

S T A T U T O R Y I N S T R U M E N T S

2016 No. 51.

**THE TRAFFIC AND ROAD SAFETY (MOTOR VEHICLE INSPECTION)
REGULATIONS, 2016.**

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S T A T U T O R Y I N S T R U M E N T S

2016 No. 51.

The Traffic and Road Safety (Motor Vehicle Inspection) Regulations, 2016.

*(Under sections 106(j) and 178 (2)(e) of the Traffic and Road Safety Act,
1998, Cap. 361)*

IN EXERCISE of the powers conferred upon the Minister responsible for transport by section 178 of the Traffic and Road Safety Act, 1998, these Regulations are made this 5th day of May, 2016.

PART I—PRELIMINARY

1. Title.

These Regulations may be cited as the Traffic and Road Safety (Motor Vehicle Inspection) Regulations, 2016.

2. Application.

These Regulations apply—

- (a) to a motor vehicle, trailer or engineering plant registered in Uganda irrespective of the class, ownership or date of registration; and
- (b) to a foreign registered motor vehicle, trailer or engineering plant in Uganda for a cumulative period of three months or more within one year.

3. Interpretation.

In these Regulations, unless the context otherwise requires—

“accounting officer” means an accounting officer as defined in the Public Finance Management Act, 2015;

“Act” means the Traffic and Road Safety Act, 1998, Cap. 361;

- “agreement” means an agreement entered into by the Minister and an authorised person to carry out inspection of motor vehicles, trailers or engineering plant under these Regulations;
- “authorised person” means a person who has entered into an agreement with the Minister to inspect motor vehicles, trailers or engineering plant under these Regulations;
- “vehicle inspector” means a vehicle inspector appointed under section 4(1)(b) of the Act;
- “certificate of fitness” means a certificate issued in accordance with these Regulations;
- “commercial vehicle” means any motor vehicle used for the carriage of passengers or goods for hire or reward and includes private omnibuses;
- “dangerous mechanical condition” means the condition of a motor vehicle which, having been inspected, is found to have failed to such an extent as to be a danger to the public if not immediately repaired;
- “defects” means technical faults or other aspects of non-compliance found during an inspection;
- “established standards” means standards issued by the Uganda National Bureau of Standards;
- “goods operator’s licence” means a goods operator’s licence issued under Part V of the Act;
- “inspection” means the examination of a motor vehicle carried out to establish its roadworthiness in accordance with these Regulations;
- “inspection equipment” means the equipment approved by the Minister for use by an authorised person to carry out inspections;
- “Minister” means the Minister responsible for transport;

- “mobile inspection equipment” means a set of vehicle inspection equipment designed and assembled, capable of moving on a public road and equipped with controls to enable the equipment to function as a full vehicle inspection lane;
- “motor vehicle third party insurance certificate” means an insurance certificate issued in accordance with the Motor Vehicle Insurance (Third Party Risks) Act;
- “owner” means the owner of a vehicle as defined in the Act;
- “public service vehicle licence” means a public service vehicle licence issued under Part V of the Act;
- “personal identification” includes a driving permit, passport or the national identity card;
- “re-inspection” means an inspection carried out on a vehicle under these Regulations, subsequent to the denial of a certificate of fitness, in respect of that vehicle;
- “roadworthiness” means the condition of a motor vehicle which ensures that a motor vehicle is safe to be used on a public road and that the motor vehicle complies with the required and mandatory safety and environmental characteristics;
- “Uganda National Bureau of Standards” means the Uganda National Bureau of Standards established by the Uganda National Bureau of Standards Act;
- “vehicle inspection station” means registered premises approved by the Minister at which the authorised person carries out inspection of motor vehicles in accordance with these Regulations;
- “vehicle inspection lane” means a lane fitted with automated motor vehicle inspection equipment and facilities arranged in series;
- “vehicle inspection report” means a detailed report issued by the authorised person after the inspection of a motor vehicle;

“vintage motor vehicle” means a motor vehicle registered in Uganda before the first day of January 1980 and which is used solely for purposes of exhibition at motor shows or similar events.

PART II—MOTOR VEHICLE INSPECTION

4. Conditions to be complied with by authorised person.

An authorised person shall comply with the conditions specified in the agreement and shall—

- (a) carry out motor vehicle inspections in a transparent manner and exhibit the highest levels of integrity, objectivity and competence;
- (b) carry out motor vehicle inspections at premises approved by the Minister;
- (c) not engage in any form of motor vehicle repair, import or sale of spare parts, motor vehicles or any other services directly related to the inspection of vehicles;
- (d) carry out inspections of vehicles of a class specified in the licence in accordance with these Regulations and the established standards;
- (e) arrange for inspections to be carried out and for vehicle inspection reports and certificates of fitness to be issued;
- (f) furnish the Minister with the names and competencies of vehicle inspectors in their employment; and
- (g) at all times, display the following information in a conspicuous place at a vehicle inspection station—
 - (i) the working hours of the vehicle inspection station;

- (ii) a list of names of persons for the time being authorised to carry out inspections at that station;
- (iii) the classes of vehicles eligible for inspection at that station; and
- (iv) the fees chargeable for inspection of each class of vehicle as specified in Schedule 1.

5. Transfer of agreement.

An authorised person shall not transfer or subcontract his or her duties under an agreement without the prior written consent of the Minister.

6. Record of inspection.

(1) An authorised person shall maintain an accurate and up-to-date record of inspections carried out; including all re-inspections and shall submit weekly, monthly, quarterly and annual reports to the Minister.

(2) An authorised person shall maintain an accurate and up to date motor vehicle register or database in electronic form.

(3) The Minister shall regulate access to the database referred to in subregulation (2).

7. Inspection of motor vehicles.

(1) Subject to subregulation (2), a motor vehicle shall be inspected once in every year to ascertain its roadworthiness.

(2) Notwithstanding subregulation (1)—

(a) commercial vehicles shall be inspected every six months;

(b) a motor vehicle in respect of which the registration plates have been withdrawn by the police after an accident in accordance with section 125(6) of the Act or removed by the vehicle inspector in accordance with section 152(2) of the Act, shall be subject to inspection or re-inspection, as the case may be, to ascertain its roadworthiness before the registration plates are returned; and

- (c) a motor vehicle which has undergone any modification shall be subject to inspection to ascertain whether the modifications carried out are in accordance with the established standards.

8. Exemptions.

The following motor vehicles are exempt from the requirements of regulation 7—

- (a) motor vehicles, excluding commercial vehicles; for two years from the 1st January of the year of manufacture;
- (b) goods vehicles above 3.5 tons; for one year from 1st January of the year of manufacture;
- (c) motorcycles; for one year from 1st January of the year of manufacture; and
- (d) vintage motor vehicles.

9. Application for inspection.

(1) A person who intends to have his or her vehicle inspected shall apply to the authorised person in a form set out in Schedule 2.

(2) An application under subregulation (1) shall be accompanied by—

- (a) the fee prescribed in Schedule 1;
- (b) the motor vehicle registration book for the vehicle due for inspection;
- (c) the motor vehicle third party insurance certificate, where applicable;
- (d) a copy of the personal identification of the owner of the vehicle;

- (e) a copy of the operation licence issued under Part V of the Act in the case of a public service vehicle, a private omnibus or a goods vehicle;
- (f) a copy of the certificate of incorporation or registration in the case of a motor vehicle belonging to a company or other registered entity; and
- (g) a letter of authorisation from the accounting officer, in case of a motor vehicle owned by the Government.

10. Processing of application for inspection.

(1) Where an application for inspection is duly filed with the authorised person, the authorised person shall fix a date on which the motor vehicle shall be delivered for inspection.

(2) Where an applicant is unable to keep an appointment under subregulation (1), he or she shall notify the authorised person at least twenty-four hours before the appointment.

(3) Notwithstanding subregulation (1) an owner of a motor vehicle may present the motor vehicle for inspection at a vehicle inspection station without an appointment and the authorised person shall inform the applicant—

- (a) either that the inspection is to be carried out immediately; or
- (b) the earliest possible time at which inspection will be carried out during the working hours of the authorised person.

(4) Where an applicant fails to deliver the vehicle to the authorised person for inspection or to cancel the appointment within the time stipulated under subregulation (2), the inspection fee shall be forfeited.

(5) Where an applicant notifies the authorised person of the cancellation of the appointment under subregulation (2), another appointment shall be fixed for inspection of the motor vehicle.

11. Duty of applicant.

(1) An applicant for a motor vehicle inspection shall deliver the motor vehicle to the vehicle inspection station on the appointed date—

- (a) with sufficient fuel, oil and necessary lubricants;
- (b) in a clean condition; and
- (c) in a condition that ensures that it is safe and practicable for inspections to be carried out.

(2) The applicant for motor vehicle inspection shall remove any goods or other items which are not part of the motor vehicle equipment or accessories as required by the authorised person.

(3) The applicant referred to in subregulation (1) shall—

- (a) present his or her personal identification to the authorised person; and
- (b) present a copy of the vehicle registration book of the motor vehicle.

12. Procedure and equipment at vehicle inspection station.

(1) The authorised person shall carry out motor vehicle inspections in accordance with the procedure prescribed in the Official Motor Vehicle Inspection Manual issued by the Minister.

(2) An owner or driver of a motor vehicle shall not drive the motor vehicle beyond a designated area in the vehicle inspection station.

(3) A motor vehicle shall at all times be controlled by a vehicle inspector employed by the authorised person while in the inspection station.

(4) The authorised person shall ensure that an owner has a clear view of his or her vehicle during inspection, where the owner decides to be present at the inspection.

(5) Motor vehicle inspection shall be undertaken using the best motor vehicle inspection technology available on the international market.

(6) The authorised person may use mobile inspection equipment to carryout motor vehicle inspections under these Regulations.

(7) Subject to these Regulations, the requirements, manner and conditions of carrying out inspections of motor vehicles and the equipment to be used for the purposes of the inspection shall be approved by the Minister.

(8) The authorised person shall maintain the equipment used in carrying out motor vehicle inspections in an efficient state and any equipment designed to indicate any measurement shall be accurate within the prescribed limits and for this purpose, calibration shall be certified by the Uganda National Bureau of Standards every six months.

(9) A motor vehicle shall not be left at the vehicle inspection station for a period exceeding twenty-four hours after a vehicle inspection report for the vehicle has been issued and made available to the owner.

(10) A person who contravenes subregulation (9) shall have their motor vehicle towed to the nearest police station or private parking yard at his or her cost.

13. Responsibility for damage to motor vehicle or personal injury.

(1) The authorised person is liable for any damage or loss occasioned to a motor vehicle during the inspection process if—

- (a) the damage is caused by an employee of the authorised person;
- (b) the damage is caused by malfunctioning or failure of any equipment used during the inspection; or
- (c) it is established that the damage to the vehicle or the personal injury was caused due to negligence on the part of the authorised person.

(2) Nothing in these Regulations shall pass liability to the authorised person for any damage or loss arising out of any inherent defect of the motor vehicle or any part of the motor vehicle.

(3) An authorised person shall not request or require the owner of a motor vehicle to directly or indirectly accept any responsibility for or to give any release or indemnity in respect of any loss, damage or injury for which the authorised person is responsible under subregulation (1).

(4) The liability of the authorised person under subregulation (1) shall be limited to the reasonable cost of repair or replacement of any damaged part of the motor vehicle, whichever is lower.

14. Conduct of inspection of motor vehicles.

(1) The inspection of motor vehicles shall be carried out on the items specified in the Uganda Standard US 845: Code of Practice for Inspection of Used Motor Vehicles and in accordance with Schedule 3.

(2) An advisory pass may be issued upon completion of an inspection where the motor vehicle has failed the items specified in Part II of Schedule 32 and the authorised person shall record the items on the vehicle inspection report and advise the owner of the motor vehicle to fix the defects as soon as possible.

(3) An advisory pass shall not be issued on any subsequent inspection of the same motor vehicle.

(4) Subject to subregulation (6), in carrying out a re-inspection of a motor vehicle, only those items which gave rise to failure shall be inspected.

(5) Subregulation (4) applies only to motor vehicles returned for re-inspection within thirty days.

(6) Where in the course of an inspection or a re-inspection, the authorised person determines that a defect, notwithstanding that it is not specified as a reason for initial failure prescribed in Schedule 3; or in the case of re-inspection was not specified in the vehicle inspection report, is such that the use of the vehicle in question would be a danger to the public, that defect shall be a reason for non issuance of a Certificate of Fitness.

(7) In addition to the requirements under subregulation (1), a public service vehicle shall be inspected for compliance with the Traffic and Road Safety (Public Service Vehicles) Regulations.

(8) In addition to the requirements under subregulation (1), every public service vehicle with a seating capacity of over seven passengers and a goods vehicle of a load capacity exceeding 3,500 kilograms shall be inspected for compliance with the Traffic and Road Safety (Speed Governor) Regulations, 2004 and the Traffic and Road Safety (Reflectors) Regulations, 2012.

15. Vehicle inspection report.

(1) Upon completion of an inspection or a re-inspection of a motor vehicle, the authorised person shall issue a vehicle inspection report in respect of the inspection and shall give a copy to the owner.

(2) The vehicle inspection report shall be in Form 1, set out in Schedule 4.

(3) Where a motor vehicle fails the inspection or re-inspection, the authorised person shall issue a Refusal of Certificate of Fitness to the owner of the motor vehicle.

(4) The Refusal of a Certificate of Fitness shall be in Form 2 set out in Schedule 4.

16. Further inspection.

(1) Subject to section 150 of the Act, any police officer of or above the rank of Assistant Inspector of Police may, at any time, where he or she is of the opinion that a certificate of fitness should not have been issued, order that the motor vehicle undergoes a further inspection within forty-eight hours.

(2) Where a further inspection is required under subregulation (1), until such further inspection is carried out, the owner of the vehicle to be inspected shall be regarded as having complied with his or her obligations under these Regulations.

(3) The inspection under subregulation (1) may be done for all the items required to be inspected under these Regulations or such items as may be specified by the police officer referring the vehicle for further inspection.

(4) The owner of the motor vehicle shall pay the fee prescribed in Schedule 1 to the authorised person for the further inspection.

(5) The vehicle inspection report issued in connection with a further inspection carried out under subregulation (1) shall replace the vehicle inspection report issued in connection with the previous inspection to the extent of the items being inspected.

(6) Where there is a discrepancy between the vehicle inspection report issued after the further inspection and the vehicle inspection report for the previous inspection, the vehicle inspection report for the further inspection shall prevail.

(7) Where, after the further inspection, a Refusal of Certificate of Fitness is issued, the certificate of fitness issued consequent to the previous inspection shall be, without any further action, revoked.

17. Dangerous mechanical condition.

(1) Where, upon completion of an inspection, the authorised person considers that the vehicle inspected if driven would be a danger to the public, the authorised person shall affix to the front windscreen of the motor vehicle and on the vehicle inspection report a notice to that effect, containing the words “Dangerous Mechanical Condition” and the authorised person shall remove the registration plates and return them to the licensing officer.

(2) The authorised person shall immediately notify the police and the Minister of the result of an inspection under subregulation (1) and shall affix dealers’ plates in place of the registration plates, both at the front and rear, in accordance with the Act and the owner of the motor vehicle shall be issued with a defects sheet to proceed for repair of the motor vehicle.

18. Certificate of Fitness.

(1) A person shall not drive or permit to be driven a motor vehicle without a valid Certificate of Fitness displayed in accordance with these Regulations, unless exempted under regulation 8.

(2) Where, following an inspection, the vehicle inspection report shows that all the items specified in Part I of Schedule 3 at the time of inspection are satisfactory, the authorised person shall issue a Certificate of Fitness for the vehicle inspected.

(3) The Certificate of Fitness shall contain the particulars specified in Schedule 5 and shall be printed in clearly visible characters, visible from a distance of at least fifty metres.

(4) The authorised person shall not issue a Certificate of Fitness for a vehicle where—

- (a) the vehicle inspection report relating to the vehicle contains one or more reasons for the refusal of a certificate of fitness in respect of the items specified in Part I of Schedule 3; or
- (b) the vehicle has not been inspected or re-inspected.

(5) Where the authorised person issues a Certificate of Fitness in respect of a motor vehicle, the authorised person shall notify the owner as soon as practicable.

(6) Where the authorised person refuses to issue a Certificate of Fitness in respect of a motor vehicle, the authorised person shall, as soon as practicable, notify the owner in Form 2 set out in Schedule 4 and shall explain to him or her the reasons for the refusal and advise on possible corrective measures.

(7) A Certificate of Fitness issued under subregulation (2) shall, at all times, be affixed on the left hand side of the front windscreen of the vehicle in such a way as to be conspicuously visible.

(8) The Certificate of Fitness shall bear features to enable electronic verification of authenticity.

(9) The authorised person may modify the certificate set out in Schedule 5 for purposes of proofing against forgery or verification of authenticity.

(10) A person who contravenes subregulation (1) commits an offence and is liable, on conviction, to a fine not exceeding ten currency points or imprisonment not exceeding six months or both.

(11) Where a police officer or traffic warden has reason to believe that any person is committing or has committed an offence under subregulation (10), he or she may give that person a notice in writing offering the opportunity of the discharge of any liability to conviction of that offence by payment of a fixed penalty of ten currency points.

(12) The police officer referred to under subregulation (11) shall apply the procedure prescribed under the Traffic and Road Safety (Express Penalty Scheme for Road Traffic Offenders) Regulations, 2013.

19. Validity of Certificate of Fitness.

(1) Subject to regulation 7(2), a Certificate of Fitness issued under these Regulations is valid for twelve months from the date of issue.

(2) Notwithstanding subregulation (1), a Certificate of Fitness issued in respect of public service vehicles and goods vehicles of a gross vehicle tonnage above 3500kg shall be valid for six months from the date of issue.

20. Revocation of Certificate of Fitness.

The Minister may, in consultation with the authorised person, revoke a Certificate of Fitness where he or she has reasonable grounds to believe that the certificate was issued in error, and shall inform the owner of the motor vehicle to which the certificate relates, specifying the grounds for the revocation.

21. Appeal on refusal of Certificate of Fitness.

(1) A person aggrieved by the refusal of the authorised person to grant a Certificate of Fitness may appeal to the Minister for a re-inspection.

(2) The appeal referred to under subregulation (1) shall be lodged at the office of the Chief Licensing Officer within fourteen days from the date of the notification of the refusal.

(3) The Minister may, in his or her discretion and having regard to the circumstances of each particular case, accept an appeal filed outside the time prescribed under subregulation (2).

(4) A notice of appeal shall be made in the form prescribed in Schedule 6 and shall be accompanied by the fee prescribed in Schedule 1.

(5) The Chief Licensing Officer shall, within fourteen days after receipt of the appeal under this regulation, send a notice to the appellant, stating where and when an inspection for the purposes of the appeal is to take place.

(6) The appellant shall present the motor vehicle for inspection at the place and time specified in the notice sent to him or her under subregulation (5).

(7) The person presenting the motor vehicle for inspection following an appeal shall, if requested to do so by the vehicle inspector—

- (a) present to the vehicle inspector —
 - (i) the notification of the refusal of a certificate of fitness issued as a result of the inspection in connection with which the appeal is made; and
 - (ii) the motor vehicle registration book; and
- (b) give such information as the vehicle inspector may reasonably require in connection with the carrying out of the inspection relating to any alteration made or repairs carried out, or any accident or other event occurring, from the date of the notification, which may have affected the vehicle or its equipment or accessories.

(8) The vehicle inspector shall not be required to carry out the inspection unless the notification or registration book is produced and such other information as specified in subregulation (7)(b) is given.

(9) Upon completion of the inspection, the vehicle inspector shall issue a vehicle inspection report in Form 1 specified in Schedule 4 and a Certificate of Fitness specified in Schedule 5 on behalf of the Minister or a notification of the Refusal of the Certificate of Fitness in Form 2 set out in Schedule 4 stating the grounds for the refusal.

22. Duplicate Certificate of Fitness and duplicate vehicle inspection report.

(1) Subject to subregulation (2), the authorised person may, on application by the owner of a vehicle, issue a duplicate Certificate of Fitness or a duplicate vehicle inspection report, where the original Certificate of Fitness or vehicle inspection report is lost or defaced.

(2) The application for the duplicate Certificate of Fitness or duplicate vehicle inspection report shall be made in writing to the authorised person and shall—

- (a) include such information relating to the original Certificate of Fitness or original vehicle inspection report as the authorised person may require;
- (b) be made only by the owner of the vehicle to which the Certificate of Fitness or vehicle inspection report relates; and
- (c) be accompanied by a police report in case of loss of the Certificate of Fitness or vehicle inspection report.

(3) An application for a duplicate Certificate of Fitness or vehicle inspection report shall be accompanied by the fee prescribed in Schedule 1.

PART III—GENERAL

23. Power to inspect motor vehicle inspection station.

(1) The authorised person shall give access to the Minister or a person authorised by the Minister, during normal hours of business, to inspect the facilities and equipment of the vehicle inspection station.

(2) The Auditor General or an auditor appointed by the Auditor General may inspect the books of accounts of an authorised person and records relating to inspection of vehicles upon giving fourteen days' notice to the authorised person.

24. Guidelines for implementation of Schedule 3.

(1) The Minister may, from time to time, issue guidelines for motor vehicle inspections in Schedule 3.

(2) The guidelines issued under subregulation (1) shall not affect the safety and environmental protection aspects of inspection of motor vehicles or compromise the accuracy of test results.

25. Revocation of SI. 361-7.

The Traffic and Road Safety (Vehicle Test) Regulations, Statutory Instrument No. 361-7 are revoked.

SCHEDULES

SCHEDULE 1

Regulations 4(g)(iv),9(2)(a),16(4), 21(9), 22(4)

FEES

Part I

Class of Motor Vehicles (Section 11 of the Act)	Group of Motor Vehicles	Inspection fees in Uganda Shillings
Motorcycles	Motor cycles	46,400
Motorcars and dual purpose vehicles excluding light goods vehicles	Car and dual purpose vehicles	93,400
Light omnibuses	Passenger vehicles of a capacity licensed to carry more than 7 passengers not exceeding 20 passengers	103,400
Medium omnibuses	Passenger vehicles of a capacity licensed to carry more than 20 passengers not exceeding 60 passengers	50,000
Heavy Omnibuses	Passenger vehicles of of a capacity licensed to carry more than 60 passengers	800
Light goods vehicles	Goods vehicles of a weight less than 3.5 tons	93,400
Medium Goods Vehicles	Goods vehicle of a weight of 3.5 tons and less than 10 tons	125,000
Heavy Goods Vehicles	Goods vehicle of a weight more than 10 tons	50,000
Trailers and Semi-trailers	Trailer of two axles	16,700
	Each extra axle on a trailer	800

Part II

Re-inspection fees payable as a percentage of initial inspection fee	
Service required	Percentage of initial inspection fee
Re-inspection within 30 days after initial failure without use of lane	Free (0%)
Re-inspection within 30 days after initial failure with use of lane	50%
Re-inspection after 30 days of initial failure	100%
Part III—Miscellaneous	
Fees for duplicate Certificate of Fitness	50%
Payment for appeal against results of inspection	150%
Inspection after accident or crash and repairs	100%
Inspection required by police officer for a vehicle with valid Certificate of Fitness	50%
Inspection required by police officer for a vehicle without valid Certificate of Fitness	100%

SCHEDULE 2

Regulation 9(1)

**THE TRAFFIC AND ROAD SAFETY
(MOTOR VEHICLE INSPECTION) REGULATIONS, 2016**

APPLICATION FOR MOTOR VEHICLE INSPECTION

To authorised person

I.....
(Full name in block capitals)

of.....(address)

Hereby apply for inspection of motor vehicle registration No.

Signature of applicant.....

Date

Attach to this form-

1. A copy of the motor vehicle registration book.
2. A copy of the motor vehicle third party insurance certificate, where applicable.
3. A copy of the personal identification of the owner of the motor vehicle.
4. A copy of the operation licence issued under Part V of the Act in the case of a public service vehicle, a private omnibus or a goods vehicle.
5. A copy of the certificate of incorporation or registration in the case of a motor vehicle belonging to a company or other registered entity.
6. Letter of authorization from the accounting officer, in case of a motor vehicle owned by the Government.

Important note.

- 1. The motor vehicle registration book for the above vehicle should be produced at the time of inspection, together with this form.*
- 2. The motor vehicle should be brought for inspection with sufficient fuel, oil and in a clean condition, and must be accompanied by all parts which are necessary to or are ordinarily used with the vehicle when used on the road (i.e. spare wheel and tyre, tools and other equipment belonging thereto)*
- 3. Failure to appear at the time and place stated may result in forfeiture of fees paid.*

For official use only

Fee paid.....

Date.....

Inspection arranged as follows-

DateTime.....Place.....

Signature of authorised person station.....

SCHEDULE 3

Regulations 14(2),18(2), (4)

PART I- ITEMS TO BE TESTED AND REASONS FOR FAILURE OF INSPECTION

ITEM 1: REGISTRATION PLATES AND OTHER MOTOR VEHICLE PARTICULARS

REASONS FOR FAILURE—

1. One or both plates missing, not securely attached or not clearly visible.
2. Numbers or letters missing, illegible or incorrect size.
3. Numbers, letters or background of incorrect colour.
4. Marks, other than those prescribed, on the plate within the boundary.
5. Chassis number or Vehicle Identification Number (VIN) is not identical to the one on registration book.
6. Numbers or letters on the registration plates are obstructed by bull bars or any other accessories affixed on the motor vehicle.
7. Bull bar or guard has been fixed on vehicle or obstructs visibility of registration plate.
8. Dimensions are not in compliance with the Traffic and Road Safety (Weighbridge) Regulations 2010.

ITEM 2: EMISSIONS: EXHAUST SMOKE (COMPRESSION IGNITION ENGINE)

REASONS FOR FAILURE—

1. Engine oil level too high or too low, coolant level too low.
2. Obvious engine defects.
3. The result of the test on exhaust smoke emission is not in accordance with the standard for exhaust smoke emission as specified by the manufacturer of the vehicle.
4. In the case of vehicles in respect of which the manufacturer's specified standard for exhaust smoke emissions is not available, and were—
 - (a) manufactured between 1st January 1980 and 1st July 2008 (inclusive of both dates), the average smoke meter reading is higher than 2.5ml in the case of naturally aspirated compression ignition engines, or the average smoke meter reading is higher than 3.0ml in the case of turbo charged compression ignition engines;

- (b) manufactured before 1st January 1980, the exhaust emission is coloured black haze or darker;
 - (c) manufactured after 1st July 2008—
 - (i) the average smoke meter reading is higher than 1.5ml; or
 - (ii) the maximum attainable engine speed is less than 90% of the maximum speed specified by the manufacturer of the vehicle.
5. The emission control system is leaking, incomplete or incorrectly assembled.
 6. Engine idle speed is incorrect.

ITEM 3: EXHAUST

REASONS FOR FAILURE—

1. The emission control system is leaking, incomplete, incorrectly assembled or unsafely repaired or modified.
2. Idle speed is outside vehicle manufacturer's recommendations.
3. Engine exhaust system is leaking.
4. Excess exhaust smoke likely to affect other road users.

ITEM 4: EMISSIONS: CARBON MONOXIDE

REASONS FOR FAILURE—

1. The result of the test on carbon monoxide emissions is not in accordance with the standard for carbon monoxide emissions as specified by the manufacturer of the vehicle.
2. In the case of vehicles manufactured—
 - (a) before 1st October 1986, the carbon monoxide content is more than 4.5% at idling speed;
 - (b) between 1st October 1986 and 31st December 1993 (inclusive of both dates), the carbon monoxide content is more than 3.5% at idling speed;
 - (c) on or after 1st January 1994, the carbon monoxide content is more than 0.5% at idling speed;

- (d) on or after 1st January 1994, the carbon monoxide content is more than 0.3% at either an engine speed of 2,500 Revolutions per Minute (RpM) or at a speed specified by the vehicle manufacturer;
- (e) after 1st July 2002, the carbon monoxide content of the exhaust gases is more than 0.3% by volume at idle speed;
- (f) after 1st July 2002, the carbon monoxide content of the exhaust gases is more than 0.2% by volume at either an engine speed of 2,500 RpM or at a speed specified by the vehicle manufacturer.

ITEM 5: EMISSIONS: HYDROCARBON

REASONS FOR FAILURE—

1. The result of the test on hydrocarbon emissions is not in accordance with the standard for hydrocarbon emissions as specified by the manufacturer of the vehicle.
2. In the case of vehicles manufactured before 1st October 1986, the hydrocarbon content is more than 1,000 Particles per Million (PpM) at idling speed.
3. In the case of vehicles manufactured between 1st October 1986 and 31st December 1993 (inclusive of both dates), the hydrocarbon content is more than 750PpM at idling speed.
4. In the case of vehicles manufactured on or after 1st January 1994, the hydrocarbon content is more than 200PpM at either 2,500 rpm or at the speed specified by the vehicle manufacturer.

ITEM 6: EMISSIONS: LAMBDA

REASON FOR FAILURE—

In the case of vehicles manufactured on or after 1st January 1994, the lambda value at either 2,500 RpM or at the speed specified by the manufacturer is not 1 ± 0.03 or is not within the vehicle manufacturer's recommendation.

ITEM 7: SERVICE BRAKE PEDAL

REASONS FOR FAILURE—

1. Service brake anti-slip provision is missing, loose, or worn to the extent that it is no longer effective.

2. Mounting is insecure, badly corroded or worn to the extent that the pedal can be moved from side to side.
3. Pedal travel is obstructed.
4. Excessive wear in mounting or bush.

ITEM 8: SERVICE BRAKE OPERATION

REASONS FOR FAILURE—

1. In hydraulic systems, the pedal tends to creep down, or is felt to be spongy when held depressed.
2. Travel in the brake pedal indicates air in the brake system or brakes in need of adjustment.
3. In systems assisted by vacuum from engine, with pedal depressed and the engine started, no dip is felt in brake pedal.

ITEM 9: MECHANICAL BRAKE HAND LEVER

REASONS FOR FAILURE—

1. Lever/lever mounting is missing, fractured, badly worn or corroded, insecure or mounting unsatisfactory.
2. Lever travel is excessive or movement is obstructed.
3. Ratchet and pawl mechanism (where fitted) is missing, insecure, damaged or sticking.
4. Definite and regular clicks are not heard when operating hand lever.

ITEM 10: SEATS

REASONS FOR FAILURE—

1. Loose on runners or insecurely mounted.
2. Collapsed or framework damaged.
3. Driver's seat so damaged that driver's support is impaired.
4. Driver's seat adjustment mechanism not functioning correctly.

ITEM 11: HORN

REASONS FOR FAILURE—

1. Horn control is insecure.
2. Horn is insecurely mounted.

3. Horn is not working correctly.
4. Horn is not working or is not fitted.
5. When operated, horn produces sound in contravention of manufacturer's specifications.

ITEM 12: WINDSCREEN, WINDSCREEN WIPERS, WASHERS, WINDOWS AND MIRRORS

REASONS FOR FAILURE—

1. Windscreen is not made of safety glass.
2. Windscreen has a visible crack.
3. A wiper arm or blade is missing.
4. Wiper arms and blades are not cleaning windscreen effectively.
5. Wiper arms and blades are operating such that the wiped area is less than sufficient to give the driver an adequate view.
6. Wipers are not operating at normal speed.
7. Wiper control is not securely mounted.
8. Wiper control is not working, is defective or missing.
9. Wiper linkage is broken, excessively worn or insecure.
10. Windscreen washers (where fitted) are not working or not correctly aimed.
11. Windscreen is missing.
12. Windscreen is not made of safety glass.
13. Objects or stickers on windscreen are in the driver's direct line of vision.
14. Windscreen is damaged or cracked to an extent that it is a danger to the general public.
15. Side mirrors and rear windows not made of safety glass.
16. Windscreen or windows insecurely fitted.
17. Opening mechanism of driver's window not operating.
18. Non-glass windscreens, side or rear windows made of material that, if fractured is likely to produce fragments capable of causing severe cuts to passengers or general public.
19. Side or rear window so damaged that it obstructs the driver's view.
20. Glass in windscreen and front side windows has a light transmission level of less than 65%.
21. Interior rear view mirror, or where fitted as original equipment by the manufacturer, an external rear view mirror is missing.

22. Reflecting surface of interior mirror, or where fitted as original equipment by the manufacturer, external rear view mirror has deteriorated or is broken so as to impair driver's view.
23. Head or mounting of any mirror is loose.
24. Interior rear view mirror, or where fitted as original equipment by the manufacturer, external rear view mirror is not adjustable.
25. Estate or hatch back vehicle not fitted with an exterior mirror on each side of the vehicle, except in the case of vehicles not fitted with these mirrors by the manufacturer.

ITEM 13: SPEEDOMETER

REASONS FOR FAILURE—

1. Speedometer is missing or is not working.
2. Speedometer cannot be seen from the driver's seat.
3. Speedometer lighting is not working.

ITEM 14: SAFETY BELTS

REASONS FOR FAILURE—

1. For vehicles manufactured between 1st June 1971 and 31st December 1991 (inclusive of those dates), a lap and diagonal type safety belt is not provided for the driver and outer front seat.
2. For vehicles registered on or after 1st January 1992-
 - (a) a lap and diagonal type belt is not provided for all outer forward facing seats; or
 - (b) a lap and diagonal or lap type safety belt is not provided for all other forward facing seats.
3. A belt, including any for a child seat attached to the vehicle, is badly frayed, cut, unsafely repaired or modified.
4. A belt, including any for a child seat attached to the vehicle, is not operating properly.
5. A load bearing member of the vehicle structure or panelling within 30cm of a safety belt anchorage point is cracked, corroded or is in an otherwise weakened condition.
6. A belt mounting is unsatisfactory (for example, incorrect bolts fitted).
7. A belt mounting is unsafely repaired or modified.

ITEM 15: STEERING WHEEL PLAY

REASONS FOR FAILURE—

1. Excessive rotational play (20° or more) is present in the steering box.
2. Excessive rotational play (5° or more) is present in the rack and pinion.
3. Steering wheel, column or shaft has excessive end float, is insecure, broken or unsafely repaired or modified.
4. Any bush, bearings or mounting brackets for steering wheel, column or shaft is missing, worn, damaged or insecure.
5. Shear pin in telescopic column is broken.
6. A universal joint or clamp is damaged, worn, insecure, badly deteriorated or unsafely repaired or modified.
7. A retaining or locking device is missing or insecure.

ITEM 16: DOORS/LOCKS/ANTI-THEFT DEVICES

REASONS FOR FAILURE—

1. A door is missing.
2. A door cannot be opened or shut normally or is likely to open on its own.
3. A door receiver or catch is not securely attached.
4. Runners, tracks or an actuating mechanism on sliding door is so defective that the door does not open or close properly.
5. A sliding door is missing.
6. Any safety device is not working or is defective.
7. Steering lock, where fitted as original equipment by manufacturer, has excessive wear or is subject to jamming of the lock, barrel or key mechanism.

ITEM 17: ADAPTATIONS FOR DISABLED DRIVERS

REASONS FOR FAILURE—

1. Any adaptation is worn, insecure, sticking, malfunctioning or likely to fail.
2. A servo or electrical device is defective.
3. Wiring is insecure, insulation is damaged or is likely to short circuit or fail.

ITEM 18: FRONT WHEEL SIDE SLIP

REASON FOR FAILURE—

Side slip is more than +/- 14m/km.

ITEM 19: REAR WHEEL SIDE SLIP

REASON FOR FAILURE—

Side slip is more than + /- 18m/km.

ITEM 20: FRONT AXLE SUSPENSION PERFORMANCE

REASON FOR FAILURE—

An imbalance of more than 30% performance exists between left hand and right suspension.

ITEM 21: REAR AXLE SUSPENSION PERFORMANCE

REASON FOR FAILURE—

An imbalance of more than 30% performance exists between left hand and right suspension.

ITEM 22: SERVICE BRAKE PERFORMANCE

REASONS FOR FAILURE—

1. The braking effort—
 - (a) for vehicles manufactured before 2010, is less than 50% of the test weight of the vehicle; or
 - (b) for vehicles manufactured after 2010, is less than 55% of the test weight of the vehicle.
2. The brake cannot be operated progressively.
3. The brake shows abnormal lag when released.
4. The brake effort on any wheel is less than 25 kilogrammes force.

ITEM 23: SERVICE BRAKE IMBALANCE

REASONS FOR FAILURE—

1. More than 30% difference is present in braking effort between wheels on the same axle (i.e. the braking effort on one side should not be less than 70% of the braking effort on the other side).
2. On an individual wheel, brake effort fluctuates by more than 30%.
3. Where a road test is carried out, obvious pull to one side is present when brakes are applied.

ITEM 24: PARKING BRAKE PERFORMANCE

REASONS FOR FAILURE—

1. In the case of a vehicle with a single line braking system and manufactured before 1964, the braking effort is less than 20% of the test weight of the vehicle.
2. In the case of a vehicle with a single line braking system and first registered on or after 1st July 1964, the braking effort is less than 27.5% of the test weight of the vehicle.
3. In a vehicle with a dual line braking system, the braking effort is less than 16% of the test weight of the vehicle.

ITEM 25: PARKING BRAKE IMBALANCE

REASON FOR FAILURE—

More than 50% difference is present in braking power between wheels on the same axle.

ITEM 26: TOWING BRACKET OR COUPLING

REASONS FOR FAILURE—

1. Fastening bolts are loose or missing; securing device on the vehicle drawing pin, ball or jaw is loose or missing.
2. A lock or blocking device is missing.
3. Cracks are present in the main parts of the coupling.
4. Ball, jaw or pin is excessively worn, deformed or damaged.
5. Any unsafe repair or modification.

ITEM 27: STOP LAMPS

REASONS FOR FAILURE—

1. Any lamp is missing or not clearly visible.
2. Any lamp is not working or faulty.
3. Any lamp is not brighter than tail lights.
4. Any lamp is not red in colour.
5. All lamps are not of same dimensions and intensity.
6. Any lamp is not securely mounted.
7. Any lens missing or broken.
8. Contains water or moisture.
9. Switch does not operate correctly.

ITEM 28: REAR LAMPS

REASONS FOR FAILURE—

1. Any rear lamp is missing or is not clearly visible.
2. Any rear lamp is not working or is faulty.
3. Any rear lamp is not red in colour.
4. Any rear lamp lens is broken or missing.
5. Rear lamps not of the same dimensions and intensity.
6. Any rear lamp is not securely mounted.
7. Rear lamps are not fitted symmetrically.
8. Contains water or moisture.
9. Switch does not operate correctly.

ITEM 29: INDICATORS AND TELL-TALES

REASONS FOR FAILURE—

1. Any indicator is missing, not fitted symmetrically or is not clearly visible.
2. Any indicator is not working or is faulty.
3. Any indicator is not flashing constantly between 60 and 120 flashes per minute (flashing type).
4. Any indicator is not securely mounted.
5. A lens is broken or is missing.

6. Contains water or moisture.
7. A lens is not amber in colour, in the case of a vehicle manufactured after 30th June 1964.
8. All front indicators are not amber or white in colour, in the case of a vehicle manufactured before 1964.
9. All rear indicators are not amber or red in colour, in the case of a vehicles manufactured before 1964.
10. Where only one indicator is fitted per side-
 - (a) it is not amber in colour; or
 - (b) in the case of a semaphore type only, it does not extend six inches beyond the outline of the vehicle.
11. Indicator switch is faulty.
12. Tell tale is missing.
13. Tell tale is not working or is faulty.

ITEM 30: SIDE LAMPS

REASONS FOR FAILURE—

1. A lamp is missing or is not clearly visible.
2. Lens is broken or missing.
3. Not working or faulty.
4. Lamps are not white in colour.
5. Lamps are not fitted symmetrically.
6. Lamps are not of the same dimensions and intensity.
7. A lamp is not securely mounted.
8. Contains water or moisture.
9. For lights other than daytime running lights, switch does not operate correctly.

ITEM 31: HEADLAMP CONDITION

REASONS FOR FAILURE—

1. Dipped beams are not working simultaneously.
2. Main beams are not working simultaneously.
3. Main or dipped beams are not working.
4. Light intensity is not acceptable.
5. Glass is badly cracked or missing.
6. Reflecting material is damaged or discoloured

7. A headlamp is missing.
8. A headlamp is not securely mounted.
9. A headlamp contains water or moisture.
10. The dip or headlamp switch is not securely mounted or is missing.
11. The dip or headlamp switch is defective.
12. Headlamps are dipping to the right.
13. All lamps not white.
14. Main beam warning light is not working.
15. Light source and lamp not compatible.
16. Where a levelling device is mandatory, the levelling device is not operating or the manual levelling device cannot be operated from the driver's seat.
17. Where a headlamp cleaning device is installed by the manufacturer, the cleaning device is not present.
18. Where a headlamp cleaning device is installed by the manufacturer, the headlamp cleaning device is not operating correctly.

ITEM 32: HEADLAMP AIM

REASONS FOR FAILURE—

1. For headlamps whose centre is not more than 850mm above the ground, the horizontal cut off line does not lie between the 0.5% and 2% horizontal lines.
2. For headlamps whose centre is more than 850mm above the ground, the horizontal cut off line does not lie between 1.25% and the 2.75% horizontal lines.
3. The junction of the 15degrees cut off line and the horizontal cut off line does not lie between the 0% and the —2% vertical lines.

ITEM 33: REFLECTORS

REASONS FOR FAILURE—

1. One or both rear reflectors are missing or ineffective.
2. A rear reflector is not red in colour.
3. A rear reflector is seriously damaged.
4. Rear reflectors are not matching in size and appearance.
5. A rear reflector is not securely mounted.
6. Rear reflectors are not fitted symmetrically.
7. A side reflector is not amber in colour.

ITEM 34: BODYWORK

REASONS FOR FAILURE—

1. A primary structural component is broken, cracked, insecure, damaged or rusted to an advanced stage.
2. A secondary structural component is missing, insecure, rusted or damaged to such an extent as to leave sharp edges.
3. The vehicle body is not sitting squarely due to distortion.
4. A bonnet or boot catch is defective or the bonnet safety catch is missing or defective.
5. A bumper, bull guard or body strip is insecure.
6. Permitting the entry of engine or exhaust fumes.
7. Any unsafe repair or modification.

ITEM 35: TYRE CONDITION

REASONS FOR FAILURE—

1. Evidence is present of recutting of tread pattern where tyre is not suitable for recutting.
2. A tyre is incorrectly seated on wheel rim.
3. A cut in tyre is longer than 25mm or 10% of section width (whichever is the shorter) and reaches the ply or cords.
4. The ply or cord structure is ruptured or exposed, tread is lifting, a lump or bulge has been caused by separation of rubber from cords or weakness in cord structure, or tread distorted or damaged.
5. Obvious damage or distortion of a valve stem is present.
6. A valve stem is chafing against valve hole.
7. The sidewall of a tyre has been repaired with the use of a plug.

ITEM 36: TYRE SPECIFICATION

REASONS FOR FAILURE—

1. Tyres fitted to the same axle are not of the same size, aspect ratio or type.
2. Radial ply tyres are fitted to the front wheels but not to the rear wheels.
3. Speed rating of tyres cannot be determined on inspection or is insufficient for maximum legal speed limit.
4. A space saving tyre is fitted on an axle.
5. Tyre protrudes beyond bodywork.
6. Tyre is not fit for purpose.
7. Any tyre fitted in the incorrect direction (directional tyres) or wrong side out (asymmetrical tyres).

ITEM 37: TYRE TREAD

REASON FOR FAILURE—

The depth of tread is less than 1.6 mm in the central three-quarters of the tread pattern.

ITEM 38: WHEELS

REASONS FOR FAILURE—

1. Cracks or defective welds are present in a wheel.
2. A wheel is more than 13mm (1/2") askew or buckled.
3. A wheel is incorrectly fitted.
4. A wheel is damaged such that tyre damage or seal damage can occur.
5. Different size wheels are fitted on the same axle.
6. Any spoke or other wheel component is in such a condition that there is a danger of failure.
7. Any stud hole is elongated or damaged.
8. Any studs or nuts are damaged or threads stripped or crossed.
9. Any stud or nut is missing or loose.
10. Any stud or nut is in such a condition that there is an obvious danger that the wheel will come loose.
11. Any wheelnut is wrongly fitted.
12. An incorrect wheelnut is fitted.

ITEM 39: BRAKE FLUID

REASONS FOR FAILURE—

1. The reservoir is less than half-full or is below manufacturer's "minimum" level.
2. The reservoir cap is leaking or cap missing.
3. The fluid is dirty or contaminated.

ITEM 40: CHASSIS, UNDERBODY, SUB-FRAME AND FLITCH PLATES

REASONS FOR FAILURE—

1. A weld is breaking away.
2. The chassis or underbody is cracked, insecure or pronounced misalignment is present.

3. Loose rivets or bolts or chassis members are bent.
4. The chassis or underbody is considerably weakened by holes.
5. Advanced corrosion or other equivalent damage is present.
6. Repairs or modifications are not in line with manufacturer's recommendations.

ITEM 41: STEERING LINKAGE

REASONS FOR FAILURE—

1. In the case of rack and pinion steering—
 - (a) a linkage is damaged or insecure;
 - (b) splines are worn or damaged;
 - (c) bushes or bearings are excessively worn;
 - (d) excessive end float is present in pinion;
 - (e) obvious stiffness in linkage; or
 - (f) steering rack gaiter is insecure, split or missing.
2. In the case of steering box—
 - (a) obvious stiffness or bearings are damaged or worn;
 - (b) damaged, insecure or excessive end float is present in a steering box shaft; or
 - (c) axial or radial play is present in the linkage; splines are worn or a shaft is twisted.
3. In the case of other components—
 - (a) a drop arm or drag link is damaged or insecure;
 - (b) a drag link or the track rod ends are obviously worn or insecure;
 - (c) idler assembly mounting is loose; axial or radial play is present in the assembly;
 - (d) track rod or steering arm is deformed, loose or cracked;
 - (e) 3mm (1/8") or more play is evident on 14" diameter wheel in respect of king pin, bushes or bearings, at wheel rim or another diameter wheel rim displays pro rata play;
 - (f) excessive lift exists between stub axle and axle beam;
 - (g) stub axle is damaged or bent;
 - (h) a retaining or locking device (split pin, nut, rivet, weld, etc.) is missing, insecure, worn or broken;
 - (i) steering housing is damaged or worn;

- (j) a mounting bolt for steering housing is missing or loose;
 - (k) any steering component has been repaired by welding;
 - (l) cracks or corrosion are present around attachment points for steering box, rack or idler box;
 - (m) power assistance is not available consistently over full lock to lock range;
 - (n) power assistance is not operating where power steering is a standard fitment by the manufacturer on all vehicles of the type (make and model) of vehicle being tested;
 - (o) power steering fluid level is below minimum level;
 - (p) a power steering fluid pipe is fouling other components;
 - (q) leaks are present in power steering system;
 - (r) power steering pump is worn, noisy, leaking or has a defective drive;
 - (s) continuous oil leak is present from steering box, rack or steering damper; or
 - (t) steering is over or under locking or is causing any other component on the motor vehicle to malfunction.
4. Dust covers missing or severely deteriorated.
 5. Any unsafe repair or modification to any steering component.

ITEM 42: WHEEL BEARINGS

REASONS FOR FAILURE—

1. Obvious too much play in wheel bearings or hub.
2. Bearings are too tight.
3. Bearings or hub are worn or damaged.

ITEM 43: FRONT SPRINGS

REASONS FOR FAILURE—

1. Spring (coil/leaf), torsion bar—
 - (a) are worn or exhausted;
 - (b) any spring leaf is broken, missing or repaired by welding;
 - (c) fitted incorrectly;
 - (d) a spring clamp is missing;
 - (e) a U-bolt is loose or missing;
 - (f) a coil spring or torsion bar broken;
 - (g) any unsafe repair or modification.
2. Spring mounting or torsion bar mounting—

- (a) is loose; or
 - (b) is cracked or damaged.
3. Spring eye- bolts or shackle pins—
 - (a) a locking device is missing or not securely fitted;
 - (b) spring eye-bolts or shackle pins are worn, incorrectly positioned, are of an incorrect type or are missing; or
 - (c) a spring eye-bolt or shackle pin is loose in its bush.
 4. Spring or shackle bushes—
 - (a) are worn, missing, perished or cracked;
 - (b) a spring centre bolt is missing, damaged or broken; or
 - (c) a bump stop is missing or ineffective.
 5. Air, hydrolastic, hydragas suspension—
 - (a) leaks are present in system;
 - (b) a linkage to levelling valve defective;
 - (c) a valve is not secure or defective;
 - (d) suspension bellows is giving inadequate movement with risk of wheel fouling;
 - (e) air bellows damaged or deteriorated to such an extent that it is likely to fail;
 - (f) a pipe is damaged to the extent that it is likely to fail; or
 - (g) the vehicle is sitting on bump stops.
 6. Bonded suspension units—
 - (a) failure of rubber or metal attachment has occurred; or
 - (b) deterioration of suspension medium has occurred.

ITEM 44: FRONT SUSPENSION

REASONS FOR FAILURE—

1. Axle beam is obviously out of line.
2. In respect of wishbones, swinging arm, track control arm, suspension strut—
 - (a) a mounting loose or worn; or
 - (b) a component or mounting is cracked, damaged or deformed.
3. In respect of anti-roll bar, torque arm or rod, radius rod or link—
 - (a) a component is missing or broken;

- (b) a mounting is loose; or
- (c) a component is cracked, damaged or deformed.
- 4. In respect of bushes, ball joints, and sliding bushes or swivel joints—
 - (a) excessive wear is present; or
 - (b) a component is insecure.
- 5. Suspension mounting area is deformed or corroded to such an extent that the security or alignment of the suspension component is affected.
- 6. Retaining or locking devices missing, insecure, worn or broken.
- 7. Dust covers missing or severely deteriorated.
- 8. Geometry obviously incorrect.
- 9. Any unsafe repair or modification to the suspension system.

ITEM 45: BRAKE LINES/HOSES

REASONS FOR FAILURE—

- 1. Are perished, kinked, damaged or rusted to the extent that the pipe is pitted.
- 2. Are unsatisfactorily mounted with the possibility of failing.
- 3. Leaks are present.
- 4. A line or hose is fouling moving parts.
- 5. A line or hose is bulging under pressure.
- 6. Inadequate repairs have been carried out to lines or hoses or unsuitable fittings are present.

ITEM 46: SHOCK ABSORBER CONDITION

REASONS FOR FAILURE—

- 1. Obvious leak is evident in a shock absorber.
- 2. A mounting bracket or bush is missing, loose or damaged.
- 3. A shock absorber is missing or damaged.

ITEM 47: ELECTRICAL SYSTEM

REASONS FOR FAILURE—

- 1. Ignition switch is missing.
- 2. Ignition cannot be switched off.
- 3. Ignition key cannot be removed.
- 4. Wiring is liable to interfere with the driver's control of the vehicle.

5. Risk of fire is present, including risk associated with-
 - (a) dislocated or insecure electrical wiring;
 - (b) damaged electrical wiring;
 - (c) after-market items with the exceptions of taxi roof-signs, anti-theft systems and light failure indicators not being wired through ignition switch or a fuse;
 - (d) use of unsuitable wiring, e.g. household wiring or bell wiring; or
 - (e) use of unsuitable electrical connections.
6. Battery mounting is unsatisfactory.
7. Risk of short-circuiting is present with battery.
8. Leakages from battery are evident.

ITEM 48: FUEL SYSTEM

REASONS FOR FAILURE-

1. Fuel tank, fuel filter systems and fuel lines-
 - (a) a component is incorrectly or loosely mounted or damaged;
 - (b) advanced rust is present in fuel tank;
 - (c) leaks in system are evident;
 - (d) unsuitable fuel tank has been fitted;
 - (e) LPG/CNG tank has been fitted inside vehicle without being in a sub-compartment or without having valves piped to the outside;
 - (f) LPG/CNG venting or ducting pipes are damaged or blocked;
 - (g) sub-compartment is obviously not gas-tight where valves are not piped to the outside;
 - (h) fuel tank is fitted to roof of vehicle;
 - (i) a manual or solenoid valve is not operating;
 - (j) possibility exists of fuel lines being crushed, chafed, and ruptured or subject to excessive vibration; or
 - (k) fuel cap or fuel cap seal is damaged or missing.
2. Throttle control-
 - (a) is sticking, binding or excessively worn;
 - (b) a link pin, retaining device or safety device is missing;
 - (c) mounting bracket or panel is cracked or fractured;
 - (d) excess fuel device gives off excessive smoke if operated from within

- the passenger compartment after the engine has been started;
- (e) engine stop control (on diesel vehicles) is not working or is missing;
or
 - (f) air filter assembly is insecure, missing or incomplete.

ITEM 49: BRAKE WHEEL UNITS

REASONS FOR FAILURE—

1. A hydraulic brake unit is not securely mounted.
2. A hydraulic brake unit is leaking.
3. A hydraulic brake unit is sluggish in operation or is seized.

ITEM 50: MECHANICAL BRAKE COMPONENTS

REASONS FOR FAILURE—

1. A brake rod, lever, cable, linkage or pivot is missing, damaged, cracked, corroded, seized, obstructed or worn.
2. A brake rod, lever, cable, linkage or pivot is incorrectly fitted.
3. A bracket, mounting bolt, split pin or other retaining device is missing, loose or worn.
4. Brake linings are contaminated.
5. Brake linings are incorrectly adjusted.
6. Brake shoes or pads are in need of replacement.
7. A brake drum, disc, backplate or dirtshield is missing, contaminated, damaged, askew, or insecure.
8. In relation to actuating levers—
 - (a) a lever is damaged, insecure or is in need of adjustment;
 - (b) a lever is operating over centre;
 - (c) danger is present of brakes locking; or
 - (d) free movement of brake rod, levers or cables etc. is restricted.
9. Any unsafe repair or modification.

ITEM 51: BRAKE MASTER CYLINDER/SERVO/VALVES/ CONNECTIONS

REASONS FOR FAILURE—

1. Brake master cylinder or reservoirs are not securely mounted or mounting panel is cracked.
2. Brake master cylinder or reservoirs leaking or defective.

3. Servo is insecure or defective.
4. Servo is damaged, badly corroded or leaking.
5. A valve is missing, insecurely mounted, leaking or defective.
6. The load sensing or brake proportioning valves are missing, bypassed, damaged, leaking, inoperative, incorrectly adjusted or a linkage is sticking.
7. Any unsafe repair or modification to brake master cylinder, servo, valves or connections.

ITEM 52: EXHAUST SYSTEM AND NOISE

REASONS FOR FAILURE—

1. Exhaust pipe is badly mounted or is liable to fall off.
2. Silencer—
 - (a) is missing or is not functioning;
 - (b) is badly mounted or likely to fall off; or
 - (c) has serious leaks.
3. Vehicle exhaust noise has reached or exceeded a specified level of 99db.
4. A risk of fire is present because of leaks or broken components in exhaust assembly.
5. Fumes entering passenger compartment.
6. Any unsafe repair or modification.

ITEM 53: REAR SUSPENSION

REASONS FOR FAILURE—

1. Axle beam, trailing arm, wishbones, swinging arm, track control arm, suspension strut—
 - (a) a component is obviously askew;
 - (b) a mounting bush, bearing or bearing carrier, shaft, ball joint is loose, worn or insecure; or
 - (c) a component is cracked or damaged.
2. Anti-roll bar or link, transverse rod, radius rod or link—
 - (a) a mounting is loose;
 - (b) a component is cracked or deformed; or
 - (c) a component is missing or broken.
3. Bushes, ball-joints, sliding bushes or swivel joints-

- (a) a component is showing excessive wear; or
 - (b) a component is insecure.
4. A mounting area is damaged or corroded to such an extent that the security or alignment of the suspension component is affected.
 5. A retaining or locking device is absent, insecure, worn or broken.
 6. Dust covers missing or severely deteriorated.
 7. Geometry obviously incorrect.
 8. Any unsafe repair or modification to the suspension system.

ITEM 54: REAR SPRINGS

REASONS FOR FAILURE—

1. Spring (coil/leaf), torsion bar—
 - (a) is worn or exhausted;
 - (b) a spring leaf is broken, missing or repaired by welding;
 - (c) a component is fitted incorrectly;
 - (d) a spring clamp is missing;
 - (e) a U-bolt is loose or missing;
 - (f) a coil spring or torsion bar is broken;
 - (g) a spring mounting or torsion bar mounting is loose;
 - (h) a spring mounting or torsion bar mounting is damaged;
 - (i) any unsafe repair or modification.
2. Spring eye-bolts or shackle pins—
 - (a) a locking device is missing or insecurely fitted;
 - (b) a component is worn, incorrectly positioned, missing or is of an incorrect type;
 - (c) a bolt or shackle pin is obviously loose in its bush;
 - (d) a spring, shackle bush or slipper pad is worn, missing or perished;
 - (e) a spring centre bolt missing or damaged; or
 - (f) a bump stop is missing, damaged or ineffective.
3. Air, hydrolastic, hydragas suspension—
 - (a) a leak is present in a component;
 - (b) a linkage to levelling valve is defective;
 - (c) a valve is insecure or defective;
 - (d) a suspension bellows is giving inadequate movement with risk of wheel fouling;
 - (e) air bellows damaged or deteriorated to such an extent that it is likely

- to fail;
 - (f) a pipe is damaged to the extent that it is likely to fail; or
 - (g) the vehicle sitting on bump stops.
4. Bonded suspension units-
- (a) failure of rubber or metal attachment has occurred; or
 - (b) deterioration of suspension medium has occurred.

ITEM 55: TRANSMISSION AND DRIVE TRAIN

REASONS FOR FAILURE—

1. Clutch pedal anti-slip provision is missing, loose, or worn to the extent that it is no longer effective.
2. A driveline component is liable to lock up or break away.
3. A propeller shaft or half shaft bearing, bearing housing or housing mounting is askew, damaged or worn.
4. Propeller shaft or half shaft couplings—
 - (a) a component is worn;
 - (b) a bolt, nut or stud is loose or missing;
 - (c) a lock tab is missing;
 - (d) a coupling is worn or its grease boots are missing or torn;
 - (e) lubrication oil continually dropping; or
 - (f) an engine or gearbox mounting is insecure, deteriorated or broken.
5. Dust cover missing or severely deteriorated.
6. Any unsafe repair or modification to the engine or drive train.

ITEM 56: REVERSE LAMP

REASONS FOR FAILURE—

1. Not working or faulty.
2. Missing or not clearly visible.
3. Lens broken or missing.
4. Insecurely mounted.
5. Not white in colour.
6. Reversing lamp remains illuminated after reversing gear has been disengaged.

ITEM 57: MALFUNCTION INDICATORS

REASONS FOR FAILURE-

1. Malfunction indicator for supplemental restraint system (SRS) airbags, electronic stability control (ESC), antilock brake system (ABS), electronic braking system (EBS), parking brake, tyre pressure monitoring systems (TPMS), electronic power steering (EPS), or brake fluid warning lamp.
2. Any obvious modification affecting correct operation.

ITEM 60: REGISTRATION PLATE LAMPS

REASONS FOR FAILURE-

1. Lamp is not fitted, not securely attached or is not working or is faulty.
2. Lamp is not white in colour.
3. Lamp lens is missing or broken.
4. Showing direct (not reflected) white light to rear.

ITEM 61: MODIFIED MOTOR VEHICLES

REASONS FOR FAILURE-

1. Bull bar or guards have been fixed on the vehicle.
2. Original designs and approval not presented.
3. In case of motor vehicles which require authorisation from manufacturer, no evidence of authorisation is presented.
4. Modifications not in accordance with established standards.
5. Not in the form (template) acceptable by tester.
6. Does not correspond with modifications identified by tester.
7. Not acceptable for example expired.

PART II- ITEMS TO BE TESTED AND REASONS FOR ADVISORY

ITEM 1: AUXILIARY LAMP CONDITION AND POSITION

REASONS FOR FAILURE—

1. A front fog lamp is incorrectly positioned.
2. A front fog lamp is insecurely mounted.
3. A front fog lamp switch is defective or does not operate independently of side light.
4. A front fog lamp is not showing white or yellow light.
5. An auxiliary lamp is incorrectly positioned.
6. An auxiliary lamp is insecurely mounted.
7. An auxiliary lamp switch is defective or does not operate independently of side light.
8. An auxiliary lamp is not showing white or yellow light.
9. An auxiliary lamp is set in main beam position and does not extinguish when dipped beams are brought into operation.

ITEM 2: AUXILIARY LAMP AIM

REASONS FOR FAILURE—

1. The upper edge of a fog lamp beam is above the 2% horizontal line.
2. The hotspot centre of an auxiliary lamp does not lie below the 0% horizontal line.
3. The centre of the hotspot does not lie between the 0% and the —2% vertical lines.

ITEM 3: SPARE WHEEL AND CARRIER (EXTERNAL CARRIER ONLY)

REASONS FOR FAILURE—

1. Spare wheel carrier (where fitted) is cracked or insecurely mounted.
2. Spare wheel (where present) is insecurely held in its place.

ITEM 4: REAR FOG LAMP

REASONS FOR FAILURE—

1. Lamp or switch not working or faulty.
2. Missing or not clearly visible.
3. Not red in colour.
4. Lens broken or missing.
5. Insecurely mounted.
6. Fog lamp indicator not working correctly.

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