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STANDARD (SADC HT 105-3: 2019)

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**Vehicle Standards –
Specification for Vehicle
Roadworthiness – Part 3:
Roadworthiness —
Supporting Information**

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 2020**.

In preparing this standard, assistance was made to the following:

SADC HT 105-3: 2019, *Vehicle Standards – Specification for Vehicle Roadworthiness – Part 3: Roadworthiness — Supporting Information*

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

Vehicle Standards — Specification for Vehicle Roadworthiness — Part 3: Roadworthiness — Supporting Information

1 Scope

This Part 3 of the specification contains information intended to support the vehicle examiner and test stations using other Parts of this specification.

The contents of this Part 3 are not mandatory.

NOTE Additions to this part of the specification will be provided at a later date.

2 Abbreviations and Definitions

2.1 Abbreviations

“**GCM**” means Gross Combination Mass of the vehicle or vehicle combination as specified by the manufacturer of the drawing vehicle on the vehicle plate.

“**GVM**” means Gross Vehicle Mass of the vehicle as specified by the manufacturer of the vehicle on the vehicle plate.

“**UN ECE**” is the United Nations Economic Commission for Europe.

“**VIN**” means the vehicle identification number issued, affixed to and recorded on a vehicle in accordance with SADCSTAN XX, also referred to as chassis number.

“**WVTA**” means Whole Vehicle Type Approval.

2.2 Definitions

registration plate also referred to as **“licence plate”** or **“number plate”** means the plate manufactured and embossed in according with SADCSTAN XX, which is attached to the front and rear of a motor vehicle or the rear of a trailer and a motorcycle.

“vehicle category definitions” applied by the UN ECE are included under Parts 2 and 3.

3 Assessment of Compliance

3.1 Methods of Assessment

There are numerous possible approaches to the assessment of compliance to Vehicle Design Safety Standards. The degree of assurance of compliance is directly proportional to the cost and complexity of the method used. The various methods are listed below and their merits and demerits when considered for use in Africa are discussed.

But for the purposes of assessing the likelihood of compliance of imported new or used vehicles to the vehicle safety design requirements in Part 2, Table 5 it is not necessary to delve into the detail of each UN ECE Regulation. This is because one is not actually designing a vehicle or system, one is merely assessing whether the vehicle is likely to have been designed and manufactured to comply with these or similar or