already in use*

Acknowledgement is made for the use of information from the above publication.

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PREVIEW

Foreword

The SADC Protocol on Trade was established under the SADC Treaty in 1996, to provide for the elimination of tariffs and non-tariff barriers to trade. One of the objectives of the Protocol on Trade under the Technical Barriers to Trade (TBT) Annex (No. 8) is to establish a common technical regulation framework, which is supported by seven (7) regional TBT Cooperation Structures. The TBT Annex places an obligation on Member states to pursue harmonization of standards and this is done through the SADC Cooperation in Standardisation (SADCSTAN) which is one of the 7 regional TBT Cooperation Structures.

Co-operation in standardisation is expected to result into having uniformly harmonised standards. Harmonisation of standards within the region is expected to reduce TBTs that are normally encountered when goods and services are exchanged among SADC Member States due to differences in technical requirements. Harmonized SADC Standards are also expected to result into benefits such as greater industrial productivity and competitiveness, increased agricultural production and food security, a more rational exploitation of natural resources among others.

Harmonized SADC Standards are developed by the SADC experts on standards through SADCSTAN Technical Committees representing the National Standards Bodies and other stakeholders. Further, SADCSTAN in certain instances collaborates with SADC Sector Associations in the harmonization of standards to address sector specific needs.

This SADC Harmonized Standard was prepared by the SADCSTAN Technical Committee on Automotive and Transportation (SADCSTAN TC 2) in collaboration with the Tripartite Transport and Transit Facilitation Programme (TTTFP).

SADC Harmonized Standards are drafted in accordance with the SADCSTAN Harmonization Procedures which are in line with international procedures and practices.

This specification consists of the following parts under the general title "Specification for vehicle Roadworthiness"

Part 1: Roadworthiness of vehicles already in service

Part 2: Roadworthiness of vehicles prior to entry into service and thereafter

Part 3: Roadworthiness – Supporting information

Part 4: Roadworthiness – Requirements for vehicle examiners

Part 5: Roadworthiness – Requirements for testing equipment

Part 6: Roadworthiness – Requirements for combinations of vehicles

PREVIEW

Vehicle Standards – Specification for Vehicle Roadworthiness – Part 1: Roadworthiness of vehicles already in use

1 Scope

1.1 Scope of Part 1

This Part 1 of the specification covers the requirements for the examination and testing for roadworthiness of motor vehicles operating within the territories and across the borders within the Tripartite Region of COMESA-EAC-SADC.

1.2 Application

This specification applies minimum safety requirements. It is not intended to cover all of the specific national safety requirements of countries for vehicles registered and operating within their borders but wherever possible countries are requested to standardise on the criteria contained in this specification.

1.3 Demarcation

Requirements are included only for items which are critical to safety and which can be assessed by a vehicle examiner with the facilities of a vehicle testing station complying with whatever appropriate requirements are laid down in legislation for vehicle examiners and vehicle testing stations.

1.4 Provision for imported vehicles

This specification takes into account that in the Tripartite Region of COMESA-EAC-SADC vehicles may be imported from a variety of countries or regions and such vehicles may have been designed to comply with the domestic requirements of specific source countries or regions anywhere in the world.

2 Notes to Users

2.1 Applicability of requirements

- a) The requirements in Section 5 apply to all vehicles with 4 or more wheels; the requirements in Section 6 apply only to motorcycles, tricycles and quadricycles; the requirements in Section 7 are additional to those in Section 5 and apply to passenger vehicles with more than 8 seats in addition to the driver's seat.
- b) The requirements in Part 2 deal with design safety standards which are to be considered for future application to vehicles at some stage of procurement before entry into service and thereafter.
- c) Some requirements of Part 2 were considered by the majority of participating countries to be applicable immediately despite the possibility that some vehicles may need to be modified or equipment added to the vehicle before a Certificate of Fitness can be issued. Such requirements are noted in the Introduction Section 0.5.
- d) In addition to the requirements highlighted in Introduction Section 0.5 it is anticipated that there will be other requirements in Part 1 which have never been applied to vehicles before by some