APPENDIX DD  
ADOPTION PROPOSAL FORM

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**KENYA BUREAU OF STANDARDS**

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| **Document Type:** | **Adoption proposal** | |
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| 29th March,2022 | 28th April ,2022 |
| **TC Secretary** | **This form shall be filled, signed and returned to Kenya Bureau of Standards for the attention of Nkatha Betty (**[**nkathab@kebs.org**](mailto:nkathab@kebs.org) **)** | |

The Kenya Bureau of Standards intends to adopt the International Standards as detailed here below

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| **KEBS/TC 107 "Freight containers"** | | | |
|  | **Number** | **Title** | **Scope** |
|  | KS ISO 1496-2:2018 | Series 1 Freight Containers Specification and Testing Part 2 Thermal Containers | This document gives the basic specifications and testing requirements for ISO series 1 thermal containers for international exchange and for conveyance of goods by road, rail and sea, including interchange between these forms of transport. |
|  | KS ISO 1496-3:2019 | Series 1 Freight Containers Specification and Testing Part 3 Tank Containers For Liquids Gases and Pressurized Dry Bulk | This document specifies the basic specifications and testing requirements for ISO series 1 tank containers suitable for the carriage of gases, liquids and solid substances (dry bulk) which can be loaded or unloaded as liquids by gravity or pressure discharge, for international exchange and for conveyance by road, rail and sea, including interchange between these forms of transport.  Except where otherwise stated, the requirements of this document are minimum requirements. |
|  | KS ISO 1496-5:2018 | Series 1 Freight Containers Specification and Testing Part 5 Platform and Platform Based Containers | This document specifies the basic specifications and testing requirements for ISO series 1 freight containers of the platform and platform-based types designated 1AAA, 1AA, 1A, 1AX, 1BBB, 1BB, 1B, 1BX, 1CC, 1C and 1CX which are suitable for international exchange and for conveyance by road, rail and sea, including interchange between these forms of transport, with certain limitations (for example, when loaded, platforms cannot be stacked or top lifted by means of conventional spreaders). |
|  | KS ISO 15069:2018 | Series 1 Freight Containers Handling and Securing Rationale For ISO 3874 Annex A | This document gives the background to the requirements specified in ISO 3874:2017, Annexes A to E. |
|  | KS ISO/TR 15070:1996 | Series 1 Freight Containers Rationale For Structural Test Criteria | This Technical Report gives the rationale for the structural test criteria for IS.0 series 1 freight containers, based on the tests specified in IS0 1496-1. |
| **KEBS/TC 122 "Road vehicles"** | | | |
|  | **Number** | **Title** | **Scope** |
|  | KS ISO 3807-2013 | Gas cylinders — Acetylene cylinders — Basic requirements and type testing | This document specifies the basic and type testing requirements for acetylene cylinders with and without fusible plugs with a maximum nominal water capacity of 150 l and requirements regarding production/batch test procedures for manufacturing of acetylene cylinders with porous material.  It does not include details of the design of the cylinder shell; these are specified, for example, in ISO 9809 1, ISO 9809 3, ISO 4706 and ISO 7866. |
|  | KS ISO 6621-1:2018 | Internal Combustion Engines Piston Rings Part 1 Vocabulary | ISO 6621-1:2018 defines the most commonly used terms for piston rings. These terms designate either types of piston rings or certain characteristics and phenomena of piston rings.  The terms and definitions in this document apply to piston rings for reciprocating internal combustion engines. They may also be used for piston rings of compressors working under analogous conditions.  NOTE 1 Further terms and definitions covering measuring principles are given in ISO 6621-2:2003.  NOTE 2 This document gives the equivalent terms in the Chinese, English, French, German, Italian, Japanese, Portuguese, Russian and Spanish language. |
|  | KS ISO 6621-5:2020 | Internal Combustion Engines Piston Rings Part 5 Quality Requirements | This document specifies quality aspects that can be defined but that are not normally found on a drawing specification.  It covers the following:  — single-piece piston rings of grey cast iron or steel;  — multi-piece piston rings (oil control rings) consisting of cast iron parts and spring components; and  — single-piece and multi-piece oil control rings of steel, i.e. oil control rings in the form of strip steel components or steel segments (rails) with spring expander components.  In addition to specifying some of the limits of acceptance relating to inspection measuring principles (covered by ISO 6621-2), this document also covers those features for which no recognized quantitative measurement procedures exist and which are only checked visually with normal eyesight (glasses if worn normally) and without magnification. Such features (superficial defects) are additional to the standard tolerances of ring width, radial wall thickness and closed gap.  This document does not establish acceptable quality levels (AQL), it being left to manufacturer and customer to decide the appropriate levels jointly. In this case, the recommendations of ISO 2859-1 are followed.  This document specifies the quality requirements of piston rings for reciprocating internal combustion engines for road vehicles and other applications. It is applicable to all such rings of a nominal diameter from 30 mm up to and including 200 mm. |
|  | KS ISO/TR 8357:1996 | Road Vehicles Instructions For The Implementation of The Assignment of World Manufacturer Identifier Wmi Codes For Vehicle Identification Number Vin Systems and For World Parts Manufacturer | Gives instructions relating to the requesting and assignment of the WMI codes and WPMI codes according to ISO 3780 and ISO 4100. |
|  | KS ISO 15500-1:2021 | Road Vehicles Compressed Natural Gas Cng Fuel System Components Part 1 General Requirements and Requirements | ISO 15500-1:2015 specifies general requirements and definitions of compressed natural gas fuel system components, intended for use on the types of motor vehicles as defined in ISO 3833. It also provides general design principles, and specifies requirements for instructions and marking.  This part of ISO 15500 is applicable to vehicles (mono-fuel, bi-fuel, or dual-fuel applications) using natural gas in accordance with ISO 15403-1. It is not applicable to the following:  a) liquefied natural gas (LNG) fuel system components located upstream of, and including, the vaporizer;  b) fuel containers;  c) stationary gas engines;  d) container mounting hardware;  e) electronic fuel management;  f) refuelling receptacles.  NOTE 1 It is recognized that miscellaneous components not specifically covered herein can be examined to meet the criteria of this part of ISO 15500 and tested according to the appropriate functional tests.  NOTE 2 All references to pressure in this part of ISO 15500 are to be considered gauge pressures unless otherwise specified.  NOTE 3 This part of ISO 15500 is based upon a service pressure for natural gas as fuel of 20 MPa [200 bar[1]] settled at 15 °C. Other service pressures can be accommodated by adjusting the pressure by the appropriate factor (ratio). For example, a 25 MPa (250 bar) service pressure system will require pressures to be multiplied by 1,25.  [1] 1 bar = 0,1 MPa = 105 Pa; 1 MPa = 1 N/mm2 |
|  | KS ISO 6621-3:2021 | Internal Combustion Engines Piston Rings Part 3 Material Specifications | This document classifies materials intended for the manufacture of piston rings, based on their mechanical properties and the stresses the materials are capable of withstanding.  This document is applicable to piston rings for reciprocating internal combustion engines up to and including those of 200 mm in diameter. It is also applicable to piston rings of compressors working under similar conditions. |
|  | KS ISO 6627:2011 | Internal Combustion Engines Piston Rings Expander Segment Oil Control | This document specifies the essential dimensional features of expander/rail oil-control rings, without providing a complete product description (because expander-rail designs vary from piston-ring manufacturer to piston-ring manufacturer, the interaction between the manufacturer and the client will determine specific design details).  This document applies to expander/rail oil-control rings of nominal diameters ranging from 40 mm to 140 mm for reciprocating internal combustion engines for road vehicles and other applications. It also applies to piston rings for compressors working under analogous conditions. |
|  | KS ISO 15500-15:2015 | Road Vehicles Compressed Natural Gas Cng Fuel System Components Part 15 Gas Tight Housing and Ventilation Hose | ISO 15500-15:2015 specifies tests and requirements for the gas-tight housing and ventilation hose, compressed natural gas fuel system components intended for use on the types of motor vehicles defined in ISO 3833.  This part of ISO 15500 is applicable to vehicles using natural gas in accordance with ISO 15403-1 (mono-fuel, bi-fuel, or dual-fuel applications). It is not applicable to the following:  a) liquefied natural gas (LNG) fuel system components located upstream of, and including, the vaporizer;  b) fuel containers;  c) stationary gas engines;  d) container mounting hardware;  e) electronic fuel management;  f) refuelling receptacles.  NOTE 1 It is recognized that miscellaneous components not specifically covered herein can be examined to meet the criteria of this part of ISO 15500 and tested according to the appropriate functional tests.  NOTE 2 All references to pressure in this part of ISO 15500 are to be considered gauge pressures unless otherwise specified.  NOTE 3 This part of ISO 15500 is based upon a service pressure for natural gas as a fuel of 20 MPa (200 bar[1]) settled at 15 °C. Other service pressures can be accommodated by adjusting the pressure by the appropriate factor (ratio). For example, a 25 MPa (250 bar) service pressure system will require pressures to be multiplied by 1,25.  [1] 1 bar = 0,1 MPa = 105 Pa; 1 MPa = 1 N/mm2. |
|  | KS ISO 6624-1:2017 | Internal Combustion Engines Piston Rings Part 1 Keystone Rings Made of Cast Iron | ISO 6624-1:2017 specifies the essential dimensional features of keystone rings made of cast iron, types T, TB, TBA, TM, K, KB, KBA and KM, having diameters from 70 mm up to and including 200 mm, used in reciprocating internal combustion piston engines. |
|  | KS ISO 6624-3:2017 | Internal Combustion Engines Piston Rings Part 3 Keystone Rings Made of Steel | ISO 6624-3:2017 specifies the essential dimensional features of keystone rings made of steel, types T, TB, TBA, TM, K, KB, KBA and KM, having diameters from 70 mm up to and including 160 mm, used in reciprocating internal combustion piston engines. |
|  | KS ISO 6621-2:2020 | Internal Combustion Engines Piston Rings Part 2 Inspection Measuring Principles | This document defines the measuring principles to be used for measuring piston rings; it applies to piston rings up to and including 200 mm diameter for reciprocating internal combustion engines.  This document can be used for piston rings for compressors working under analogous conditions. |
|  | KS ISO 6621-4:2015 | Internal Combustion Engines Piston Rings Part 4 General Specifications | ISO 6621-4:2015 specifies the general characteristics of piston rings for reciprocating internal combustion engines for road vehicles and other applications (the individual dimensional criteria for these rings are given in the relevant International Standards). It also provides a system for ring coding, designation, and marking. It is applicable to all such rings of a nominal diameter from 30 mm up to and including 200 mm. |
|  | KS ISO 6622-1:2021 | Internal Combustion Engines Piston Rings Part 1 Rectangular Rings Made of Cast Iron | This document specifies the essential dimensional features of rectangular rings made of cast iron, Types R, B, BA and M, having diameters up to and including 200 mm, used in reciprocating internal combustion piston engines. It is also applicable to piston rings of compressors working under similar conditions. |
|  | KS ISO 6622-2:2013 | Internal Combustion Engines Piston Rings Part 2 Rectangular Rings Made of Steel | ISO 6622-2:2013 specifies the essential dimensional features of rectangular rings made of steel, types R, B, BA, and M having nominal diameters from 30 mm up to and including 160 mm, used in reciprocating internal combustion piston engines for road vehicles and other applications. |
|  | KS ISO 6624-2:2016 | Internal Combustion Engines Piston Rings Part 2 Half Keystone Rings Made of Cast Iron | ISO 6624-2:2016 specifies the essential dimensional features of half keystone rings made of cast iron, types HK, HKB and HKBA, having nominal diameters from 38 mm up to, and including, 160 mm, used in reciprocating internal combustion piston engines for road vehicles and other applications. |
|  | KS ISO 6624-4:2016 | Internal Combustion Engines Piston Rings Part 4 Half Keystone Rings Made of Steel | ISO 6624-4:2016 specifies the essential dimensional features of half keystone rings made of steel, types HK, HKB and HKBA, having nominal diameters from 50 mm up to, and including, 160 mm, used in reciprocating internal combustion piston engines for road vehicles and other applications. |
|  | KS ISO 6626-2:2013 | Internal Combustion Engines Piston Rings Part 2 Coil Spring Loaded Oil Control Rings of Narrow Width Made of Cast Iron | This part of ISO 6626 specifies the essential dimensional features of coil-spring-loaded oil control rings made of cast iron, types DSF-C, SSF, GSF, DSF, SSF-L, DSF-NG and DSF-CNP. It is applicable to those piston rings in sizes 60 mm to 110 mm, inclusive, for reciprocating internal combustion engines for road vehicles and other applications |
|  | KS ISO 18669-1:2021 | Internal Combustion Engines Piston Pins Part 1 General Specifications | This document specifies the essential dimensional characteristics of piston pins with a nominal outer diameter from 8 mm up to and including 100 mm, for reciprocating internal combustion engines for road vehicles and other applications. In certain applications, except road vehicles, and provided that mutual agreement is made between the customer and the manufacturer, this document can be used with suitable modifications. In addition, it establishes a vocabulary, a pin-type classification, material description based on mechanical properties, common features and quality requirements. The use of this document can require a manufacturer and customer statistical process control agreement. |
|  | KS ISO 18669-2:2020 | Internal Combustion Engines Piston Pins Part 2 Inspection Measuring Principles |  |
|  | KS ISO 6623:2013 | Internal Combustion Engines Piston Rings Scraper Rings Made of Cast Iron | This International Standard specifies the essential dimensional features of scraper rings made of cast iron, types N, NM, E, and EM, having diameters from 30 mm up to and including 200 mm, used in reciprocating internal combustion engines for road vehicles and other applications. |
|  | KS ISO 15500-20:2015 | Road Vehicles Compressed Natural Gas Cng Fuel System Components Part 20 Rigid Fuel Line in Material Other Than Stainless Steel | This part of ISO 15500 provides specific requirements and tests applicable to the rigid fuel line in carbon steel, intended for use on the types of motor vehicles, as defined in ISO 3833, with a service pressure for natural gas as a fuel of 20 MPa (200 bar) settled at 15 °C. ISO 15500 is intended to be applied to vehicles using natural gas which comply with requirements established in ISO 15403-1 (mono-fuel, bi-fuel, or dual-fuel applications). This part of ISO 15500 does not apply to the following: a) liquefied natural gas (LNG) fuel system components located upstream of, and including, the vaporizer; b) fuel containers; c) stationary gas engines; d) container mounting hardware; e) electronic fuel management; f) refuelling receptacles. NOTE All references to pressure in this part of ISO 15500 are considered gauge pressures unless otherwise specified.1) |
|  | KS ISO 8936:2017 | Awnings For Leisure Accommodation Vehicles Requirements and Test Methods | This document specifies requirements, test methods and material performance characteristics for vehicle awnings. It applies to awnings intended to be pitched and struck. This document is not applicable to: a) sun awnings: structure detachable from the vehicle which is used to provide shelter from the sun, but is not designed or constructed to provide shelter from wind, rain or snow; NOTE 1 A sun awning can be used with additional front and side panels to form an enclosure, but this enclosure would not meet the requirements of an awning as defined in this document. b) external blinds: structure permanently fixed to a vehicle which is used to provide shelter from the sun, but is not designed or constructed to provide shelter from wind, rain or snow; NOTE 2 An external blind can be used with additional front and side panels to form an enclosure, but this enclosure would not meet the requirements of an awning as defined in this document. c) fixed awnings: permanent awning which is not designed for mobile use. EXAMPLE Awnings equipped with square aluminium frames or timber supporting structures and the possibility to install living compartment windows and doors. |
|  | KS ISO 4548-9:2008 | Methods of Test For Full Flow Lubricating Oil Filters For Internal Combustion Engines Part 9 Inlet and Outlet Anti Drain Valve Tests | This part of ISO 4548 specifies methods of measuring the effectiveness of either inlet or outlet anti-drain valves if fitted to a full-flow lubricating oil filter of the “spin-on” or “easy change” type, for internal combustion engines. |
|  | KS ISO 14722:1998AMD 1:2011 | Moped and Moped Rider Kinematics Vocabulary Amendment 1 |  |
|  | KS ISO 15500-14:2020 | Road Vehicles Compressed Natural Gas Cng Fuel System Components Part 14 Excess Flow Valve |  |
|  | KS ISO 15500-16:2020 | Road Vehicles Compressed Natural Gas Cng Fuel System Components Part 16 Rigid Fuel Line in Stainless Steel | This document specifies tests and requirements for the rigid fuel line in stainless steel, a compressed  natural gas (CNG) fuel system component in accordance with ISO 1127 intended for use on the types of  motor vehicles defined in ISO 3833.  This document is applicable to vehicles (mono-fuel, bi-fuel or dual-fuel applications) using natural gas in  accordance with the ISO 15403 series.  It is not applicable to the following:  a) liquefied natural gas (LNG) fuel system components located upstream of, and including, the  vaporizer;  b) fuel containers;  c) stationary gas engines;  d) container-mounting hardware;  e) electronic fuel management;  f) refuelling receptacles. |
|  | KS ISO 15500-18:2020 | Road Vehicles Compressed Natural Gas Cng Fuel System Components Part 18 Filter | This document specifies tests and requirements for the filter, a compressed natural gas (CNG) fuel  system component intended for use on the types of motor vehicles defined in ISO 3833.  This document is applicable to vehicles (mono-fuel, bi-fuel or dual-fuel applications) using natural gas in  accordance with the ISO 15403 series. It is not applicable to the following:  a) liquefied natural gas (LNG) fuel system components located upstream of, and including, the  vaporizer;  b) fuel containers;  c) stationary gas engines;  d) container-mounting hardware;  e) electronic fuel management;  f) refuelling receptacles. |
|  | KS ISO 15500-19:2020 | Road Vehicle Compressed Natural Gas Cng Fuel System Components Part 19 Fittings | This document specifies tests and requirements for fittings, compressed natural gas (CNG) fuel system  components intended for use on the types of motor vehicles defined in ISO 3833.  This document is applicable to vehicles (mono-fuel, bi-fuel or dual-fuel applications) using natural gas in  accordance with the ISO 15403 series.  It is not applicable to the following:  a) liquefied natural gas (LNG) fuel system components located upstream of, and including, the  vaporizer;  b) fuel containers;  c) stationary gas engines;  d) container-mounting hardware;  e) electronic fuel management;  f) refuelling receptacles. |
|  | KS ISO 15500-2:2016 | Road Vehicles Compressed Natural Gas Cng Fuelm System Components Part 2 Performance and General Test Methods | This part of ISO 15500 specifies performance and general test methods for compressed natural gas  (CNG) fuel system components intended for use on the types of motor vehicles defined in ISO 3833.  This part of ISO 15500 is applicable to vehicles (mono-fuel, bi-fuel or dual-fuel applications) using  compressed natural gas in accordance with ISO 15403 (all parts). It is not applicable to the following:  a) liquefied natural gas (LNG) fuel system components located upstream of, and including, the  vaporizer;  b) fuel containers;  c) stationary gas engines;  d) container-mounting hardware;  e) electronic fuel management;  f) refuelling receptacles. |
|  | KS ISO 15500-3:2020 | Road Vehicles Compressed Natural Gas Cng Fuel System Components Part 5 Manual Cylinder Valve | This document specifies tests and requirements for the check valve, a compressed natural gas (CNG)  fuel system component intended for use on the types of motor vehicles defined in ISO 3833.  This document is applicable to vehicles (mono-fuel, bi-fuel or dual-fuel applications) using natural gas in  accordance with the ISO 15403 series. It is not applicable to the following:  a) liquefied natural gas (LNG) fuel system components located upstream of, and including, the  vaporizer;  b) fuel containers;  c) stationary gas engines;  d) container-mounting hardware;  e) electronic fuel management;  f) refuelling receptacles. |
|  | KS ISO 15500-4-2020: | Road Vehicles Compressed Natural Gas Cng Fuel System Components Part 3 Check Valve | This document specifies tests and requirements for the manual valve, a compressed natural gas (CNG)  fuel system component intended for use on the types of motor vehicles defined in ISO 3833.  This document is applicable to vehicles (mono-fuel, bi-fuel or dual-fuel applications) using natural gas  in accordance with ISO 15403-1.  It is not applicable to the following:  a) liquefied natural gas (LNG) fuel system components located upstream of, and including, the  vaporizer;  b) fuel containers;  c) stationary gas engines;  d) container-mounting hardware;  e) electronic fuel management;  f) refuelling receptacles. |
|  | KS ISO 15500-5:2020 | Road Vehicles Compressed Natural Gas Cng Fuel System Components Part 3 Check Valve | This document specifies tests and requirements for the manual cylinder valve, a compressed natural gas (CNG) fuel system component intended for use on the types of motor vehicles defined in ISO 3833. This document is applicable to vehicles (mono-fuel, bi-fuel or dual-fuel applications) using natural gas in accordance with ISO 15403-1. It is not applicable to the following: a) liquefied natural gas (LNG) fuel system components located upstream of, and including, the vaporizer; b) fuel containers; c) stationary gas engines; d) container-mounting hardware; e) electronic fuel management; f) refuelling receptacles. |
|  | KS ISO 15500-6:2020 | Road Vehicles Compressed Natural Gas Cng Fuel System Components Part 6 Automatic Valve | This document specifies tests and requirements for the automatic valve, a compressed natural gas (CNG) fuel system component intended for use on the types of motor vehicles defined in ISO 3833. This document is applicable to vehicles (mono-fuel, bi-fuel or dual-fuel applications) using natural gas in accordance with the ISO 15403 series. It is not applicable to the following: a) liquefied natural gas (LNG) fuel system components located upstream of, and including, the vaporizer; b) fuel containers; c) stationary gas engines; d) container-mounting hardware; e) electronic fuel management; f) refuelling receptacles. |
|  | KS ISO 15500-9:2020 | Road Vehicles Compressed Natural Gas Cng Fuel System Components Part 9 Pressure Regulator | This document specifies tests and requirements for the pressure regulator, a compressed natural gas  (CNG) fuel system component intended for use on the types of motor vehicles defined in ISO 3833.  This document is applicable to vehicles (mono-fuel, bi-fuel or dual-fuel applications) using natural gas in  accordance with the ISO 15403 series  It is not applicable to the following:  a) liquefied natural gas (LNG) fuel system components located upstream of, and including, the  vaporizer;  b) fuel containers;  c) stationary gas engines;  d) container-mounting hardware;  e) electronic fuel management;  f) refuelling receptacles. |
|  | KS ISO 23274-2:2021 | Hybrid Electric Road Vehicles Exhaust Emissions and Fuel Consumption Measurements Part 2 Externally Chargeable Vehicles | This document specifies a chassis dynamometer test procedure to determine the end of the charge-  depleting state (CD) and consumed electric energy during CD state.  The identification of the end of the CD state is an important step for procedures to determine exhaust  emissions and fuel consumption. Final determination of exhaust emissions and fuel consumption is not  included in this document.  This document applies to vehicles with the following characteristics.  — The vehicles are hybrid-electric road vehicles (HEV) with an internal combustion engine (ICE) and  an on-board rechargeable energy storage system (RESS) for vehicle propulsion which is supplied  with electric energy from an external electric power source.  — A CD state, in which the electric energy in the RESS from an external electric power source is  consumed, is followed by a charge-sustaining (CS) state in which the fuel energy is consumed  sustaining the electric energy of the RESS.  — Only batteries are assumed as the RESS of a vehicle.  — The RESS is not charged while driving unless by regenerative braking and/or by generative operation  driven via the ICE.  — External charge for the purpose of conditioning of the RESS is not included.  NOTE 1 Trolleybuses and solar powered vehicles are not included in the scope.  — The vehicle is classified as a passenger car or light duty truck, as defined in the relevant regional  applicable driving test (ADT) standard.  — For the ICE, only liquid fuels (for example, gasoline and diesel fuel) are used.  NOTE 2 In the case of vehicles with ICE using other fuel [for example, compressed natural gas (CNG),  hydrogen (H2)], this document can apply except the measurement of consumed fuel; otherwise the  measurement method for those using the corresponding fuel can apply.  — The nominal energy of the RESS is at least 2 % of the total energy of consumed fuel over an ADT |
|  | KS ISO 4548-6:2021 | Methods of Test For Full Flow Lubricating Oil Filters For Internal Combustion Engines Part 6 Static Burst Pressure Test | This document specifies a method of testing full‐flow lubricating oil filters for internal combustion  engines to determine their ability to withstand a static pressure objective and to determine their burst  pressure and the failure mode concerned.  It does not apply to filters for use in aeronautical applications or plastic components. |
|  | KS ISO 4548-7: 2012 | Methods of Test For Full Flow Lubricating Oil Filters For Internal Combustion Engines Part 7 Vibration Fatigue Test | This part of ISO 4548 specifies a method of testing the constructional integrity of full-flow lubricating  oil filters to withstand engine vibrations. This test is intended for application to spin-on type filters and  detachable filters with disposable elements with a maximum flow rate of 100 l/min.  This test method is intended for test parts made from materials that do not experience mechanical  property changes within the temperature range experienced in service. The test may be applied to other  filters if thought applicable by agreement between the filter manufacturer and the purchaser. |
|  | KS ISO 15500-12:2012 | Road Vehicles Compressed Natural Gas Cng Fuel System Components Part 12 Pressure Relief Valve Prv | This part of ISO 15500 specifies tests and requirements for the pressure relief valve (PRV), a compressed natural gas fuel system component intended for use on the types of motor vehicles defined in ISO 3833. This part of ISO 15500 is applicable to vehicles using natural gas in accordance with ISO 15403-1 (monofuel, bi-fuel, or dual-fuel applications). It is not applicable to the following: a) liquefied natural gas (LNG) fuel system components located upstream of, and including, the vaporizer; b) fuel containers; c) stationary gas engines; d) container mounting hardware; e) electronic fuel management; f) refuelling receptacles. NOTE 1 It is recognized that miscellaneous components not specifically covered herein can be examined to meet the criteria of this part of ISO 15500 and tested according to the appropriate functional tests. NOTE 2 All references to pressure in this part of ISO 15500 are to be considered gauge pressures unless otherwise specified. NOTE 3 This part of ISO 15500 is based upon a service pressure for natural gas as a fuel of 20 MPa [200 bar1)] settled at 15 °C. Other service pressures can be accommodated by adjusting the pressure by the appropriate factor (ratio). For example, a 25 MPa (250 bar) service pressure system will require pressures to be multiplied by 1,25. |
|  | KS ISO 17479:2013/AMD 1 | Motorcycles Measurement Methods For Gaseous Exhaust Emissions During Inspection Or Maintenance | AMENDMENT 1 7.1 a) Add the following sentence at the end of the paragraph: Alternatively, the motorcycle may be warmed up by running at least 15 min or at least 5 km under normal urban traffic conditions; |
|  | KS ISO 23274-1:2019 | Hybrid Electric Road Vehicles Exhaust Emissions and Fuel Consumption Measurements Part 1 Non Externally Chargeable Vehicles | This document specifies a chassis dynamometer test procedure to measure the exhaust emissions and  the electric energy and fuel consumption for the vehicles.  This document applies to vehicles with the following characteristics:  — vehicles classified as passenger cars or light duty trucks, as defined in the relevant regional  applicable driving test (ADT) standard;  — the nominal energy of the rechargeable energy storage system (RESS) is at least 2 % of the total  energy consumption over an ADT;  — internal combustion engine (ICE) only using liquid fuels (for example, gasoline and diesel fuel).  NOTE In the case of the vehicles with ICE using other fuel [for example, compressed natural gas (CNG),  liquefied petroleum gas (LPG), hydrogen], this document can apply except the measurement of consumed fuel;  otherwise the measurement method for those using the corresponding fuel can apply.  This document proposes procedures for correcting the measured emissions and fuel consumption of  hybrid-electric vehicles (HEVs), in order to obtain the values when the state of charge (SOC) of the RESS  does not remain the same between the beginning and the end of an ADT.  It can also be applied to measurement procedures for exhaust emissions and fuel consumption of  externally chargeable HEVs when a vehicle is not externally charged and operated only in the charge  sustaining (CS) state, as described in ISO 23274-2. |
|  | KS ISO 4548-5:2020 | Methods of Test For Full Flow Lubricating Oil Filters For Internal Combustion Engines Part 5 Test For Cold Start Simulation and Hydraulic Pulse Durability | This document specifies a method of testing the ability of full-flow lubricating oil filters manufactured  with metal pressure vessel materials for internal combustion engines to withstand an internal pressure  surge. Normally surges occur when an engine is started from cold, and cyclic internal pressure  variations experienced during operation.  These tests are intended for application to spin-on type filters and detachable filters with disposable  elements.  The tests can be applied to other filters, if thought applicable, by agreement between the filter  manufacturer and the purchaser.  NOTE This test is not intended to replace simulated environmental testing (e.g. at very low temperatures). If  such testing is required, it will be the subject of negotiation between the supplier and customer. |
|  | KS ISO 17409:2020 | Electrically Propelled Road Vehicles Connection To An External Electric Power Supply Safety Requirements | This document specifies electric safety requirements for conductive connection of electrically propelled  road vehicles to external electric circuits. External electric circuits include external electric power  supplies and external electric loads. This document provides requirements for the charging modes  2, 3, 4, as defined in IEC 61851-1, and reverse power transfer. For mode 4, this document provides  requirements regarding the connection to an isolated DC EV charging station according to IEC 61851-23.  NOTE 1 This edition does not provide requirements for mode 1.  NOTE 2 External electric circuits are not part of the vehicle.  This document applies to the on-board sections of vehicle power supply circuits. It applies also to  dedicated power supply control functions used for the connection of the vehicle to an external electric  circuit.  It does not provide comprehensive safety information for manufacturing, maintenance and repair  personnel.  NOTE 3 ISO 6469-3 provides general electrical safety requirements for electrically propelled road vehicles.  NOTE 4 With this edition of this document the limitation of y-capacitance for protection against electric shock  under single failure conditions is no longer applicable as a fault protection provision when the vehicle has a  conductive DC connection to an external electric circuit. |
|  | KS ISO 28981:2009AMD 1:2015 | Mopeds Methods For Setting The Running Resistance On A Chassis Dynamometer Ammendment 1 | AMENDMENT 1 Page 4, 7.2 Ambient conditions for the road test Replace the third paragraph with the following: Standard ambient conditions shall be as follows: — pressure, p0: 100 kPa; — temperature, T0: 293 K; — relative air density, d0: 0,9197; — air volumetric mass, ρ0: 1,189 kg/m3. |
|  | KS ISO 6727:2021 | Road Vehicles Motorcycles Symbols For Controls Indicators and Tell Tales | This document specifies the symbols, i.e. conventional signs, used to identify certain controls, indicators  and tell-tales on a motorcycle/moped1) and to facilitate their usage.  This document also indicates the colours of possible optical tell-tales which warn the rider of the  operation or malfunctioning of the related devices and equipment.  This document is applicable to those controls, indicators and tell-tales, which, when used, are fitted on  the instrument panel or in the immediate vicinity of the motorcycle/moped rider. |
|  | KS ISO 9021:2021 | Motorcycles Controls Types Positions and Functions | This document describes the types, positions and functions of the rider-operated controls on a  motorcycle/moped1), in order to facilitate use.  Annex A specifies controls, indicators and tell-tales for which identification is obligatory and the  appropriate graphical symbols. Annex B provides the information for applying for electrically propelled  motorcycle/moped1).  This document applies to those controls which, when fitted, are commonly used by the rider of a  motorcycle/moped.  The definition or specification of a control does not signify the mandatory presence of each and every  control listed in this document on a vehicle. |
|  | KS ISO 12353-1:2020 | Road Vehicles Traffic Accident Analysis Part 1 Vocabulary | This document establishes a vocabulary relating to the investigation and analysis of road traffic  accidents and to the application of accident data.  It also lists other, commonly used terms in the domain.  NOTE Additional terms and definitions, related to configuration aspects of road vehicle collisions, can be  found in ISO 6813. |
|  | KS ISO 13325:2019 | Tyres Coast By Methods For Measurement of Tyre To Road Sound Emission | This document specifies methods for measuring tyre-to-road sound emissions from tyres fitted on a  motor vehicle under coast-by conditions, i.e. when the vehicle is in free-rolling, non-powered operation.  This is typically achieved by putting the transmission in the neutral or equivalent position and  switching off the engine as well as all auxiliary systems not necessary for safe driving.  This document is applicable to passenger cars and commercial vehicles as defined in ISO 3833. It is  not intended to be used to determine the sound contribution of tyres of vehicles running in powered  condition nor for the determination of traffic sound nuisance at a given location. |
|  | KS ISO 15005:2017 | Road Vehicles Ergonomic Aspects of Transport Information and Control Systems Dialogue Management Principles and Compliance Procedures | This document specifies ergonomic principles for the design of the dialogues that take place between  the driver of a road vehicle and the vehicle’s transport information and control systems (TICS) while  the vehicle is in motion. It also specifies compliance verification conditions for the requirements related  to these principles.  This document is applicable to TICS consisting of either single or multiple devices, which can be  either independent or interconnected. It is not applicable to TICS without dialogues, TICS failures or  malfunctions, or controls or displays used for non-TICS functions.  The requirements and recommendations of this document can be reconsidered for drivers with  special needs. |
|  | KS ISO 15037-1:2019 | Road Vehicles Vehicle Dynamics Test Methods Part 1 General Conditions For Passenger Cars | This document specifies the general conditions that apply when vehicle dynamics properties are  determined according to ISO test methods.  In particular, it specifies general conditions for:  — variables;  — measuring equipment and data processing;  — environment (test track and wind velocity);  — test vehicle preparation (tuning and loading);  — initial driving; and  — test reports (general data and test conditions).  These items are of general significance, regardless of the specific vehicle dynamics test method. They  apply when vehicle dynamics properties are determined, unless other conditions are required by the  standard which is actually used for the test method.  This document is applicable to passenger cars as defined in ISO 3833 and light trucks.  NOTE The general conditions defined in existing vehicle dynamics standards are valid until a reference to  this document is included.  This document is cited in many other standards without a dated reference. In the course of its revision,  no change in the numbering of clauses, tables and figures is anticipated. |
|  | KS ISO 1585:2020 | Road Vehicles Engine Test Code Net Power | This document specifies a method for testing engines designed for automotive vehicles. It applies to the  evaluation of their performance with a view, in particular to presenting curves of power and specific  fuel consumption at full load as a function of engine speed.  It applies only to net power assessment.  This document concerns internal combustion engines used for propulsion of passenger cars, trucks and  other motor vehicles, excluding motorcycles, mopeds and agricultural tractors normally travelling on  roads, and included in one of the following categories:  — reciprocating internal combustion engines (spark-ignition or compression-ignition) but excluding  free piston engines;  — rotary piston engines.  These engines can be naturally aspirated or pressure-charged, either using a mechanical supercharger  or turbocharger. |
|  | KS ISO 1728: 2006 | Road Vehicles Pneumatic Braking Connections Between Motor Vehicles and Towed Vehicles Interchangeability | This International Standard specifies the requirements which ensure interchangeability of the pneumatic braking connections between motor vehicles and towed vehicles. It concerns vehicle combinations equipped with pneumatic braking systems with two lines: one control line and one supply line. |
|  | KS ISO 2575:2021 | Road Vehicles Symbols For Controls Indicators and Tell Tales | This document specifies symbols (i.e. conventional signs) for use on controls, indicators and tell-tales applying to passenger cars, light and heavy commercial vehicles and buses, to ensure identification and facilitate use. This document additionally describes the purpose and application for the symbols. It also indicates the colours of possible optical tell-tales, which inform the driver of either correct operation or malfunctioning of the related devices |
|  | KS ISO 3780:2009 | Road Vehicles World Manufacturer Identifier Wmi Code | This International Standard specifies the content and structure of an identifier in order to establish, on a worldwide basis, the identification of road vehicle manufacturers. The world manufacturer identifier (WMI) constitutes the first section of the vehicle identification number (VIN) described in ISO 3779. This International Standard applies to motor vehicles, towed vehicles, motorcycles and mopeds as defined in ISO 3833. |
|  | KS ISO 9413:2019 | Tyre Valves Dimensions and Designation | This document defines the essential dimensions and the designation of tube valves and tubeless valves. Annex B gives the correspondence between ISO designations and the designations established by: — TRA (Tire and Rim Association Inc.); — ETRTO (European Tyre and Rim Technical Organisation); — JATMA (The Japan Automotive Tyre Manufacturer's Association, Inc.). In the remainder of this document, all the dimensions are given at their nominal value except in cases where the tolerances are indicated. The threaded length of valve stems for which no thread length is specified is the maximum possible length. NOTE The drawings for valves are not all at the same scale. |
| 63 | KS ISO 18669-1:2021 | Internal combustion engines — Piston pins — Part 1: General specifications | This document specifies the essential dimensional characteristics of piston pins with a nominal outer diameter from 8 mm up to and including 100 mm, for reciprocating internal combustion engines for road vehicles and other applications. In certain applications, except road vehicles, and provided that mutual agreement is made between the customer and the manufacturer, this document can be used with suitable modifications. In addition, it establishes a vocabulary, a pin-type classification, material description based on mechanical properties, common features and quality requirements. The use of this document can require a manufacturer and customer statistical process control agreement. |

We are therefore seeking views from potential users in respect of the same. The Standard is available at the Kenya Bureau of Standards Information Centre. Please tick and fill your preference of the listed option. (If the spaces provided are not enough, please attach a separate sheet of paper).

Adoption acceptable as presented

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Adoption proposal not acceptable because of the reason(s) below

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Our Recommendations are as follows

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Name and Signature (of respondent): ................................................

Position (of respondent): .....................................

On behalf of ......................................................................................... (Name of organization)

Date .........................................................................

**NOTE:** Absence of any reply or comments shall be deemed to be an acceptance of the proposal for adoption and **shall constitute an approval vote**.