

Kenya Standard

Code of practice for inspection of road vehicles

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P R E F A C E

This Kenya Standard has been prepared by the Motor Vehicle Components and Accessories Technical Committee under the guidance of the Mechanical Industry Standards Committee and it is in accordance with the procedures of Kenya Bureau of Standards.

This standard was found necessary to regulate the quality and condition of road vehicles for safety, environmental and economic reasons.

During the preparation of this standard reference was made to the following documents:

KS ISO 6518-1	Road vehicles — Ignition systems Part 1. Vocabulary.
KS ISO 6518-2	Road vehicles — Ignition systems Part 2. Electrical performances and function test methods.
KS ISO 3780	Road vehicles — World Manufacturer Identifier (WMI) code.
ISO 6597	Road vehicles — Hydraulic braking systems — Measurement of braking performance.
KS ISO-3833	Road vehicles — Types, terms and definitions.
KS 06-76	Specification for new pneumatic tyres — Passenger cars.
KS 06-205	Specification for retreaded car and commercial vehicles tyres.
KS 06-847	Designation for road vehicles — Types, terms and definitions.
KS 06-849	Specification for apparatus for measurement of the opacity of exhaust gas from diesel engines road vehicles.
KS 06-848	Specification for wheel rims — Nomenclature, designation and units of measurements.
KS 06-664	Specification for seat belt assemblies for motor vehicles.
KS ISO 3779	Road vehicles — Vehicle identification number (VIN) — Content and structure.
The MOTC — Vehicle Inspection Manual (June/July 1999 Edition).	

The MOT Inspection Manual — United Kingdom.

The assistance received from the above documents is acknowledged with thanks.

KENYA STANDARD

CODE OF PRACTICE FOR INSPECTION OF ROAD VEHICLES

1. SCOPE

1.1 This code of practice specifies general, safety and environmental requirements for Road Vehicles and also includes inspection schedule for Road Vehicles.

1.2 Application

1.2.1 This Kenya Standard applies to all categories of Road Vehicles as specified in KS ISO 3833 Road vehicles — Types, terms and definitions and KS 06-847: 1987 Designation for Road vehicles — Types, terms and definitions.

1.2.2 The standard also applies to inspection of motor vehicles as per the Traffic Act, Cap. 403 of the Laws of Kenya.

2. GENERAL REQUIREMENTS

2.1 All road vehicles shall be subjected to inspection carried out by an authorized government body before importation.

2.2 All road vehicles shall be subjected to inspection by the Kenya Government Vehicle Inspection Centre or any other authorized and accredited vehicle inspection agent before registration.

2.3 Imported road vehicles shall be accompanied by a certificate of road worthiness from the exporting country.

2.3.1 Road vehicles shall be inspected in inspection centres approved by relevant authority.

2.3.2 Equipment used in inspection centres shall be certified by an authorized authority.

2.3.3 **Personnel** — Vehicle inspection personnel shall be authorized inspectors with the following minimum qualifications:

- (a) Higher Diploma in motor vehicle Engineering or its equivalent

- (b) Qualification in an inspection course
- (c) Experience of not less than 5 years in the motor Industry
- (d) Valid Driving Licence.

2.4 Left hand drive vehicles shall not be accepted for registration, unless they are for special purposes.

2.5 **Age Limit** — All road vehicles which are more than eight years old from the date of manufacture shall not be allowed for importation.

3. SAFETY REQUIREMENTS

Road vehicles shall be inspected for safety requirements in accordance with the authorized inspection manual. The following defects shall be checked:

3.1 **Steering Control** — Defects to be examined for steering control shall be the steering wheel and the steering column.

3.1.1 **Steering wheel** shall be examined for:

- (a) Excessive 'free' play of the steering wheel. Specify how many millimetres it should move on either side from the centre
- (b) Steering wheel (hub, rim, spokes) fractured
- (c) Steering wheel (hub, rim, spokes) insecure
- (d) Steering wheel loose to column shaft
- (e) Steering wheel retaining device missing.

3.1.2 **Steering column** shall be examined for:

- (a) Excessive lift or side movement of steering column
- (b) Steering column coupling excessively deteriorated/worn/insecure.

3.1.3 **Track rods and tie rods** shall be examined for:

- (a) Excessive wear in track rod ends
- (b) Excessive wear in tied rod ends
- (c) Burst rubber grease retainers.

3.1.4 **Wheel hubs/stub axles** shall be examined for:

- (a) Excessive play in wheel bearings
- (b) Excessive play in king pins/king bushes.

3.2 **Condition of Tyres** — Defects to be checked for condition of tyres shall be the following:

- (a) Tyre walls in contact
- (b) Tyre bulging
- (c) Tyre has a break in fabric or cut which is more than 25 mm long or 10 per cent of tread width (whichever is greater)

- (d) Tyre incorrectly inflated
- (e) Tyre tread worn beyond legal limit
- (f) Tyre fouling
- (g) Recut tyre fitted.

3.3 Electrical Wiring and Equipment and Lighting System — Defects to be examined for electrical wiring, equipment and lighting system shall be the battery condition, switchgear and wiring, warning lights, headlamps, rear lamps, direction indicators and hazard warning lamps and rear markings and reflectors.

(a) *Battery condition:*

- (i) Battery insecure
- (ii) Battery leaking
- (iii) Battery box not vented
- (iv) Battery cell closures insecure/missing
- (v) Check for loose battery terminals and sulphation on the terminals
- (vi) Check for proper insulation of the terminals and keep away any metallic substances that may cause accidental starting.

(b) *Switchgear and wiring:*

- (i) Wiring insecure/inadequately insulated/insulation is or will become ineffective due to chafing or heat
- (ii) Lighting switch insecure/malfunctioning
- (iii) Switch not marked.

(c) *Warning lights*

Warning lights not marked.

(d) *Headlamps*

- (i) Obligatory headlamps inoperative/missing/obscured/dim/flickers when tapped by hand
- (ii) Obligatory headlamps insecure or lens broken or missing
- (iii) Obligatory headlamps cannot be switched on or off together
- (iv) Aim of the headlamps too high or too far to the right
- (v) Aim of the headlamps too low or too far to the left
- (vi) Not more than two spot lights should be fitted, whose wattage and intensity should be of the same level as the headlights
- (vii) Spot lights switch should be independent of the headlights switch.

(e) *Rear lamps*

- (i) Obligatory rear lamps insecure
- (ii) Obligatory rear lamps inoperative/missing/dim/obscured/affected by the operation of another lamp/lens broken or missing
- (iii) Obligatory rear lamp has intermittent operation, flickers when tapped or does not face the rear, lens broken or missing
- (iv) No rear lamps shall be fitted at a distance of more than 150 mm from the extreme ends of the body.

(f) *Direction indicators*

- (i) Direction indicator insecure. Detachment imminent
- (ii) Direction indicator missing/inoperative/not functioning correctly/damaged/obscured/lens broken or missing. Check if indicator cannot be used to clearly show the driver's intention.
- (iii) Indicator warning lamp inoperative/not fitted.

(g) *Hazard warning lamps*

- (i) Hazard warning lamp inoperative/not functioning correctly
- (ii) Side repeater indicator inoperative/not functioning correctly.

(h) *Rear markings*

- (i) Insecure partially or correctly missing, incorrectly located or not clearly visible from the rear/detachment
- (ii) Incorrect rear markings fitted.

(j) *Obligatory reflectors*

- (i) Obligatory reflectors missing/deteriorated/incorrectly fitted/obscured/insecure/detachment imminent
- (ii) HGV side reflector missing, deteriorated or of incorrect colour
- (iii) HGV side reflector not correctly fitted or not plainly visible from the side.

3.4 Braking Systems and Components — Defects to be checked for the braking systems and components shall be on the mechanical components, ABS components, air compressor drive, air/vacuum reservoir, brake valves, brake pipes and hoses, servos, brake actuators, hydraulic systems, hydraulic brake cylinder, actuator/brake cylinder travel and brake travel indicators.

(a) *Mechanical components*

- (i) Any brake component excessively worn/corroded/fractured/reduced in diameter/number of strands reduced
- (ii) Any retaining/locking device missing/insecure
- (iii) Brake backplate/disc loose
- (iv) Abnormal movement of levers indicating maladjustment
- (v) Automatic brake slack adjuster component missing/disconnected/insecure or inoperative

- (vi) Brake disc fractured/excessively worn/insert insecure
 - (vii) Brake drum fractured/excessively worn
 - (viii) Brakelining/pad missing/excessively worn/insecure
 - (ix) Severely contaminated pad/lining.
- (b) *ABS components*
- Any component forming part of an anti-lock braking system missing/damaged/disconnected.
- (c) *Air compressor drive*
- Drive belt(s) missing/badly deteriorated/loose.
- (d) *Air/vacuum reservoir*
- Brake air/vacuum reservoir damaged/excessively corroded/insecure.
- (e) *Brake valves*
- (i) Brake valve inoperative
 - (ii) Brake valve insecure
 - (iii) Brake valve damaged/fractured/excessively corroded
 - (iv) Brake valve leaking
 - (v) Load sensing valve missing/seized/by passed, linkage defective/disconnected or out of adjustment
 - (vi) Excessive oil/contaminant discharge from brake valves.
- (f) *Brake pipes and hoses*
- (i) Brake pipe excessively chafed/damaged
 - (ii) Brake pipe corroded
 - (iii) Brake pipe inadequately clipped/supported/repared
 - (iv) Brazed or welded steel brake pipes should be inspected
 - (v) Brake pipe fouling
 - (vi) Brake hose chafed/deteriorated/stretched/bulging/kinked/twisted/fouling/exposed to excessive heat
 - (vii) Brake pipe/hose/coupling/connection leaking.
- (g) *Servos*
- (i) Brake servo insecure
 - (ii) Brake servo damaged/incorrectly fitted/fractured/excessively corroded
 - (iii) Excessive travel of brake servo

- (iv) Servo losing vacuum

(h) *Brake actuators*

- (i) Air/vacuum actuator insecure/damaged/fractured/excessively corroded/incorrectly fitted
- (ii) Loss of air/vacuum.

(j) *Hydraulic systems*

- (i) Brake master cylinder/reservoir/wheel cylinder/calliper insecure
- (ii) Brake master cylinder/wheel cylinder/calliper damaged/incorrectly fitted/fractured
- (iii) Brake fluid leaking from ... (specify source)
- (iv) Absence of or low fluid level in hydraulic brake fluid reservoir.

(k) *Hydraulic brake cylinder*

- (i) A hydraulic cylinder mounting insecure/cracked/fractured/damaged or a stop pin or locking device missing or insecure
- (ii) A hydraulic cylinder leaking.

(l) *Actuator/brake cylinder travel*

Excess or restricted travel of brake actuator or cylinder.

(m) *Brake travel indicators*

- (i) Brake piston/diaphragm travel indicator missing/inoperative
- (ii) Brake adjustment indicator shows that brake adjustment is necessary
- (iii) Actuator or brake cylinder travel to be specified before it is classified as excessive.

(n) *Parking brake*

- (i) Mechanical: Excess travel; Ratchet not holding lever; cables stretched or frayed; operating levers at drum damaged or seized; brake not holding vehicle stationary on slope of 2 per cent gradient.
- (ii) Air operated: Lever inoperative or not locking; air leaking; brake not holding vehicle on slope of 2 per cent gradient.

3.5 Suspension — Defects to be checked for suspension shall be the suspension location, suspension units and location, leaf suspension, coil suspension, torsion bar suspension, bonded suspension, air or fluid suspension, anti-roll bars and shock absorbers.

(a) *Suspension location*

- (i) A suspension retaining rubber missing/deteriorated
- (ii) A suspension anchor/shackle pin insecure in its bracket
- (iii) A suspension anchor/shackle pin locking device missing/ineffective/insecurely fitted

- (iv) A suspension slipper bracket excessively worn/fractured/not securely fixed or rebound pin missing
- (v) Radius arm or linkage bracket insecure or otherwise defective
- (vi) Radius arm or linkage bracket fractured/displaced/distorted.
- (b) *Suspension units and location*
 - (i) A suspension unit weak/insecure or otherwise defective
 - (ii) A suspension unit incorrectly fitted
 - (iii) A suspension component displaced/insecure or otherwise defective.
- (c) *Leaf suspension*
 - (i) Spring leaf weak – Spring 'U' bolts loose, broken or missing
– Coil spring fractured or weak
 - (ii) Spring leaf fractured/defective
 - (iii) Spring clips loose/missing/broken
 - (iv) Spring centre bolt broken/missing.
- (d) *Coil suspension*
Coil spring fractured.
- (e) *Torsion bar suspension*
 - (i) Torsion bar fractured/distorted
 - (ii) Torsion bar arms secured to chassis fractured/distorted.
- (f) *Bonded suspension*
Bonded suspension unit failed/deteriorate — Torsion bar brushes worn.
- (g) *Air or fluid suspension*
 - (i) Suspension unit leaking or deflated
 - (ii) Air/fluid suspension or fluid accumulator fouling or otherwise defective
 - (iii) Levelling valve inoperative/excessively worn/damaged/missing
 - (iv) Check strap defective.
- (h) *Anti-roll bars*
An anti-roll bar, pivot, linkage or mounting missing/insecure/fractured/malfunctioning.
- (j) *Shock absorbers*
 - (i) Shock absorber, pivot, linkage or mounting missing/insecure/fractured/malfunctioning
 - (ii) Shock absorber leaking.

3.6 Windscreen Glass — The defects to be checked for windscreen glass shall be the following:

- (a) There shall be no crack longer than 2 cm or 'Star' damage greater in diameter than 1.5 cm in the area of the windscreen immediately in the Driver's line of vision.
- (b) There shall be no crack in the Windscreen longer than 15 cm in any position.
- (c) There shall be no 'fogging' of the Windscreen between the laminates in the area of the driver's line of vision.
- (d) Windscreen wipers missing/inoperative/blades worn or travel inadequate.
- (e) Windscreen jets are incorrectly adjusted.

3.7 Seat Belts — The defects to be checked for seat belts shall be the following:

3.7.1 Any dangerous defect/damage/feature of a seat belt restraint system.

Any obligatory seat belt missing. Any obligatory or non-obligatory seat belt inoperative/defective/insecure/ anchorage or seat mounting weak.

Position of seat belt anchors in relation to the seat for driver/pass comfort.

3.8 General Items

3.8.1 Driver's Mirrors — The defects to be checked for driver's mirrors shall be the following:

- (a) If the external rear view mirror and/or glass is missing/insecure/damaged
- (b) If the interior mirror/periscope or other viewing device is missing/defective/insecure.

3.8.2 Windscreen Wipers and Washers—The defects to be checked for windscreen wipers and washers shall be the following:

- (a) If the windscreen wipers are missing/inoperative/blades worn
- (b) If the windscreen washers are not fitted/inoperative/system incomplete.

3.8.3 Windscreens — The defects to be checked for windscreens shall be the following:

- (a) The windscreen is cracked/scratched/discoloured
- (b) Windscreen not of safety glass
- (c) Driver's side window not safety glass
- (d) PSV Drivers interior door/screen not of safety glass or of a safety glazing material
- (e) PSV window not of safety glass or of a safety glazing material
- (f) PSV window glazing missing/insecure/cracked
- (g) Relevant vehicle with glass not marked with an acceptable mark.

3.8.3.1 PSV windows — The defects to be checked for PSV windows shall be as follows:

- (a) Louvres cracked/broken/insecure
- (b) PSV weather strip damaged/deteriorated
- (c) PSV window dirty

- (d) Window glasses to be made of clear glass
- (e) PSV window, lock and sliding handle missing/broken.

3.9 General Condition of the Vehicle Structure

3.9.1 *Body Security* — Defects to be checked for body security shall be the following:

Body components and fixings (e.g. twisted locks) loose/fractured/missing.

3.9.2 *Body Condition* — Defects to be checked for condition of the body shall be body panelling and guard rail, PSV flap type doors and PSV luggage compartments.

(a) *Body panelling and guard rail*

- (i) Exterior body panel damaged/missing/protruding/insecure
- (ii) Any embellishment protruding/damaged/insecure
- (iii) Guard rail insecure/damaged and on PSVs missing where required.

(b) *PSV flap type door*

- (i) Flap/Door catch defective/catch missing/insecure
- (ii) Flap/Door protruding when closed/exposing sharp (jagged) edges
- (iii) Flap/Door check device missing/ineffective.

(c) *PSV luggage compartments*

- (i) Water leakage into luggage compartment
- (ii) Luggage compartment damaged/dirty
- (iii) Luggage compartment floor damaged/deteriorated/weak
- (iv) Luggage compartment door protruding when closed/exposing sharp (jagged) edges
- (v) Luggage compartment door holding device missing/ineffective
- (vi) Luggage compartment door check device missing/ineffective.

3.9.3 *Doors* — Defects to be checked for doors shall be as follows:

- (i) Door missing
- (ii) Door jammed/cannot be opened
- (iii) Door cannot be retained in the closed position
- (iv) Door hinges/catches/pillar worn/loose/insecure/weakened
- (v) Sliding door jammed/likely to become displaced/is not retained in the open or closed position
- (vi) Door holding device missing/ineffective
- (vii) Door check device missing/ineffective
- (viii) Door stiff or fails to operate

- (ix) Door operation affects braking system
- (x) Power-operated door cannot be opened manually
- (xi) Door sensitive edge not working
- (xii) 'Door open' warning device inoperative
- (xiii) Draught exclude insecure
- (xiv) Passenger doors operation severe
- (xv) Obligatory markings or fittings missing/damaged/ineffective
- (xvi) Any normally fitted exit door handle guard missing
- (xvii) Defective or missing lock
- (xviii) Worn door hinge pins
- (xix) Missing or broken slide glass
- (xx) Corroded or cracked door mounting frame
- (xxi) Worn sliding door bearing/slide rail
- (xxii) Worn, chafed or missing door weather rubber
- (xxiii) Torn or missing door inner covers.

3.9.3.1 Cab doors — Defects to be checked for cab doors shall be as follows:

- (i) Driver's external door of a PSV jammed/obstructed/will not fasten/difficult to open
- (ii) Door hinges, catches or pillars in such a condition that the door is difficult to close or could fly open inadvertently
- (iii) Sliding door which cannot be secured in the open or closed position and/or runners or tracks so badly worn or defective that the door cannot be opened and closed without excessive effort.

3.9.4 Load Security — The following shall be checked for load security:

- (i) Body components and fixings (e.g. twisted locks) loose/fractured/missing
- (ii) Excessive displacement of the body relative to the chassis.

4. ENVIRONMENTAL REQUIREMENTS (Exhaust emissions testing)

The following environmental requirements tests shall be carried out as specified in Appendix A.

- 4.1 Visual Inspection (all vehicles)** — The exhaust shall not emit dense blue or clearly visible black smoke. In exceptional cases, especially on certain vehicles manufactured before 1960, emissions of smoke are unavoidable due to the engine design and, consequently, these vehicles will not fail the test.
- 4.2 Standard Emissions Test** — The concentration of carbon monoxide (CO) shall not exceed 0.5 per cent volume and hydrocarbons (HC) concentrations shall not exceed 0.12 per cent volume (1 200 ppm).
- 4.3 Noise Level Test** — The permitted noise levels which a vehicle produces shall not exceed 90 dB. Where a person is employed as a driver of a PSV vehicle the noise which he is exposed to shall not exceed 90 dB and shall be in conformity with other laid down government regulations in operation. The test procedure shall be as specified in Appendix B.

5. INSPECTION, TESTS AND TEST EQUIPMENT

- 5.1** An Inspection Centre shall have a minimum of the following tests and test equipment specified in Table 1.

TABLE 1. TESTS AND TEST EQUIPMENT

TESTS	MAIN TEST EQUIPMENT, ETC.
1. Confirmation of construction devices And functions	Pit or lift tape measure
2. Weight measurement	Weight meter
3. Front wheel alignment test	Side slip tester or wheel alignment tester
4. Rear-view mirror visibility test	Tape measure
5. Deceleration performance test of auxiliary brake system	Deceleration measuring device or speed measuring device, clock and proving ground
6. Brake test	Stopping distance measuring device, vehicle speed detecting device and proving ground
7. Brake fluid leakage warning device	Sound level meter, microphone, pedal application force meter and fluid quantity measuring instrument
8. Steady running noise level test	Sound level meter, microphone, recorder, vehicle speed detecting device and proving ground
9. Acceleration running noise level test	Sound level meter, microphone, recorder, engine tachometer and proving ground
10. Stationary noise level test	Sound level meter, microphone, recorder, engine tachometer and proving ground
11. Headlamp test	Illuminator, screen and dark room
12. Front fog lamp test	Illuminator, screen and dark room
13. Cornering lamp test	Illuminometer, screen, angle measuring instrument and dark room
14. Number plate lamp test	Illuminometer or luminances brightness meter, test sample plant and dark room
15. Back-up lamp test	Illuminometer, screen and dark room

TABLE 1. (continued)

TESTS	MAIN TEST EQUIPMENT, ETC.
16. Horn sound level test	Sound level meter and microphone
17. Idling, 10.15-mode and 11 mode exhaust emission tests	Chassis dynamometer, blower, driving schedule indication device, CVS, exhaust emission analyzer, recorder, vehicle speed meter, engine tachometer, reference gases, barometer, thermometer, hygrometer, anemometer, wind direction meter, coast-down time measuring device and test room
18. Diesel smoke concentration test (3-mode, no load quick acceleration)	Chassis dynamometer or engine dynamometer, blower, exhaust smoke sampling device, concentration measuring device, barometer and thermometer
19. Diesel 10.15-mode exhaust emission test	Chassis dynamometer, blower, driving schedule indication device, CVS, exhaust emission analyzer, integrator, recorder, vehicle speed meter, engine tachometer, reference gases, barometer, thermometer, hygrometer, anemometer, wind direction meter, coast-down time measuring device, dilution tunnel, exhaust gas introduction pipe, filter holder, sampling suction pump, diluted exhaust emission sampling flow meter, weighing balance, weighing room and test room
20. Diesel 6-mode exhaust emission test	Chassis dynamometer or engine dynamometer, blower, exhaust emission analyzer, recorder, intake air quantity measuring device, fuel consumption measuring device, engine tachometer, reference gases, barometer, thermometer, hygrometer and test room
21. Diesel 13-mode exhaust emission test	Engine dynamometer, exhaust emission analyzer, recorder, intake air quantity measuring device, fuel consumption measuring device, engine tachometer, reference gases, barometer, thermometer, hygrometer, exhaust gas introduction pipe, dilution tunnel, filter holder, sampling suction pump, diluted exhaust emission sampling flow meter, weighing balance, weighing room and test room
22. Heat-damage test	Chassis dynamometer, blower, temperature measuring device, recorder and test room
23. 10.15-mode fuel economy test	Chassis dynamometer, blower, driving schedule indication device, CVS, exhaust emission analyzer, recorder, vehicle speed meter, engine tachometer, reference gases, barometer, thermometer, hygrometer, anemometer, wind direction meter, coast-down time measuring device or wheel torque measuring device and test room

TABLE 1. (continued)

TESTS	MAIN TEST EQUIPMENT, ETC.
24. Confirmation of construction, devices and functions of motor vehicle which has undergone durability driving (Part 1)	Pit or lift and tape measure
25. Idling, 10.15-mode and 11-mode exhaust emission tests of motor vehicle which has undergone durability driving (Part 2)	Chassis dynamometer, blower, driving schedule indication device, CVS, exhaust emission analyzer, recorder, vehicle speed meter, engine tachometer, reference gases, barometer, thermometer, hygrometer, anemometer, wind direction meter, coast-down time measuring device or wheel torque measuring device and test room
26. Other tests/observations deemed as necessary	Devices necessary for the test concerned

5.2 The inspection schedule shall be in accordance with Table 2.

TABLE 2. INSPECTION SCHEDULE

CATEGORY	INITIAL INSPECTION	PERIODIC INSPECTION (FREQUENCY)	MODIFICATION INSPECTION	INSPECTION AT TRANSFER OF OWNERSHIP <i>NB: this is optional</i>	INSPECTION OF VEHICLES INVOLVED IN ACCIDENTS	ON-ROADS RANDOM INSPECTION
Heavy duty trucks	All	12 Months	Yes	Yes	Yes	Safety Emission
Buses	All	12 Months	Yes	Yes	Yes	Safety Emission
Light-duty vehicles including passenger cars	All	12 Months	Yes	Yes	Yes	Safety Emission
Taxis	All	12 Months	Yes	Yes	Yes	Safety Emission
Motorized tricycles	All	12 Months	Yes	Yes	Yes	Safety Emission

5.2.1 *The Types of Inspection*

5.2.1.1 Initial Inspection — This shall be an inspection which a new motor vehicle must receive when it is newly operated.

NOTE: New private passenger cars shall be subject to an initial inspection and thereafter be subjected to a periodic inspection after every twelve months (one year duration).

5.2.1.2 Periodic inspection — This shall be an inspection which a motor vehicle must receive when it is to be operated continually after the term of validity of the motor vehicle inspection certificate has expired.

5.2.1.3 Modification inspection — This shall be an inspection which a motor vehicle must receive when there are changes in the length, height, width, maximum payload and other major specifications.

5.2.1.4 Inspection of vehicles involved in traffic accidents — This shall be an inspection which a motor vehicle must receive when it is damaged by traffic accidents.

5.2.1.5 On-roads random inspection — This shall be an inspection which a motor vehicle must receive when it is picked up at random on the road.

6. **CRITERIA OF CONFORMITY**

6.1 For a vehicle to be registered for use it shall be required to have the following:

6.1.1 A certificate of road worthiness from a recognized agency of the exporting country.

6.1.2 A vehicle inspection report from an authorized Vehicle Inspection Centre.

6.2 Prohibition of Vehicle — The classification for defects shall be as per authorized manuals and shall be as follows:

6.2.1 *IM* — Immediate prohibition

6.2.2 *D* — Delayed prohibition (10 days)

6.2.3 *AD* — Advisory defects

6.3 All vehicles which fail the inspection test shall be deemed to require repair at the cost of the owner and will be denied renewal of road licence or insurance.

6.4 A certificate of road worthiness shall be issued only after a vehicle has undergone inspection and has been found to have no severe defects.

7. **MARKING**

Each road vehicle shall conform to KS ISO 3780, Road vehicles — World manufacturer identifier (WMI) code and KS ISO 3779, Road Vehicles — Vehicle identification number (VIN).

8. **PACKAGING**

Each imported vehicle shall be protected from corrosion by applying a suitable anti-corrosive agent to last for a minimum three month period while in transit at sea.

9. APPLICATION FOR INSPECTION AND VEHICLE INSPECTION TEST REPORT

9.1 The application for inspection shall be made using Form 1 shown below:

FORM 1. APPLICATION FOR INSPECTION

<i>Form 1</i>	
APPLICATION FOR INSPECTION	
The Managing Director, Kenya Bureau of Standards, P.O. Box 54974, NAIROBI.	
Date:	
Name of Applicant:	Signature:
Occupation:.....	
Organization:.....	
Address:.....	
Make and Type of Motor Vehicle	
Category of Vehicle	
VIN	
Engine No.	
Chassis No.	
Test Site Desired	
Test Date Desired	
Test Item Desired for Modification	
Name & Address of the Vehicle Inspection Centre	
Remarks	

9.2 The inspection report shall be made on Form 2 shown below:

FORM 2. VEHICLE INSPECTION REPORT

VEHICLE INSPECTION REPORT		<i>Form 2</i>
Name of Applicant:.....		
Address:.....		
Name and Address of Vehicle Inspection Centre:.....		
Place of Inspection:.....		Date of Inspection:.....
VEHICLE IDENTIFICATION		
1. Make:.....	Category:.....	
Type:.....		
2. Reg. No:.....		
3. Date of First Reg:.....	Odometer Reading:.....	km:.....
4. Year of Manufacture:.....		
5. VIN:.....		
6. Chassis No:.....	Engine No:.....	
7. Colour:.....		
8. Sitting Capacity:.....		
9. Type of Engine:	Diesel <input type="checkbox"/>	Petrol <input type="checkbox"/>
10. Report: If new vehicle	<input type="checkbox"/>	or used <input type="checkbox"/>
INSPECTION RESULTS		
General Condition of Road Vehicle:		
IM — Immediate Prohibition <input type="checkbox"/>	D — Delayed Prohibition <input type="checkbox"/>	
AD — Advisory Defects <input type="checkbox"/>		
Advisory Remarks:.....		
Name of Inspector:.....	Signature:.....	Date:.....

APPENDIX A

ENVIRONMENTAL REQUIREMENTS *(Exhaust emissions testing)*

The following tests shall be carried out for conformity with environmental requirements.

A1. TEST PROCEDURE FOR PETROL POWERED VEHICLES

- A1.1 Visual Inspection (all vehicles)** — Once the preliminary checks have been completed, the tester will raise the engine speed to around 2 500 rpm, or half the maximum engine speed if this is lower. The engine speed will be held steady for about 20 seconds then the engine will be allowed to return to its natural idle speed. Once the emissions have stabilized the tester will assess the smoke emitted from the tailpipe. If the exhaust is emitting dense blue or clearly visible black smoke then the vehicle will fail the test. In exceptional cases, especially on certain vehicles manufactured before 1960, emissions of smoke are unavoidable due to the engine design and, consequently, these vehicles will not fail the test.
- A1.2 Standard Emissions Test** — For vehicles first used on or after 1st August 1975, emissions will also be checked using an approved analyzer. After completing the visual test, the tester will use the analyzer to assess the concentration of carbon monoxide (CO) and hydrocarbons (HC) in the exhaust gases by inserting a sample probe into the exhaust tailpipe. The test is carried out with the engine at its normal idling speed and the analyzer displays the results continuously. Once a stabilized figure is achieved the tester will record the result.

The vehicle must comply with the emissions limits set out in Tables 3 and 4.

TABLE 3. EXHAUST EMISSIONS FOR PETROL POWERED CARS

LIMIT	MAXIMUM MEASURED VALUES AT NATURAL ENGINE IDLE SPEED			MAXIMUM MEASURED VALUES AT RAISED ENGINE SPEED AND WITH THE GEARBOX IN NEUTRAL				
	<i>Date of first use</i> ¹	<i>Carbon monoxide (CO)</i>	<i>Hydrocarbon (HC)</i> ³	<i>Engine idle speed (rpm)</i>	<i>Carbon monoxide (CO)</i>	<i>Hydrocarbon (HC)</i>	<i>Lambda</i> ²	<i>Engine speed (rpm)</i>
Before 1/8/75	No requirement	No requirement	No requirement	No requirement	No requirement	No requirement	No requirement	No requirement
From 1/8/75 and before 1/8/86	4.5% vol.	0.12% vol. (1 200 ppm ⁴)	No specific requirement but the engine should be at its normal idling speed	No requirement	No requirement	No requirement	No requirement	No requirement
From 1/8/86 and before 1/8/92	3.5% vol.	0.12% vol. (1 200 ppm)	No specific requirement but the engine must not be clearly above its normal idling speed	No requirement	No requirement	No requirement	No requirement	No requirement
From 1/8/92 and before 1/8/94	3.5% vol.	0.12% vol. (1 200 ppm)	No specific requirement but the engine should be at its normal idling speed	No requirement	No requirement	No requirement	No requirement	No requirement
From 1/8/95	3.5% vol.	0.12% vol. (1 200 ppm)	No specific requirement but the engine should be at its normal idling speed	No requirement	No requirement	No requirement	No requirement	No requirement
From 1/8/92	0.5% vol.	No requirement	No specific requirement but the engine should be at its normal idling speed	0.3% vol.	0.02% vol. 200 ppm	1 ± 0.03	>2 500 rpm <3 000 rpm	

NOTES: 1. Date of first use is as defined in the Traffic Act, Cap. 403 of the Laws of Kenya, (Construction and Use) Regulations.

2. Lambda is the ratio of the mass of air/mass of fuel divided by 14.7.

3. HC is normally measured during the natural idle test. However, where a vehicle meets the CO limit but exceeds the HC limit at this speed, the tester must carry out a further test at 2 500 rpm. Provided the HC limit is met at this higher speed then the vehicle meets the requirement.

4. ppm refers to 'parts per million' which is how MOT meters display the result.

TABLE 4. EXHAUST EMISSIONS FOR OTHER PETROL POWERED VEHICLES

LIMIT	MAXIMUM MEASURED VALUES AT NATURAL ENGINE IDLE SPEED			MAXIMUM MEASURED VALUES AT RAISED ENGINE SPEED AND WITH THE GEARBOX IN NEUTRAL				
	<i>Date of first use</i> ¹	<i>Carbon monoxide (CO)</i>	<i>Hydrocarbon (HC)</i> ³	<i>Engine idle speed (rpm)</i>	<i>Carbon monoxide (CO)</i>	<i>Hydrocarbon (HC)</i>	<i>Lambda</i> ²	<i>Engine speed (rpm)</i>
Before 1/8/75	No requirement	No requirement	No requirement	No requirement	No requirement	No requirement	No requirement	No requirement
From 1/8/75 and before 1/8/86	4.5% vol.	0.12% vol. (1 200 ppm ⁴)	No specific requirement but the engine should be at its normal idling speed	No requirement	No requirement	No requirement	No requirement	No requirement
From 1/8/86 and before 1/8/92	3.5% vol.	0.12% vol. (1 200 ppm)	No specific requirement but the engine must not be clearly above its normal idling speed	No requirement	No requirement	No requirement	No requirement	No requirement
From 1/8/92 and before 1/8/94	3.5% vol.	0.12% vol. (1 200 ppm)	No specific requirement but the engine should be at its normal idling speed	No requirement	No requirement	No requirement	No requirement	No requirement
From 1/8/94	3.5% vol.	0.12% vol. (1 200 ppm)	No specific requirement but the engine should be at its normal idling speed	No requirement	No requirement	No requirement	No requirement	No requirement

- NOTES:**
1. Date of first use is as defined in the Traffic Act, Cap. 403 of the Laws of Kenya, (Construction and Use) Regulations.
 2. Lambda is the ratio of the mass of air/mass of fuel divided by 14.7.
 3. HC is normally measured during the natural idle test. However, where a vehicle meets the CO limit but exceeds the HC limit at this speed, the tester must carry out a further test at 2 500 rpm. Provided the HC limit is met at this higher speed then the vehicle meets the requirement.
 4. ppm refers to 'parts per million' which is how MOT meters display the result.

A2. TEST PROCEDURE FOR DIESEL POWERED VEHICLES

A2.1 Vehicles to be Tested — This inspection shall apply to all diesel powered vehicles with four or more wheels.

A2.2 Checks on the Vehicle Before the Test — As a general precaution motorists and vehicle operators

are advised to check that the vehicle has enough engine oil, the coolant level is correctly topped-up, and there is enough fuel to carry out the test. If defects are known or suspected before the test is carried out then it is advisable to seek advice from a qualified service engineer and have the defects rectified well in advance of the test appointment.

Wherever possible vehicles should arrive at the test station with the engine at its normal operating temperature (i.e. after a drive of around 8 kilometres).

Before carrying out the test for cars and light goods vehicles the tester must confirm that the engine is at its normal operating temperature. In most cases, this will require the use of a temperature probe inserted into the dipstick tube. The tester will also check that the engine has adequate oil and fuel to complete the test before proceeding. In addition, the tester will check the condition of the camshaft drive belt (where visible) and the fuel injection pump (governor) anti-tampering seals.

For vehicles with manual transmission the test should be carried out with the gear lever in the 'neutral' position and with the clutch engaged. For vehicles with automatic transmission the gear selector should be in either the 'neutral' or 'parking' position.

A2.3 Test Procedure

A2.3.1 All private cars and light goods vehicles (< 3 500 kg)

A2.3.1.1 Visual inspection — For vehicles first used before 1st August 1979, a visual test shall be carried out. The tester will check the smoke emissions by raising the engine speed to around 2 500 rpm or half the maximum engine speed if this is lower. Once this speed has been reached and the engine stabilized for 20 seconds, the tester will then allow the engine to return to idle. After letting the engine stabilize at this speed, the tester will assess the emissions from the exhaust tailpipe. If the exhaust is emitting dense blue or clearly visible black smoke for a period of 5 seconds or more then the vehicle will fail the test. However, vehicles manufactured before 1960, will not be failed if the smoke is unavoidable due to the engine design.

A2.3.1.2 Metered smoke test — For vehicles first used on or after 1st August 1979, a metered smoke test shall be carried out. Before checking the smoke emission the tester will first ensure that the engine speed governor is functioning by increasing the engine speed to around 2 500 rpm or half the maximum engine speed if this lower. Upon reaching this speed, the tester will hold the engine speed steady for 20 seconds then the engine speed will be slowly increased to check the operation of the fuel pump governor. Where the engine speed stabilizes at its maximum speed, indicating that the governor is not working, the engine should be returned to idle speed. Where it is clear that the governor is not working, the engine should be returned to idle speed and stopped, the smoke test will not be carried out and the tester will be unable to pass the vehicle.

Provided that the preliminary checks are completed satisfactorily, the tester will next prepare the smoke meter and insert the sampling probe to the exhaust pipe.

Having re-started the engine the tester will start the smoke test. The smoke meter will indicate to the tester when to accelerate the engine and after 2 seconds have elapsed it will display a message telling the tester to release the throttle. The meter will calculate the maximum smoke emission during the acceleration and display the result. A further two accelerations will be requested by the meter.

Provided that the average of the 3 tests is on or below the appropriate limit in Table 5, and the three results are within a certain tolerance of each other, then the vehicle will have passed the test. The tester will stop the engine and remove the smoke meter probe from the tailpipe.

Where the average smoke emission at the end of the third acceleration exceeds the limit in Table 5 then the meter will request further tests until either the average of the three preceding accelerations is on or below the limit in Table 5 or a maximum of six accelerations have been completed. In either case the tester will stop the test and remove the probe from the exhaust tailpipe.

TABLE 5. ALL DIESEL POWERED VEHICLES

LIMIT	MAXIMUM SMOKE VALUE (ABSORPTION COEFFICIENT) MEASURED UNDER FREE ACCELERATION	
	<i>Turbocharged Engines</i>	<i>Naturally Aspirated Engines</i>
Passenger cars and light commercial vehicles (< 3 500 kg) and first used from 1st August 1979	Visual assessment	Visual assessment
All other vehicles	3.0 per metre	2.5 per metre

NOTE: Date of first use as defined in the Traffic Act, Cap. 403 of the Laws of Kenya.

As a final check the tester will assess visually whether the smoke emitted from the exhaust, regardless of measured smoke density, is likely to obscure the vision of other roads users. If it is likely to do so, in the tester's opinion, then the vehicle will fail the test.

APPENDIX B

TEST PROCEDURE FOR NOISE EMITTED BY ROAD VEHICLES

- B1.** The vehicle shall be driven unladen and shall approach Line AA (see Figure 1) at a steady road speed which corresponds to the engine speed of three quarters of the revolutions per minute at which (according to manufacturer) the engine develops its maximum power, under such gear ratio (excluding first gear in the case of vehicles fitted with more than three forward gears) that the road speed approaches 50 km/h as closely as possible. When the front of the vehicle reaches the position in relation to the microphone, shown as AA in Figure 1, the throttle shall be fully opened as rapidly as practicable and held there until the rear of the vehicle reaches the position BB in Figure 1, when the throttle shall be closed as rapidly as possible. This test shall be repeated with the vehicle travelling in the opposite direction.
- B1.1** Trailers, including the trailer portion or articulated vehicles, shall be ignored when considering the crossing of Line BB.
- B1.2** If the vehicle is fitted with more than two wheel drives, it shall be used in the drive which is intended for normal road use.
- B1.3** If the vehicle is specially constructed with equipment (such as concrete mixers, compressors, pumps, etc.) which is used whilst the vehicle is in normal services on the road, the equipment should also be operating during the test.
- B2.** In the case of agricultural tractors, self-propelled agricultural machines, and motor cultivators, the vehicle shall approach Line AA (see Figure 1) at a steady speed of three quarters of the maximum speed which can be achieved using the gearbox ratio which gives the highest road speed.

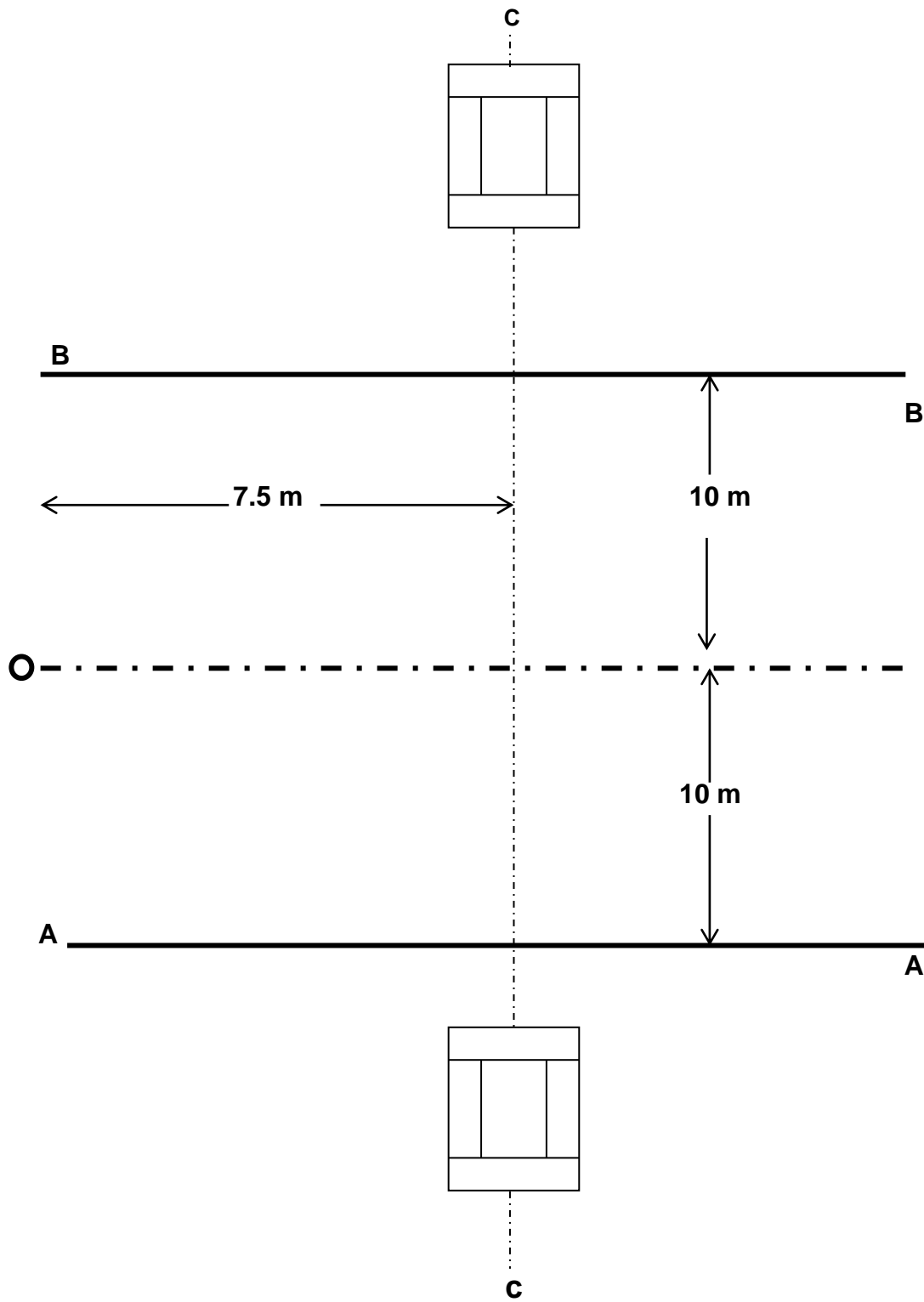


FIG. 1 — MEASURING POSITIONS FOR MEASUREMENTS WITH VARIOUS VEHICLES IN MOTION.

APPENDIX C

PRELIMINARY INSPECTION CHECK-LIST FOR ROAD WORTHINESS

OWNER'S NAME: ADDRESS:..... TEL:.....
 MAKE OF VEHICLE:..... MODEL:.....
 ENGINE CAPACITY:..... MILEAGE:.....
 MANUFACTURE DATE:..... REGISTRATION DATE:.....
 ENGINE No:..... CHASSIS No:..... REG: No:.....
 TYPE OF BODY:..... SEATING/CARRYING CAPACITY:.....
 EXPIRY DATE OF CURRENT ROAD LICENCE:.....
 INSURANCE No:..... EXPIRY DATE:.....

STAGE 1. BODY WORK (EXTERNAL AND INTERNAL)

ITEMS	AD ADVISORY DEFECTS	D DELAYED PROHIBITION	IM IMMEDIATE PROHIBITION
Overall appearance			
Condition of paint			
Doors			
Windows			
Sunroof			
External mirrors			
Glasses			
Wipers and washers			
Seats			
Trim			

STAGE 1. BODY WORK (EXTERNAL AND INTERNAL) (continued)

ITEMS	AD ADVISORY DEFECTS	D DELAYED PROHIBITION	IM IMMEDIATE PROHIBITION
Safety belts			
Steering wheel			
Brake pedal			
Clutch pedal			
Parking brake lever			
Headlights			
Parking lights			
Direction indicators			
Reversing light			
Courtesy light			
Rear number plate light			
Stop lights			
Front bumper			
Rear bumper			
Roof rack			
Antenna			

STAGE 2. CONDITION OF ENGINE COMPONENTS (STATIC), ENGINE COMPARTMENT AND BOOT

ITEMS	AD ADVISORY DEFECTS	D DELAYED PROHIBITION	IM IMMEDIATE PROHIBITION
Bonnet			
Engine			
Battery			
Battery carrier			
Wiring harness			
Starter motor			
Alternator/Generator			
Radiator			
Radiator hoses			
Water pump			
Caburettor			
High tension cables			
A/C Condenser			
Power steering			
Brakes master cylinder			
Clutch master cylinder			
Brake steel pipes			

**STAGE 2. CONDITION OF ENGINE COMPONENTS (STATIC), ENGINE
COMPARTMENT AND BOOT (continued)**

ITEMS	AD ADVISORY DEFECTS	D DELAYED PROHIBITION	IM IMMEDIATE PROHIBITION
Fuel pipes			
Flexible brake pipes			
Windscreen washer bottle			
Boot lid			
Jack and handle			
Wheel wrench			
Tool-kit			
Life saver			

STAGE 3. ENGINE FUNCTIONING (RUNING STATE)

ITEMS	P	R	REMARKS
Radiator water			
Engine oil			
Starting of engine			
Idle speed noises			
High speed noises			
Oil leaks			
Water leaks			
Cooling system function			
Engine oil pressure			
Charging system			
A/C operation			
Power steering operation			
Fuel pump			
Vacuum pump			
Engine stopper (diesel)			
Exhaust emission			

STAGE 4. (on pit) UNDER BODY INSPECTION

ITEMS	P	R	REMARKS
Laminated leaf springs			
U-bolts			
Spring bushes			
Spring pins			
Coil springs			
Front shock absorbers			
Rear shock absorbers			
Sub-frame mountings			
Engine mountings			
Gearbox mountings			
Stabilizer bar bushes			
Fuel tank			
Fuel lines			
Brake lines			
Exhaust system			
Transmission			
Steering box/rack			

STAGE 4. (on pit) UNDER BODY INSPECTION *(continued)*

ITEMS	P	R	REMARKS
Chassis			
Mono-block body			
Front sub-frame			
Rear sub-frame			
Front axle			
Rear axle			
2nd rear axle (where fitted)			
Wheel geometry			

TYRES

LOCATION	SIZE	WEAR PATTERN	TREAD DEPTH	P	R	WHEEL RIMS
FR LEFT						
FR RIGHT						
RR LEFT INNER						
RR LEFT OUTER						
RR RIGHT INNER						
RR RIGHT OUTER						
SPARE WHEEL						
REMARKS						

STAGE 5. (on pit) STEERING, SUSPENSIONS, FINAL DRIVE

ITEMS	P	R	REMARKS
King-pin bushes			
Ball-joints			
Steering linkages			
Brake discs			
Calipers			
Front brake pipes			
Brake pad life			
Brake drums			
Wheel cylinders			
Rear oil seals			
Rear brake pipes			
Front L.H. driving shaft			
Front R.H. driving shaft			
Front differential			
Rear differential			
Transfer case			
Front propeller shaft			

STAGE 5. (on pit) STEERING, SUSPENSIONS, FINAL DRIVE (continued)

ITEMS	P	R	REMARKS
Centre bearing			
Front oil seals			
Rear L.H. drive shaft			
Rear R.H. drive shaft			
Hand brake cables			

STAGE 6. TEST DRIVE

ITEMS	P	R	REMARKS
Driving seat adjustments			
Driving performances			
Emergency brake			
Clutch performance			
Gear shift			
Steering stability			
Front suspension			
Rear suspension			
Gauges and instruments			

STAGE 6. TEST DRIVE *(continued)*

ITEMS	P	R	REMARKS
Odometer			
Heater			
Defroster			
Air-con			
Windscreen wipers			
Washers			
Horn			
Wheel alignment			
Parking brake			

RECOMMENDATIONS

1. Approved for use on Kenya Roads
2. To undergo corrective repairs
3. Reject