

ENQUIRY DRAFT

Code of Practice for Inspection and Testing of Used Motor Vehicles for Roadworthiness



Guyana National Bureau of Standards

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Foreword

This Guyana Standard is a modified adoption of the **Bahamas National Standard BNS EAA 002:2027 “Road Vehicles – Code of Practice for Inspection and Testing of Used Motor Vehicles for Roadworthiness”**. This Standard was adopted by the **Guyana National Bureau of Standards** through the **Technical Committee – Consumer Products** and approved by the National Standards Council.

This standard was proposed for adoption to ensure a viable checklist for conducting pre-shipment inspection of Used motor Vehicles in the country of origin and further enhance traceability through verifying the Inspection certificates for the imported commodity at the ports of entry.

This standard will provide information to consumers, dealers, and importers of Used Motor vehicles in Guyana. Consumers are provided with critical information about the functionality and condition of the motor vehicle; importers will be guided during the acquisition stage and dealers will have a benchmark to ensure the importation of compliant used motor vehicles from their suppliers.

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Code of Practice for Inspection and Testing of Used Motor Vehicles for Roadworthiness

1 Scope

1.1 This Guyana Standard specifies the safety related performance characteristics of used/reconditioned motor vehicles and their physical inspection, testing and certification for road worthiness.

1.2 This standard does not cover the following:

- (a) motorcycles
- (b) equipment intended for use in agriculture and/or mining
- (c) Trucks/lorries
- (d) Motor vehicles for antique collection
- (e) vehicles imported for temporary uses. This may include but not be limited to vehicles used for motorsports.
- (f) hearses, armoured vehicles or emergency vehicles.
- (g) Vehicles imported under the remigrant scheme,
- (h) Vehicles classed as electric vehicles (EV)
- (i) All-Terrain-Vehicle (ATV), and Utility-Terrain-Vehicles (UTV)

2 Normative References

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

3 Definitions

For the purpose of this Guyana Standard, the following definitions shall apply:

3.1 background radiation

The ionizing radiation constantly present in a natural environment of the earth in which the measurement of the emission, whether by natural or artificial sources is taken.

3.2 defect

The non-fulfillment of intended usage and requirement(s).

3.3 dose

A measure of the radiation received or absorbed by a target.

3.4 inspection

Activities such as measuring, examining one or more characteristics of a product or service and comparing these with specified requirements to determine conformity.

3.5 motor vehicle

A vehicle that is drawn or propelled by mechanical power and is of a kind ordinarily acquired for personal or commercial use.

3.6 New motor vehicle

A motor vehicle whose legal or equitable title/registration has not been transferred to an ultimate purchaser for the first time, meaning it has never been sold to a retail consumer. This ensures the vehicle is being sold directly from a manufacturer, distributor, or dealer to the final buyer.

3.7 non-conformity

The non-fulfillment of specified requirement(s).

3.8 quality

The totality of features and characteristics of a product or service that bear on its ability to satisfy stated or implied needs as designated by the manufacturer.

3.9 reconditioned motor vehicle

A pre-owned vehicle that has undergone a thorough process of inspection, repair, and detailing to upgrade to higher standard of mechanical and cosmetic condition, bringing it closer to its "like new" state. The process includes addressing wear and tear, fixing any issues identified during inspections, replacement of parts, and/or cleaning the vehicle to improve its overall appearance and functionality.

3.10 reliability

The ability of an item to perform a required function as designated by the manufacturer under stated conditions or a stated period.

3.11 specification

Prescribed requirement with which the product or service must conform

3.12 used motor vehicles

A motor vehicle that has been previously owned, registered, or used by someone other than the original manufacturer, distributor or dealer, and has been sold, transferred, or driven beyond initial minimal use such as road testing.

4 Inspection for Performance Characteristics

4.1 Inspection of steering wheel alignment

The alignment of the steered wheels shall be inspected with a side slip tester machine or any other suitable apparatus. The reading for skidding shall not exceed 5mm inward or outward for 1m of travel (see annex A) as per manufacturer's specification. Wheel alignment shall also be inspected visually in accordance with the following:

- a) the camber shall not exceed the manufacturer's specified limits or

- b) in case of a semi-trailer, any axle shall not be out of square to longitudinal center - line of the vehicle by more than 10.0mm/m of length of trailer and
- c) the front wheels (in the straight-ahead position) and rear wheels shall be in the same vertical plane. When relevant, sidecar wheel shall be parallel to or shall not have slight "toe-in" towards the front wheel (in the straight-ahead position).

4.2 Inspection of braking force

The braking force of a vehicle under inspection shall be measured with one inspector therein as an occupant with no passenger or luggage, according to the requirements specified in annex B and the results conform to 4.2.1 and 4.2.2.

4.2.1 Braking force of main brake system

- a) The total braking force of the main braking system shall not be less than 50% of the axle weight of the vehicle, and the sum of braking forces on the rear wheels shall not be less than 50% of the axle weight of the subject axle when unladen.
- b) For the main braking system, the difference of braking forces applied to the right and left wheels shall be 8% or less of the axle weight of the subject axle when un laden.

4.2.2 Braking force of parking brake system

The total sum of the braking force of the parking brake system shall not be less than 20% of the weight of the vehicle as inspected.

4.3 Level of noise produced by automobile

4.3.1 The measurement of the noise level of the steady running engine and cabin shall be in accordance with the means and methods as approved by the Environmental Protection Agency.

4.3.2 The muffler shall be free from corrosion, damage, and cracking, and shall function favorably to muffle sounds.

4.4 Exhaust gas from automobile

The concentration of, or the level of contamination from exhaust gas shall be determined in consultation with the Environmental Protection Agency and observe the following requirements:

4.4.1 Smoke and soot emission

- (a) The exhaust pipe shall be securely installed and be free from damage and excessive deformation.
- (b) The catalytic muffler, blow by gas reducing device, and emission control device for fuel evaporative gases shall be securely installed and free from damage.

4.4.2 When the vehicle subjected to radiation dose test, the radiation dose rate shall be in accordance with the acceptance criteria of the Environmental Protection Agency.

4.5 Brightness of headlamps and orientation of main optical axis

The brightness of headlamps and the orientation of their main optical axis shall be measured either manually or using suitable apparatus with the light receiving portion of a tester squarely opposed to the headlamp according to the distance and method of measurement. The manual measurements shall be done in accordance with test methods specified in annex D and shall agree with the following reference values:

4.5.1 Luminous intensity

(a) Four-lamp type

For the main headlamp for driving, the intensity shall be 12000cd or above and with a sub headlamp added, the intensity shall be 15000cd or above.

(b) Other types

For the headlamps for driving, the intensity shall be 15000cd or above.

4.5.2 Orientation of main optical axis

The main optical axis shall be properly oriented both in the horizontal and vertical directions.

4.5.3 Pre-set Lights & Oxidation

Headlights should be visibly clear, free from defects, physical damage and oxidation in accordance with 4.5.1 and 4.5.2.

4.6 Horn

With the engine of an automobile stopped, the loudness of its alarm unit (horn) shall meet the following requirements. Measurement shall be conducted in accordance with test method specified in annex E, a microphone set in a position 1.0m above the ground and at 2.0m from the front of the vehicle:

- (a) reference value: within the range 90 dB(A) through 115 dB(A).
- (b) the sound of an alarm buzzer shall be continuous and of constant volume.

4.7 Speedometer

The speedometer shall be in good working order.

4.8 Odometer

4.8.1 The odometer shall be in good working order and not visibly tampered with.

4.8.2 The mileage for the following classes of vehicles shall not exceed:

- (a) Cars – 97000km
- (b) Goods carrier vehicles or motor vehicles registered in “G” series which includes van, pick-ups – 200000km
- (c) Minibuses – 250000km

(d) Motor buses – 250000km

5 Inspection for the operational requirements

5.1 Inspection for engine

The engine shall be inspected visually while observing the following:

5.1.1 The engine shall start with ease and shall not produce excessive unusual noise or vibration during operation.

5.1.2 No smoke, oil leakage or water leakage shall be observed from the main body of the engine.

5.2 Inspection of cooling system

No coolant leakage shall be observed from the radiator or rubber hoses. Where an air- conditioning system is fitted, the refrigerant shall not be chlorofluorocarbons (CFCs).

5.3 Fuel system

5.3.1 The fuel system shall have no visible leakage.

5.3.2 The fuel tank shall not be deformed and shall be firmly mounted.

5.4 Transmission system

5.4.1 Clutch

(a) There shall be no anomalies in the engagement system of the clutch (e.g. slip, incomplete disengagement, judder and unusual noise) and shall operate smoothly.

(b) No oil leakage shall be permitted in the clutch system.

(c) A clutch pedal shall be provided with a mechanism to prevent slipping

(d) For automatic transmission vehicles, the torque converter shall function properly.

5.4.2 Gearbox

(a) The transmission shall be capable of being turned to each shift position with ease in the idling state, and there shall be no excessive play in the shift lever in any shift position.

(b) The gears or bearings in the transmission shall not produce unusual noise, and no oil leakage shall be permitted from oil seals.

(c) For an automatic transmission car, the indicator reading shall be matched with the actual shift position, and its engine shall not be capable of being started in any position other than the park (P) position and neutral (N) position.

5.4.3 Propeller shaft

a) No excessively loose fixing bolt or joint shall be present at the coupling portions in the propeller shaft.

- b) The propeller shaft shall not produce run-out or excessive vibration during driving.
- c)

5.4.4 Final drive system

The final drive system shall be free from excessive backlash, unusual noise, and oil leakage.

5.4.5 Axle housing

No cracking, damage, deformation or oil leakage shall be permitted in the axle housing.

5.5 Suspension system

5.5.1 No cracking damage, setting, or misalignment shall be permitted in the spring and the clip band. Center bolt or U-bolt shall not be damaged, missing, or loose.

5.5.2 Miscellaneous

- a) No excessive play, oil leakage, or gas leakage shall be present at the mounting portions of the shock absorber.
- b) The torque rod, radius rod, and their brackets shall be free from deformation and damage such as cracking and mounting portions and coupling portions shall not be loose or damaged.
- c) No damaged or loosely mounted upper or lower arm shall be permitted, and the knuckle arm and support arm shall be free from cracking, damage, and bends.
- d) The bellows and piping of an air suspension system shall be free from damage, and no air leakage shall be permitted from air piping.

6 Inspection of axles, wheels, and tyres

6.1 Axles

6.1.1 The axle shall be free from cracking and damage, and the drive shaft shall be free from looseness and backlash.

6.1.2 No nuts or bolts shall be loose or missing in a wheel.

6.1.3 The wheel disks, rims, and side rings shall be free from cracking and damage due to excessive corrosion or deformation, and the disks shall be free from excessive run-out.

6.1.4 Wheel bearings shall be free from excessive backlash, and the drag from the brakes and the preload on bearings shall be correct.

6.2 Steering system

6.2.1 Steering wheel

(a) The steering wheel shall be capable of being easily and reliably operated by a driver sitting in the regular position, and the steering wheel shall be mounted without backlash, easy to operate and provided with proper play.

(b) There shall be no backlash in the direction of the axis of the steering shaft.

6.2.2 The effort required to manipulate the steering wheel shall not be excessively different between the clockwise direction and the counterclockwise direction.

6.2.3 Steering gear box

- a) The gearbox shall be mounted without looseness and be free from oil leakage.
- b) The sector shaft shall be free from backlash.

6.2.4 Steering linkage

- a) The steering linkage shall be free from deformation and damage such as cracking.
- b) No loosely mounted parts, excessive backlash, or defective split pins shall be present in any part of the rod arms.
- c) There shall be no risk of the wheels coming into contact with the frame, fender, brake hose or any other part during steering.

6.2.5 Power steering/Hydraulic Steering

The power steering/hydraulic system shall be free from oil leakage and looseness in its body or connecting portions and shall operate and function properly.

6.3 Brake system

6.3.1 Brake pedal

- a) The height, play, and full depression of the brake pedal shall be correct, and the clearance between it and the floorboard shall not be less than 25% of the overall stroke of the pedal. (For an air brake, the play of its pedal shall not exceed 20mm).
- b) The brake pedal shall be free from backlash in the axial direction and shall not produce any unusual noise when depressed.
- c) The brake pedal shall be provided with a mechanism to prevent slipping or a rubber pad.
- d) The brake system shall be free from oil leakage and the ingress of air.

6.3.2 Parking brake

- a) The parking brake shall be completely engaged when the brake lever is fully activated.
- b) The pulling margin of the brake lever shall not be more than 70% of its overall stroke.
- c) In the case of a foot operated parking brake, the depression margin of the foot pedal shall not be more than 70% of its overall stroke."
- d) The ratchet shall not be worn or damaged.

6.3.3 Brake rods and cables

There shall be no damage to the brake rods and cables.

6.3.4 Brake hose and piping

- a) No damaged or loosely installed brake hoses or pipes shall be permitted and there shall be no oil leakage or air leakage from piping or joints.
- b) There shall be no risk of a hose or pipe being brought into contact with any other part and no hose or pipe shall show signs of having been in contact with any other part.

6.3.5 Master cylinder and wheel cylinder

The master cylinder and wheel cylinder shall function properly and shall be free from oil leakage, and no bend or damage shall be present in the push rod.

6.3.6 Backing plate

The backing plate shall be free from deformation and distortion and shall not be cracked especially in proximity to anchor pin installation areas.

6.3.7 Air brake

The hoses and pipes, release valve, and brake chamber shall be free from damage and air leakage. The brake chamber and rod shall be free from deformation, and no split pins shall be missing.

6.3.8 Braking servo unit

The servo unit shall function properly and there shall be no liquid or air leakage from the unit or pipe joints.

6.3.9 Rotors, brake pads and liners

Rotors should be free from scarring and rust. The brake pads and liners thickness must meet manufacturers specification.

6.4 Tyres

The tyres shall be inspected visually in accordance with types and sizes while observing the following:

6.4.1 Tyres shall not display any visible sign of damage or deformation. The tread pattern shall not be excessively worn or damaged. The sidewall shall be free from cracks and bulges.

6.4.2 Tyres shall be free from excessive wear, the minimum tread depth shall be no less than 4mm.

6.4.3 No winter/snow tyres shall be permitted.

6.5 Front windshield and all other window glass

6.5.1 Front windshield

The windshield shall be made of safety glass and shall be free from any defect that may limit visibility.

6.5.2 Other window glass

Other window glass shall be free from any defect, that may limit visibility.

6.6 Lighting devices and reflectors

6.6.1 Colour of lighting

The light from headlamps shall be white and the colour of all headlamps shall be identical.

6.6.2 Brake lights

The light from brake lamps shall be red, and the brake lamps shall be automatically turned on when the main brake system is activated.

6.6.3 Number plate lights

The light from license plate lamps shall be white in colour and the license plate lamps shall be so structured that they are not interlocked with the headlamps or position lamps.

6.6.4 Parking lights

The light from rear parking lamps shall be red in colour and the parking lamps shall be so structured that they are interlocked with the headlamps or auxiliary headlamps.

6.6.5 Reverse lights

The light from back-up lamps shall be white in colour.

6.6.6 Indicating device

Indicator light lamps shall be installed at the front and rear of an automobile, and shall be positioned bilaterally and symmetrically in pairs, respectively. The light from the indicator lamps shall be orange, and the lights shall flash 60 through 120 times per minute.

6.6.7 Indicator lights

The light from position lamps shall be orange or light yellow and the colour of left and right position lamps shall be identical.

6.6.8 Reflectors

Reflectors used shall be accepted as per manufacturer's specification.

6.6.9 Function and damage

Lighting devices and reflectors shall function normally and shall be free from damage and/or dirt.

6.7 Devices for ensuring vision

6.7.1 Wipers

The windscreen shall be provided with wipers capable of cleaning the wind screen. The wipers shall function normally, and their blades shall be free from damage.

6.7.2 Rear view mirror

- a) The rear-view mirror shall be firmly installed, and its surface shall be free from smudges, distortion and cracking.
- b) The rear-view mirror shall be so structured that its orientation can be easily adjusted and maintained.
- c) Requirements for rear-view mirrors shall apply to other devices used to view the rear of vehicle such as cameras and other sensor devices.

6.8 Mileage meter and other instruments

The mileage meter and other instruments such as water temperature indicator, fuel gauge, and tachometer, shall function properly and be free from damage.

6.9 Warning system

6.9.1 Warning lights

Warning lights shall provide warning on the state of oil pressure, temperature gauge, fuel, battery, coolant, engine check, parking brake, seat belt indicator, opening of doors, and any other anomaly and the warning lights shall function favorably and be free from damage.

6.9.2 Hazard warning flashing lights

Hazard warning flashing lights shall be installed bilaterally and symmetrically and shall function properly. The hazard warning flashing lights shall be free from damage and shall be orange or light yellow.

6.10 Goods - carrying equipment and/or attachment

Goods - carrying equipment and/or attachment shall be capable of carrying goods safely and reliably and shall be fitted with the appropriate brake light, indicator, reflectors and other lighting device which shall be functional and free from defects.

6.11 Frame and vehicle body

6.11.1 Frame

- a) The frame of an automobile shall be sufficiently rigid to withstand driving.
- b) The frame shall be free from cracking, damage or deformation.
- c) No loose rivets shall be permitted at the joints between a side member and a cross member and no cracking shall be observed in proximity to rivet holes.

6.11.2 Vehicle body

- a) The vehicle body shall be reliably secured on the frame and shall not be loosened by vibration or impact.
- b) The contour and any other shape of the vehicle body shall not contain any sharp projections, protruded rotating parts or any other elements that may interfere with the safe traffic of other vehicles or pedestrians.
- c) Any damage including cracking, corrosion or distortion in structural areas, such as pillars, sills and the floorboard, which constitute the fundamentals of a vehicle body shall be remedied.

6.12 Vehicle dimensions

The overall length width, height and overhang of a motor vehicle shall be according to manufacturer's specification.

6.13 Coupling device

6.13.1 The coupling device shall be rigid and so structured that it will provide secure coupling. The coupling device shall not be disconnected due to vibration or impact during driving and shall sufficiently withstand driving.

6.13.2 The coupler of the coupling device shall be installed without looseness and shall function favorably. The pitching shaft, rolling shaft, and bearings shall be free from wear and damage.

6.13.3 The kingpin of the coupling device for trailers, shall be installed without looseness.

6.13.4 The pintle hook and lunette eye installed on trucks, etc., shall be reliably operable and free from damage.

6.14 Seating arrangement

Motor vehicles intended for use as public transportation, shall conform to the requirements as specified in the latest edition of Chapter 82:01 Excise tax regulation and be approved by the relevant authority.

6.15 Vehicle appearance

6.15.1 Any serious damage to an outer panel shall be remedied.

6.15.2 Window glass elevating devices shall be functional.

6.15.3 Any other damage that may interfere with the safe driving of the vehicle shall not be permitted.

7 Criteria for conformity

Unless otherwise stated, the following information shall be made available:

7.1 Certificate of roadworthiness attesting conformity to the requirements according to clauses 4, 5 and 6 above.

7.2 Certificate of appraisal showing model, year of manufacture, engine capacity and mileage.

8. Marking

8.1 All vehicles shall be inspected for conformity as stated in **Clause 7** and the marking shall be made only after a vehicle has undergone inspection and has been found to have no severe defects.

8.2 Marking of the vehicle shall include the following: chassis number, engine number, type of vehicle, vehicle make, colour (body), year of manufacturing and vehicle registration number.

8.3 Marking shall not be tampered with or concealed by any means, such as painting, welding or any kind of deformation process.

8.4 If some particulars or vehicle configurations are changed, the owner shall report same to the vehicle registration authority.

8.5 All vehicles shall have conformity markers issued by the relevant authority indicating the vehicle particulars and placed at location as required by registration authority.

Annex A Wheel alignment testing

(Normative)

A.1 Purpose

This annex sets out the assessment of the wheel slip sideways, to be measured while the vehicle is travelling. The unit of scale employed on measuring the slip is generally m/km which is the amount of the wheel slip perpendicular to the direction of travel as the vehicle makes a straight drive for 1km.

A.2 Apparatus

The valid tester may be either mechanical or electrical depending on the method by which the amount of movement of the board is detected and transmitted to the indicator. The length of the running board is available in either 500mm, 800mm, or 1000mm

A.3 Procedure

Before performing the test, make sure that there is no dirt on the board and that the boards and the indicator are functioning properly. Then let the vehicle run straight parallel to the center- line of the tester at 4 km/h and read the maximum amount of slip indicated on the scale, before the front wheels completely pass the boards: Make necessary adjustments to the vehicle wheel alignment if the reading is 5 mm or more or even when less than 5 mm or if the figure is different from the value designated from the given vehicle.

Annex B Brake testing

(Normative)

B.1 Purpose

This annex sets out the assessment of the braking capacity of the vehicle. The widely used testers are roller driven. The rollers rotate with the wheels placed on top of them. The rollers are motor driven supplied in a set of two, one for each wheel. When brakes are applied, a rotation resistance is applied to the roller that creates torque in the direction opposite to the roller rotation.

B.2 Apparatus

There are various types of testing equipment such as the roller gearbox driven type and roller driven worn shaft type.

B.3 Procedures

Turn on the motor and let the rollers run idle to check that they are smoothly rotating. Make sure the needle indicator is adjusted to zero.

Turn off the motor and move the vehicle to place its wheels on top of and perpendicular to the rollers. Make sure that each of the wheels to be measured are firmly supported by two rollers.

Turn on the motor and let the rollers rotate. Before applying the brakes, check the reading on the indicator and make sure there is no drag of brakes. Then slowly step on the brake pedal. Gradually press down the pedal. The wheels will be eventually locked and the reading on the indicator will become constant.

Read the value indicated immediately prior to the locking of the wheels. This value is usually the maximum braking force.

Measure the braking force of both front and rear wheels.

Annex C Head light testing

(Normative)

C.1 Purpose

This annex sets out test for determining the luminosity and direction of irradiation (am) of the headlamp manually. The luminosity is expressed in candela (cd) and the direction of irradiation is generally indicated by the amount (in cm or mm) which the main optical axis oscillates at a 10m distance in the front or as specified by the vehicle manufacturer as to agreed standards.

C.2 Apparatus

There are various types of testers according to the methodology and specifications of measurements. The types of headlight testers are classified into types: screen type, projecting type, and automatic tester (i.e. automatic optic axis tracking testing) type.

C.1 Procedure

The arrangement shall be done as shown in figure C.1. The results shown in figures C.2 and C.3, together with the following general guidelines on handling a headlight tester shall also be observed:

- a) air pressure of all the tyres is of standard/specified value;
- b) there is no inclination of vehicle body due to damaged springs;
- c) the tester and the vehicle are precisely facing each other;
- d) the testing floor is flat;
- e) the distance between the tester and the vehicle headlamp is accurate;
- f) the engine is running, and its battery is being charged while testing;
- g) the vehicle should be un-laden with one driver on board.

NOTE - Luminosity refers to the brightness of light source and is expressed in candelas (cd) whereas illumination refers to the brightness of the irradiated surface and is expressed in lux (lx).

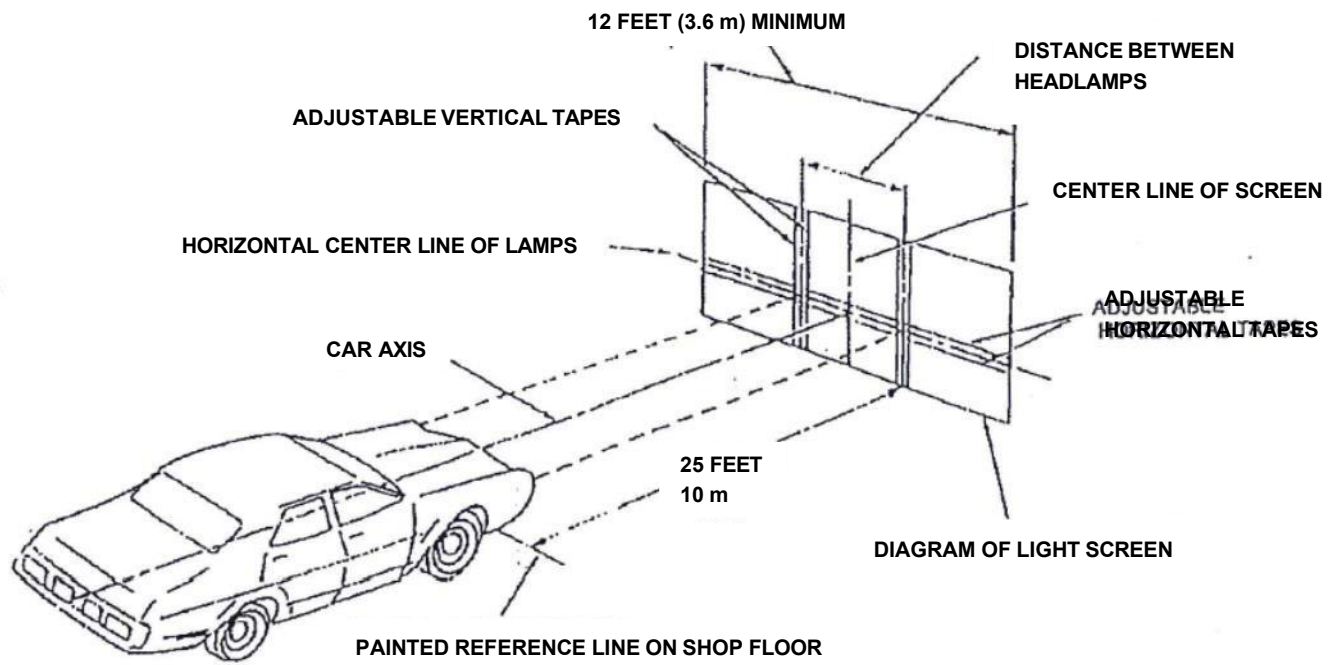
Figure C.1 Manual headlight aiming screen

Figure C.2 Irradiating range of headlights

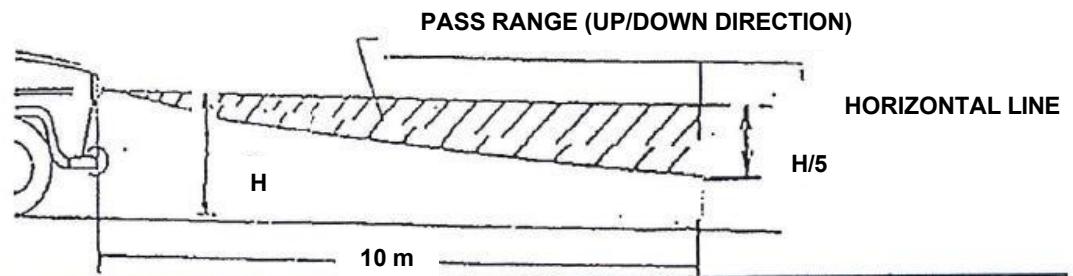
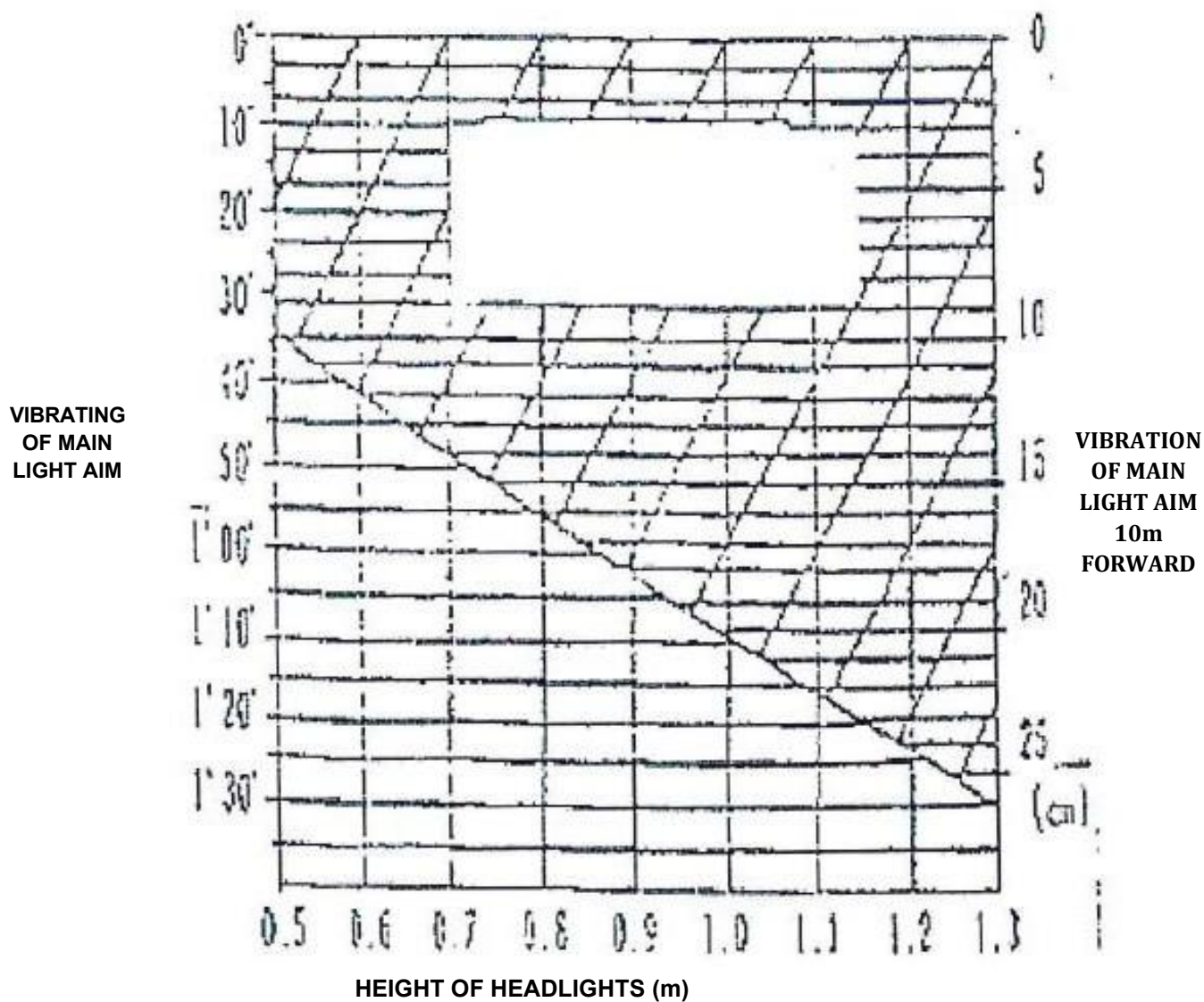


Figure C.3 Upper and lower limits to mounting position of headlight



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