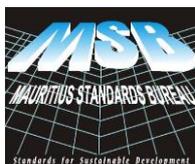


MAURITIAN MS 252-2:2020
STANDARD (SADC HT 105-2: 2019)

First edition
2020- 01-16

**Vehicle Standards –
Specification for Vehicle
Roadworthiness – Part 2:
Roadworthiness of vehicles
prior to entry into service,
and thereafter**

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, assistance was made to the following:

SADC HT 105-2: 2019, *Vehicle Standards – Specification for Vehicle Roadworthiness – Part 2: Roadworthiness of vehicles prior to entry into service, and thereafter*

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

General Notice No. 173 of 2021



COPYRIGHT PROTECTED DOCUMENT

© MSB 2020

All rights reserved. Unless otherwise specified, no part of this publication may be reproduced or utilized in any form or by any means, electronic or mechanical, including photocopying or posting on the internet or an intranet, without permission in writing from Mauritius Standards Bureau at the address below

*Mauritius Standards Bureau
Villa Road
Moka
Mauritius*

*Telephone + (230) 433 3648
Fax + (230) 433 5051/ 433 5150
E-mail msb@intnet.mu*

Contents

Page

Foreword	iii
1 Scope.....	1
1.1 Scope of Part 1	1
1.2 Application.....	1
1.3 Demarcation.....	1
1.4 Provision for imported vehicles	1
1.5 Scope of Part 2	1
2 Notes to Users	1
2.1 Applicability of requirements	1
2.2 Abbreviations	2
2.3 Definitions.....	2
2.4 Terminology.....	4
3 Administrative Requirements.....	4
3.1 Application Form	4
3.2 Evidence of Vehicle having been presented.....	4
3.3 Vehicle Design Compliance Certificate	4
4 Procedural matters regarding the actual test	4
4.1 Circumstances where an examiner may refuse to examine a vehicle or to complete an examination.....	4
5 Assessment of Compliance to Vehicle Design Safety Standards applicable on “date of entry into service” and thereafter.....	5
5.1 Evidence of compliance - Reject if	5
5.2 Visual assessment indications - Reject if.....	5
5.3 Compliance	6

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

1 Scope

1.1 Scope of Part 1

Part 1 of this specification covers the requirements for the examination and testing for roadworthiness of motor vehicles operating within the borders of countries and across the borders of countries of the Tripartite of COMESA-EAC-SADC (and in any other country if required).

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 the appropriate requirements laid down in national 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.

1.5 Scope of Part 2

Part 2 of this specification deals with methods and considerations to provide for the future introduction of more advanced safety requirements such as those detailed in Table 1 whilst offering options to minimize costly and burdensome technical and administrative controls and procedures. It caters for the situation where many countries or regions have requirements which differ in certain detail, but which are intended and designed to afford a reasonable degree of safety to the vehicle occupants and to other road users. Examples of where differences between national or regional requirements do, or may exist, but which are considered as providing an equal or an acceptable degree of safety are given in Table 2 using UN ECE Regulations as the base.

2 Notes to Users

2.1 Applicability of requirements

- a) The requirements in this Part 2 apply to design safety standards which must be complied with prior to entry into service on or after 1 March 2021 and which must continue to comply with thereafter when operating on a public road and when submitted for a Certificate of Fitness. These requirements are additional in most cases to those in Part 1.