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## THE EAST AFRICAN COMMUNITY ASSEMBLING AND MANUFACTURING OF PRODUCTS REGULATIONS 2023

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**THE EAST AFRICAN COMMUNITY ASSEMBLING AND MANUFACTURING OF PRODUCTS REGULATIONS 2023**

*(Pursuant to Articles 14 (3)(d), 79(b) and 80(1)(b) of the Treaty and Sections 140 and 251 of the East African Community Customs Management Act 2004)*

**IN EXERCISE** of the powers conferred by Articles 14 (3)(d), 79(b) and 80(1)(b) of the Treaty and Sections 140 and 251 of the East African Community Customs Management Act 2004, the Council makes the following Regulations:

**PART I - PRELIMINARY**

**1. Short title**

These Regulations may be cited as the East African Community Assembling and Manufacturing of Products Regulations 2023.

**2. Interpretation**

In these Regulations, unless the context otherwise requires -

**“assembler”** means a person registered by a competent authority in a Partner State to undertake assembling activities;

**“assembling”** means the process which utilizes precision jigs, fixtures and specialized facilities, and equipment;

**“assembly plant”** means a licensed facility or premises with plant and equipment to assemble specified products by an assembler;

**“commercial vehicles”** means motor vehicles for transportation of goods or passengers and includes all forms of trucks and buses;

**“Commissioner”** means the Commissioner of Customs appointed under section 5 of the East African Community Customs Management Act, 2004;

**“competent authority”** means the body or organization designated by a Partner State to register assemblers and manufacturers;

**“Completely Knocked Down kit (CKD)”** means a kit consisting of parts and sub-assemblies used for assembling or manufacturing of finished products;

**“component”** means a uniquely identifiable input, part, piece, assembly or subassembly, system or subsystem, which is intended to be included as a part of a finished product;

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**"duty remission"** means a reduction of import duty on goods granted by the Council under section 140 of the East Africa Community Customs Management Act, 2004 on goods imported for the manufacture of goods;

**"fastener"** means bolting or clipping;

**"localization"** means local development, manufacture or production of parts, components, sub-assemblies and systems for use in the assembly or manufacturing activities and after sales support of a product;

**"local content"** means raw materials, parts and components that are manufactured locally;

**"manufacturer"** means a person registered by a competent authority to engage in a specified fabrication or production process that requires research, technology, infrastructure and manpower investment by which a commodity is finally produced;

**"manufacturing"** means any fabrication or production process that requires technology, infrastructure and manpower investment by which a commodity is finally produced;

**"manufacturing plant"** means a licensed facility or premises with plant and equipment to assemble or manufacture specified products by a registered manufacturer;

**"Original Equipment Manufacturer (OEM)"** means a manufacturer of parts and sub-assemblies used in the assembly where the manufacturer owns intellectual property rights in the parts or sub-assemblies;

**"part"** means an individual component fashioned or otherwise manufactured from one piece of metal or other material only and not joined or connected in any way to another component or material;

**"passenger vehicle"** means a motor vehicle including saloons, sedans, station wagons, double cabin pick-ups and SUVs used for transportation of persons but does not include buses;

**"person"** includes a company, corporation and association or body of persons corporate or unincorporated;

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**"product"** means a manufactured product, including a product intended for a later use in another manufacturing activity;

**"research, design and development"** means conceptualization, innovation, introduction and improvement of products and processes;

**"Semi Knocked Down kit (SKD)"** means a kit consisting of a majority of partially assembled parts and subassemblies used for manufacturing of finished products;

**"sub-assembly"** means a component consisting of any two or more parts joined together by any means;

**"system"** means a set of items working together as parts of a product;

**"unassembled"** means a completely knocked down kit consisting of parts and subassemblies used for the manufacturing of finished products.

### 3. Purpose

The purpose of these Regulations is to promote the use of raw materials and goods manufactured in the Community, in the assembly and manufacture of products by -

- (a) providing for the registration of manufacturers and assemblers within the Community;
- (b) specifying the raw materials or goods manufactured in the Community for use in the assembly and manufacture of products;
- (c) specifying the incentives accruing to assemblers and manufacturers for the use of raw materials manufactured in the Community.

## PART II - REGISTRATION OF MANUFACTURERS AND ASSEMBLERS

### 4. Registration of manufacturers and assemblers

- (1) A person who intends to engage in or is engaged in assembling or manufacture of products shall register with the competent authority in a Partner State.
- (2) A person who intends to be registered as an assembler or manufacturer shall make an application to the competent authority in the prescribed form.
- (3) The Applicant shall state the details of the assembly or manufacturing activities that the applicant intends to engage in, including the level where applicable.

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## 5. Requirements for registration

A person shall be registered as an assembler or manufacturer if they -

- (a) are incorporated in any of the Partner States;
- (b) have an assembly or manufacturing plant licensed by the Partner States authorities to assemble or manufacture a product or a contractual arrangement with an existing licensed or approved assembly or manufacturing plant that -
  - (i) is certified by the environmental authority; and
  - (ii) complies with health and safety requirements;
- (c) have approval, permit or license from the relevant regulatory authority;
- (d) have a tax clearance certificate issued by the national revenue authority;
- (e) provide a time bound localisation plan for sourcing raw materials or goods manufactured in the Community in the assembly or manufacturing operations;
- (f) provide any other information required by the competent authority.

## 6. Certificate of registration

Upon registration, the competent authority shall issue to the assembler or manufacturer a certificate of registration.

## 7. Records of manufacturing and assembling

Every assembler or manufacturer shall maintain the following records for at least five years -

- (a) raw materials or goods manufactured in the Community used in the assembly or manufacture of products by the assembler or manufacturer;
- (b) imported raw materials or goods used in the assembly or manufacture of products by the assembler or manufacturer;
- (c) raw materials or goods received by way of transfer; and
- (d) utilization of imported raw materials and goods received by transfer.

## 8. Power of proper officer to inspect premises and records

A proper officer shall have power to inspect premises and verify records of an assembler or manufacturer and may examine any goods or materials of the manufacturing or assembling plant.

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### 9. Validity of registration

Registration shall be valid for the period specified in the certificate, unless it is revoked by the competent authority.

### 10. Renewal of registration

Registration of an assembler or manufacturer may be renewed by the competent authority.

### 11. Revocation of registration

- (1) Subject to sub regulation (2), the competent authority may revoke registration of an assembler or manufacturer.
- (2) The competent authority shall before revoking registration, in writing, notify the assembler or manufacturer of the reasons for the intended revocation and require the assembler or manufacturer to show cause why the registration should not be revoked.
- (3) The competent authority shall in writing notify the assembler or manufacturer of the decision on the revocation.

## PART III - USE OF RAW MATERIALS OR GOODS MANUFACTURED IN THE COMMUNITY IN THE ASSEMBLY OR MANUFACTURE OF PRODUCTS

### 12. Use of raw materials manufactured in the Community used in the assembly or manufacture of products

- (1) An assembler or manufacturer shall source and use raw materials or goods manufactured in the Community in the assembly or manufacture of products.
- (2) For the purposes of these Regulations, the raw materials or goods manufactured in the Community are specified in the First Schedule.

### 13. Incentive for use of raw materials manufactured in the Community

An assembler or manufacturer who uses raw materials or goods manufactured in the Community referred to in regulation 12 (2) shall be-

- (a) granted duty remission under section 140 of the Act in accordance with the rate approved by the Council; or

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- (b) permitted to use the tariff lines of the Common External Tariff relating to unassembled Completely Knocked Down or Semi Knocked Down kits subject to regulation 14.

**14. Raw materials and goods excluded from imported CKD and SKD kits**

- (1) The raw materials or goods manufactured in the Community as referred to in regulation 12(2) shall be excluded from the unassembled Completely Knocked Down and Semi Knocked Down kits imported for assembly or manufacturing of products in the Community as specified in the Second Schedule.
- (2) Where an assembler or manufacturer imports raw materials or goods referred to in sub regulation (1), the assembler or manufacturer shall be liable to pay all the duties related to the imported raw materials or goods.
- (3) Where an assembler or manufacturer imports parts or sub-assemblies of CKD or SKD kits from different countries of origin or at different times, the assembler or manufacturer shall relate all the import documentation to the initial import documentation notified to the Commissioner at the time of lodging the initial entry.

**FIRST SCHEDULE**  
**Raw Materials or Goods Manufactured in the Community**

**A: Motor vehicles**

a.	Batteries
b.	Battery cables
c.	Air filters
d.	Exhaust pipes and silencers
e.	Leaf springs assembly and leaf springs
f.	U-Bolts, U-bolt nuts and center bolts
g.	Wiring harnesses
h.	In vehicle literature
i.	Vehicle VIN plates and decals
j.	Automotive paints and painting preparation chemicals
k.	Speed governors and accessories
l.	Seat frames
m.	Seat foam pads (polyurethane foam)
n.	Seat upholstery
o.	Soft interior trim
p.	Canvas
q.	Spare-wheel carrier
r.	Shackle pins for leaf springs
s.	Windscreen, side and rear glass
t.	Sealers
u.	Adhesives
v.	Toughened flat glass
w.	Canvas hoods, covers and screens
x.	Soft trim upholstery
y.	Sound deadening material
z.	All bus super structurers and metals for fabrication
aa.	all bus body panels and door panels
bb.	all bus window frames and glasses including windscreens

cc.	All aluminum and fiber profile trims
dd.	All interior building structurers, metal cladding and floor laying material
ee.	All accessories other than assemblies such as air conditioning assemblies, all interior lights, exterior trim and entertainment systems

## B. Motorcycles

1. The following parts are raw materials or goods manufactured in the Community and shall after twelve (12) months from the date of commencement of these Regulations, be excluded from the unassembled Completely Knocked Down kits imported for assembly or manufacturing of motorcycles in the Community:
  - (i) Side stand, kick stand or prop stand
  - (ii) Centre main stand
  - (iii) Leg / crash / engine guard
  - (iv) Left and right pillion / third rider footrest(s)
  - (v) Rear carrier / back carrier / pillion handle
  - (vi) Battery fluid.
  
2. The following parts are raw materials or goods manufactured in the Community and shall after twenty-four (24) months from the date of commencement of these Regulations, be excluded from the unassembled Completely Knocked Down kits imported for assembly or manufacturing of motorcycles in the Community:
  - (i) Air cleaner filter
  - (ii) Wire harness
  - (iii) Brake stopper
  - (iv) Head light stay
  - (v) Main stay or bar step
  - (vi) Battery
  - (vii) Seat
  - (viii) Seat Cover
  - (ix) Tires





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3. Where an assembler or manufacturer imports raw materials or goods referred to paragraphs 1 or 2, after the expiry of the period specified in those paragraphs, the assembler or manufacturer shall be liable to pay all the duties related to the imported raw materials or goods.

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## Second Schedule

### PART I - IMPORTATION OF COMPLETELY KNOCKED DOWN KITS AND SEMI- KNOCKED DOWN KITS FOR MOTOR VEHICLES

#### A. General provisions

1. The importation of kits shall be classified as unassembled CKD or SKD parts if they are imported in the following categories:

**Level 1:** This is a simple assembly of an imported SKD kit that is painted, welded and trimmed. The SKD kit for this level consists of a majority of partially assembled parts and subassemblies used for manufacturing of finished products. The assembler is required to put together sub-assemblies. No substantial work is required to be done by the assembler. There is no technology transfer and value addition.

#### **Duration of importation of Kits under Level 1**

A person operating under level 1 breakdown (SKD) shall not benefit from the incentive provided in regulation 11 for more than thirty six (36) months.

**Level 2:** This is a medium level of CKD assembly where major processes such as body shop (welding and riveting) and paint shop are not included. The assembler is required to fit unfinished body work for assembling with sub-assemblies. The level of dismantled parts is higher than in Level 1. There is limited technology transfer and value addition.

#### **Duration of importation of Kits under Level 2**

A person operating under level 2 breakdown (CKD) shall not benefit from the incentive provided in regulation 11 for more than sixty (60) months.

**Level 3:** This is the highest level of assembly where all the major processes including: paint shop, trim, body shop, welding including the use of

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jigs to model the item assembled, and riveting (body and chassis), are incorporated. There is a substantial level of work and technology transfer required to be done locally by the assembler to complete the operations. There is also utilisation of local content.

**Duration of importation of Kits for Trailers under Level 3**

A person operating under level 3 breakdown (CKD) for Trailers shall not benefit from the incentive provided in regulation 13 for more than thirty six (36) months.

**Level 4:** This involves the manufacture of major vehicle components including the body and chassis frame. The operation is initiated, researched, designed and developed entirely by the assembler or manufacturer and built to completion within the Community. There is a significant use of local content, value addition and technology transfer.

2. The following parts shall be allowed as constituting parts or sub-assemblies of the unassembled motor vehicles specified in B1, B2, B3 and B4:
  - (a) Curved windscreen, side and rear glass
  - (b) Radiators
  - (c) Tyres
  - (d) CKD Buses with stamped, molded and pressed body parts

**B. Breakdown of Semi-Knocked Down and Completely Knocked Down KITS**

**B1: Level 1  
Assembly of Passenger Motor Vehicles**

LEVEL 1		BREAKDOWN OF SKD KITS FOR PASSENGER MOTOR VEHICLES	
General Provisions	1. (i)		Except where otherwise specified, each individual part or sub-assembly shall be imported un-attached to other

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LEVEL 1		BREAKDOWN OF SKD KITS FOR PASSENGER MOTOR VEHICLES				
			parts or sub-assemblies. However, brackets, anchor or clinch nuts, clips and similar fasteners may be attached to parts or sub-assemblies.			
			(ii)	Subject to the provisions of this Schedule, parts or sub-assemblies which have undergone any of the following manufacturing processes may be permitted -		
				a. the covering of metal with rubber or plastic material;		
				b. the bonding of rubber or plastic material to metal or glass;		
				c. bright metal plating; or		
				d. imitation wood graining.		
			(iii)	Parts of sub-assemblies shall be permitted, if joined or attached by any of the following processes -		
				a. automatic arch-welding;		
				b. flash butt welding;		
				c. projection welding;		
				d. hydraulic pressure welding;		
				e. high amp spot-welding;		
				f. di-electrical welding;		
				g. thermal bonding process; or		
				h. automatic or multi-spot welding.		
			Chassis frame	2.	(i)	The chassis frame, when welded may be imported as a sub-assembly in the welded condition, surface treated with paint, primer or other anti-rust preparation or substance but devoid of any trim, mechanical or glass components.
					(ii)	Riveted chassis frames shall be broken down into major sub-assemblies for riveting in plant.
(iii)	Bolted chassis frames shall be broken down into major sub-assemblies for bolting in plant.					

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LEVEL 1		BREAKDOWN OF SKD KITS FOR PASSENGER MOTOR VEHICLES	
Body Shell	3.		The body may be imported as a sub-assembly, in the welded, painted, and trimmed condition.
Driveline	4.	(i)	The engine shall be unattached / independent / stand-alone to any supporting sub-frame or chassis members, but may be complete with-
			a. fan;
			b. electrical equipment;
			c. manifolds;
			d. Fuel and Oil filters;
			e. pumps,
		f. clutch and other parts of sub-assembly attachments; or	
		(ii)	gearbox or final drive unit where such unit is incorporated within the gearbox or engine housing.
(iii)	The primary differential drive shaft and flange may be fitted to the differential, where applicable.		
(iv)	The radiator, including the shell and mounting frame may be assembled.		
(v)	The exhaust pipe and mufflers may be assembled, but not fitted together unless permanently attached.		
(vi)	The fuel tank complete with filler housing and cover may be imported in the condition supplied by the manufacturer.		
(vii)	The power electronics for electrical vehicles including the harnesses, control systems, rechargeable batteries, electric motors and or inverters may be imported in the condition supplied by the original equipment manufacturer		
Axle, brake and suspension system	5.	(i)	The rigid or beam type of front suspension shall have the following parts or sub-assemblies adrift -
		a.	front axle beam complete with stub-axles, steering arms and braking equipment


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LEVEL 1		BREAKDOWN OF SKD KITS FOR PASSENGER MOTOR VEHICLES	
			b. springs excluding leaf springs;
			c. shock absorbers;
			d. radius rods and other steering linkages;
			e. brake pipes and hoses;
			f. tie rods and other steering linkages;
			g. in the case of a multi-drive vehicle, the driving front axle may be complete with differential, half-shafts, constant velocity joints and braking equipment;
			h. in the case of brake shoes contained within a single brake drum being operated by twin slave cylinders, the bridging pipe connecting these two cylinders, may be left in position.
			Front suspension
a. suspension frame; stub axles complete with wishbones, constant velocity joints, steering arms and braking equipment;			
b. radius rods, anti-roll bars and other suspension linkages;			
c. brake pipes and hoses;			
d. shock absorbers; or			
e. springs excluding leaf springs.			
(ii)	In the case of McPherson type front suspension, the stub axle may be complete with integral shock absorber and springs.		
(iii)	In the case of brake shoes contained within a single brake drum being operated by twin slave cylinders, the bridging pipe connecting these two cylinders may be left in position		
(iv)	The rigid or beam type of rear suspension shall have the following parts or sub-assemblies adrift-		




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LEVEL 1		BREAKDOWN OF SKD KITS FOR PASSENGER MOTOR VEHICLES		
		a.	rear axle complete with differential half-shaft and braking equipment;	
		b.	springs excluding leaf springs;	
		c.	shock absorbers;	
		d.	radius rods and other similar suspension linkages;	
		e.	brake pipes and hoses.	
	(v)			The independent type of rear suspension shall have the following parts or sub -assemblies adrift -
		a.		suspension frame;
		b.		stub axles complete with bearing housing and brake equipment;
		c.		differential housing complete with differential and primary differential drive shaft;
		d.		radius rods and other similar suspension linkages;
		e.		brake cables, linkages, pipes and hoses;
		f.		propeller shaft;
		g.		shock absorbers; or
	h.		springs (Excluding leaf springs).	
	(vi)			Single pivot and double pivot swing type rear axles, where the half-shafts are enclosed in pivoted axle tubes, may be assembled


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**B2: Level 2 Assembly of Passenger and Commercial Motor Vehicles**


LEVEL 2		BREAKDOWN OF SKD KITS FOR PASSENGER AND COMMERCIAL MOTOR VEHICLES	
General Provisions	1.	(i)	Except where otherwise specified, each individual part or sub-assembly shall be imported un-attached to other parts or sub-assemblies. However, brackets, anchor or clinch nuts, clips and similar fasteners may be attached to parts or sub-assemblies
		(ii) a.	Subject to the provisions of this Schedule, parts or sub-assemblies which have undergone any of the following manufacturing processes may be permitted -
			the covering of metal with rubber or plastic material except for leather;
			the bonding of rubber or plastic material except for leather to metal or glass;
			bright metal plating; or
			imitation wood graining
		(iii)	Parts of sub-assemblies shall be permitted, if joined or attached by any of the following processes -
			a. automatic arch-welding
			b. flash butt welding
			c. projection welding
			d. hydraulic pressure welding
			e. high amp spot-welding
			f. di-electrical welding
			g. thermal bonding process; or
h. automatic or multi-spot welding			
Chassis frame	2.	a.	For Passengers vehicles, the chassis frame, when welded may be imported as a sub-assembly in the welded condition, surface treated with paint, primer or other anti-rust preparation or substance but



LEVEL 2		BREAKDOWN OF SKD KITS FOR PASSENGER AND COMMERCIAL MOTOR VEHICLES	
			devoid of any trim, mechanical or glass components.
		b.	For Commercial vehicles chassis frame, shall not be welded at import and to be welded to a sub-assembly in the welded condition, surface treated with paint, primer or other anti-rust preparation or substance but devoid of any trim, mechanical or glass components.
		(i)	Riveted chassis frames shall be broken down into major sub-assemblies for riveting in plant.
		(ii)	Bolted chassis frames shall be broken down into major sub-assemblies for bolting in plant.
Body, Cab and Rear body	3	(i)	The body or cab, may be imported as a sub-assembly, in the welded condition, surface treated with paint, primer or other anti-rust preparation or substance but devoid of any trim, mechanical or glass components.
		(ii)	The load body, may be imported as a sub-assembly in the weld condition, surface treated with paint, primer or other anti-rust preparation or substance but devoid of any trim, mechanical or glass components
		(iii)	The instrument or dashboard panel, glove box and doors may be in the condition supplied by the manufacturer.
		(iv)	Toe and running boards may be imported with reinforcements attached but may be surface treated in any way except with a coat of paint, primer or other anti-rust preparation or substance.

LEVEL 2		BREAKDOWN OF SKD KITS FOR PASSENGER AND COMMERCIAL MOTOR VEHICLES	
		(v)	Doors may be assembled with all internal fittings in position and may include deadeners or anti-drum material but shall be devoid of-
			a. door locks;
			b. window winding mechanisms;
			c. glass
			d. trim and / or upholstery material
Driveline	4	(i)	The engine shall be unattached / independent / stand-alone to any supporting sub-frame or chassis members, but may be complete with-
			a. Fan;
			b. electrical equipment;
			c. Manifolds;
			d. Fuel & Oil Filters;
			e. Pumps;
		f. clutch and other parts of sub-assembly attachments; or	
		(ii)	gearbox or final drive unit where such unit is incorporated within the gearbox or engine housing
		(iii)	The primary differential drive shaft and flange may be fitted to the differential, where applicable
		(iv)	The radiator, including the shell and mounting frame may be assembled
(v)	The exhaust pipe and mufflers may be assembled, but not fitted together unless permanently attached		
(vi)	The fuel tank complete with filler housing and cover may be imported in the condition supplied by the manufacturer		
(vi)	The power electronics for electrical vehicles including the harnesses, control systems, rechargeable batteries, electric motors and or		

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LEVEL 2		BREAKDOWN OF SKD KITS FOR PASSENGER AND COMMERCIAL MOTOR VEHICLES	
			inverters may be imported in the condition supplied by the original equipment manufacturer
Controls	5	(i)	The steering box may have the shaft column attached, but the steering wheel, gear linkages, if any, and electrical equipment shall be adrift
		(ii)	Pedals and linkages may be assembled
Axle, brake and suspension system	6	(i)	The rigid or beam type of front suspension shall have the following parts or sub-assemblies adrift -
			a. front axle beam complete with stub-axles, steering arms and braking equipment
			b. springs excluding leaf springs
			c. shock absorbers
			d. radius rods and other steering linkages
			e. brake pipes and hoses
			f. tie rods and other steering linkages
			g. in the case of a multi-drive vehicle, the driving front axle may be complete with differential, half-shafts, constant velocity joints and braking equipment
h. in the case of brake shoes contained within a single brake drum being operated by twin slave cylinders, the bridging pipe connecting these two cylinders, may be left in position			
Front suspension	7	(i)	The independent type of front suspension shall have the following parts or sub-assemblies adrift:-
			a. suspension frame; stub axles complete with wishbones, constant velocity joints, steering arms and braking equipment;
			b. radius rods, anti-roll bars and other suspension linkages;
			c. brake pipes and hoses
			d. shock absorbers; or





LEVEL 2		BREAKDOWN OF SKD KITS FOR PASSENGER AND COMMERCIAL MOTOR VEHICLES	
		e.	springs excluding leaf springs.
	(ii)		In the case of McPherson type front suspension, the stub axle may be complete with integral shock absorber and springs
	(iii)		In the case of brake shoes contained within a single brake drum being operated by twin slave cylinders, the bridging pipe connecting these two cylinders may be left in position
	(iv)		The rigid or beam type of rear suspension shall have the following parts or sub-assemblies adrift-
		a.	rear axle complete with differential half-shaft and braking equipment;
		b.	springs excluding leaf springs;
		c.	shock absorbers;
		d.	radius rods and other similar suspension linkages;
		e.	brake pipes and hoses.
	(v)		The independent type of rear suspension shall have the following parts or sub-assemblies adrift -
		a.	suspension frame;
		b.	stub axles complete with bearing housing and brake equipment;
		c.	differential housing complete with differential and primary differential drive shaft;
		d.	radius rods and other similar suspension linkages;
		e.	brake cables, linkages, pipes and hoses;
		f.	propeller shaft;
		g.	shock absorbers; or
	h.	springs (Excluding leaf springs).	
	(vi)		Single pivot and double pivot swing type rear axles, where the half-shafts are enclosed in pivoted axle tubes, may be assembled.

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LEVEL 2		BREAKDOWN OF SKD KITS FOR PASSENGER AND COMMERCIAL MOTOR VEHICLES		
Instruments	8		Instruments including the cables may be clustered but may not be mounted in the instrument panel	
Miscellaneous materials, parts and accessories for motor vehicles -	(i)		Miscellaneous materials, parts and accessories for motor vehicles shall comply with the following conditions-	
		a.	anti-squeak and anti-drum material may be cut to size;	
		b.	weather strip may be in the piece;	
		c.	glass shall be devoid of any attachments;	
		d.	seat frames may be assembled but not upholstered;	
		e.	upholstery or cushion springs may be loose or in cages; and	
	f.	carpeting, upholstery, headlining, convertible tops, vinyl roof coverings may be in the condition supplied by the manufacturer.		
	(ii)	9		The following and other fittings and accessories may be imported in the condition supplied -
		a.	bonnet catch sub-assemblies	
		b.	bonnet ornaments	
		c.	radiator grille	
		d.	window and door handles	
		e.	window winding mechanism	
		f.	window support frame	
		g.	window fasteners	
		h.	window glass channel	
		i.	window sash weather strip metal and felt	
j.		door arm-rest		
k.	door check straps, metal or other material			
l.	door pulls and assist cords			

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LEVEL 2		BREAKDOWN OF SKD KITS FOR PASSENGER AND COMMERCIAL MOTOR VEHICLES	
		m.	arm-rest sub-assemblies including hinges and support or brackets therefore but excluding upholstery
		n.	direction indicators
		o.	electrical sockets and fittings
		p.	cigar and cigarette lighters
		q.	clocks
		r.	windscreen wipers
		s.	horn or hooter
		t.	ash trays
		u.	robe rails
		v.	parcel nets
		w.	guiding and lifting adjustable seal
		x.	guiding and lifting adjustable seat level slides and locking devices
		y.	safety belts including fittings and anchorages
		z.	upholstery wire stiffeners
		aa.	ventilator window frames and operating mechanism including coal ventilator sub-assemblies
		bb.	step plate (running board)
		cc.	rubber engine mounting
		dd.	stone guards and dust shields
		ee.	ornamental moldings and monograms including window reveals or garnish molding to imitate wood
		ff.	bolts, nails, nuts, rivets, tacks and washers, excluding U bolt nuts and U bolts as catered for under the exclusions
		gg.	hinges and locks including hinger arm sub-assemblies
		hh.	chains and hooks
		ii.	metal brackets, braces, supports, reinforcements



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LEVEL 2		BREAKDOWN OF SKD KITS FOR PASSENGER AND COMMERCIAL MOTOR VEHICLES	
		jj.	forgings, castings, anchor plates or nuts
		kk.	nailing strips with nails inserted
		ll.	tacking or trim strips; or
		mm	boot cardboard panels

**B3: Level 3**  
**Assembly of Passenger and Commercial Motor Vehicles**

LEVEL 3		BREAKDOWN OF CKD KITS FOR PASSENGER AND COMMERCIAL MOTOR VEHICLES		
General Provisions	1.	(i)	Except where otherwise specified, each individual part or sub-assembly shall be imported un-attached to other parts or sub-assemblies. However, brackets, anchor or clinch nuts, clips and similar fasteners may be attached to parts or sub-assemblies.	
		(ii)	a.	the covering of metal with rubber or plastic material except for leather;
			b.	the bonding of rubber or plastic material except for leather to metal or glass;
			c.	bright metal plating; or
			d.	imitation wood graining.
			Subject to the provisions of this Schedule, parts or sub-assemblies which have undergone any of the following manufacturing processes may be permitted:-	
		(iii)	Parts of sub-assemblies shall be permitted, if joined or attached by any of the following processes -	
			a.	automatic arch-welding;
			b.	flash butt welding;

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LEVEL 3		BREAKDOWN OF CKD KITS FOR PASSENGER AND COMMERCIAL MOTOR VEHICLES	
		c.	projection welding;
		d.	hydraulic pressure welding;
		e.	high amp spot-welding;
		f.	di-electrical welding;
		g.	thermal bonding process; or
		h.	automatic or multi-spot welding.
Chassis frame	2.	(i)	Where the Chassis frame whether of box channel, tubular or other construction, is in a form consisting of side, cross, cruciform or other members each part of such member shall be imported adrift, except where each part of such member is welded or riveted together by the original equipment manufacturer.
		(ii)	Welded chassis frames shall be broken down into major sub-assemblies for welding in plant and all cross members and outriggers shall be shipped loose.
		(iii)	Riveted chassis frames shall be broken down into major sub-assemblies for riveting in plant.
		(iv)	Bolted chassis frames shall be broken down into major sub-assemblies for bolting in plant.
		(v)	Where the conventional chassis frame is replaced by welded floor components, such as seat risers, floor pans, wheel houses and toe boards instead of side, cross, cruciform or other members, such floor components shall, except where welded or riveted together, be adrift.
Body or chassis panels, stamping,	3.	(i)	The cowl, scuttle, bulkhead or firewall may be assembled, but shall not be surface treated in any way except with a coat of primer or other anti-rust preparation or substance.

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LEVEL 3		BREAKDOWN OF CKD KITS FOR PASSENGER AND COMMERCIAL MOTOR VEHICLES	
pressing, forming or moulding			The cabs are to be broken down to the extent that the following major items must be imported as sub-assemblies;
		a.	Doors;
		b.	floor assembly;
		c.	roof panel;
		d.	Bonnet;
		e.	cab back panel;
	(ii)	f.	wheel larches;
		g.	radiator grille;
		h.	grilles surround panel;
		i.	dash assembly;
		j.	bulk-head assembly;
		k.	door pillars;
		l.	door surrounds;
		m.	windscreen surround;
		n.	bumper valance;
	(iii)		The instrument or dashboard panel, glove box and doors may be in the condition supplied by the manufacturer.
	(iv)		The windscreen frame may be imported with reinforcements or other attachments but shall be without glass
	(v)		Toe and running boards may be imported with re-enforcements attached but shall not be surface treated in any way except with a coat of primer or other anti-rust preparation or substance
	(vi)		Doors may be assembled with all internal fittings in position and may include deadeners or anti-drum material but shall be devoid of-
		a.	door locks;

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LEVEL 3		BREAKDOWN OF CKD KITS FOR PASSENGER AND COMMERCIAL MOTOR VEHICLES			
		b.	window winding mechanisms;		
		c.	Glass;		
		d.	trim and / or upholstery material.		
		e.	but shall not be surface-treated in any way except with a coat of primer or anti-rust preparation or substance.		
		(vii)	Door pillars may be assembled and have the metal fittings in position		
		(vii)	Mudguards or fenders may be imported with holes made therein and reinforcements added but shall not be surface-treated in any way except with a coat of primer or other anti-rust preparation or substance		
		(ix)	Trunk, boot lids, bonnets or engine covers may be assembled with fitting and deadeners or anti-rust material attached but shall not be surface treated in any way except with a coat of primer or other anti-rust preparation or substance		
		(x)	Chassis and body panels, pressing and stampings not elsewhere provided for may be imported with holes made therein, and reinforcements added, and deadeners or anti-rust material attached, but shall not be surface-treated in any way except with a coat of primer or other anti-rust preparation or substance		
		(xi)	Roof panels, pressings or stamping in conformity with these Regulations may have drip moldings attached		
		Driveline	4.	(i)	The engine shall be unattached / independent / stand-alone to any supporting sub-frame or chassis members, but may be complete with-

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LEVEL 3		BREAKDOWN OF CKD KITS FOR PASSENGER AND COMMERCIAL MOTOR VEHICLES	
		a.	Fan;
		b.	Electrical equipment;
		c.	Manifolds;
		d.	Fuel and Oil Filters;
		e.	Pumps;
		f.	Clutch and other parts of sub-assembly attachments; or
		g.	Gearbox or final drive unit where such unit is incorporated within the gearbox or engine housing
		(ii)	The primary differential drive shaft and flange may be fitted to the differential, where applicable
		(iii)	The radiator, including the shell and mounting frame may be assembled
		(iv)	The exhaust pipe and mufflers may be assembled, but not fitted together unless permanently attached
		(v)	The fuel tank complete with filler housing and cover may be imported in the condition supplied by the manufacturer
(vi)	The power electronics for electrical vehicles including the harnesses, control systems, rechargeable batteries, electric motors and or inverters may be imported in the condition supplied by the original equipment manufacturer		
Controls	5.	(i)	The steering box may have the shaft column attached, but the steering wheel, gear linkages, if any, and electrical equipment shall be adrift.
		(ii)	Pedals and linkages may be assembled.

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LEVEL 3		BREAKDOWN OF CKD KITS FOR PASSENGER AND COMMERCIAL MOTOR VEHICLES	
Axle, brake and suspension system	6.	(i)	The rigid or beam type of front suspension shall have the following parts or sub-assemblies adrift -
			a. Front axle beam complete with stub-axles, steering arms and braking equipment
			b. Springs excluding leaf springs;
			c. Shock absorbers;
			d. Radius rods and other steering linkages;
			e. Brake pipes and hoses;
			f. Tie rods and other steering linkages;
			g. In the case of a multi-drive vehicle, the driving front axle may be complete with differential, half-shafts, constant velocity joints and braking equipment;
			h. In the case of brake shoes contained within a single brake drum being operated by twin slave cylinders, the bridging pipe connecting these two cylinders, may be left in position.
Front suspension	7.	(i)	The independent type of front suspension shall have the following parts or sub-assemblies adrift
			a. Suspension frame: stub axles complete with wishbones, constant velocity joints, steering arms and braking equipment;
			b. Radius rods, anti-roll bars and other suspension linkages;
			c. Brake pipes and hoses;
			d. Shock absorbers; or
		e. Springs excluding leaf springs.	
		(ii)	In the case of McPherson type front suspension, the stub axle may be complete with integral shock absorber and springs

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LEVEL 3		BREAKDOWN OF CKD KITS FOR PASSENGER AND COMMERCIAL MOTOR VEHICLES		
		(iii)	In the case of brake shoes contained within a single brake drum being operated by twin slave cylinders, the bridging pipe connecting these two cylinders may be left in position.	
		(iv)		The rigid or beam type of rear suspension shall have the following parts or sub-assemblies adrift-
			a.	Rear axle complete with differential half-shaft and braking equipment;
			b.	Springs excluding leaf springs;
			c.	Shock absorbers;
			d.	Radius rods and other similar suspension linkages;
			e.	Brake pipes and hoses
		(v)		The independent type of rear suspension shall have the following parts or sub-assemblies adrift:-
			a.	suspension frame;
			b.	stub axles complete with bearing housing and brake equipment;
			c.	differential housing complete with differential and primary differential drive shaft;
			d.	radius rods and other similar suspension linkages;
			e.	brake cables, linkages, pipes and hoses;
			f.	propeller shaft;
			g.	shock absorbers; or
			h.	springs (Excluding leaf springs)
		(vi)		Single pivot and double pivot swing type rear axles, where the half-shafts are enclosed in pivoted axle tubes, may be assembled

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LEVEL 3		BREAKDOWN OF CKD KITS FOR PASSENGER AND COMMERCIAL MOTOR VEHICLES	
Instruments	8.		Instruments including the cables may be clustered but may not be mounted in the instrument panel
Miscellaneous materials, parts and accessories for motor vehicles	9.	(i)	Miscellaneous materials, parts and accessories for motor vehicles shall comply with the following conditions
			a. anti-squeak and anti-drum material may be cut to size
			b. weather strip may be in the piece
			c. glass shall be devoid of any attachments
			d. seat frames may be assembled but not upholstered
			e. upholstery or cushion springs may be loose or in cages; and
	f. carpeting, upholstery, headlining, convertible tops, vinyl roof coverings may be in the condition supplied by the manufacturer		
	(ii)	The following and other fittings and accessories may be imported in the condition supplied:-	
		a. bonnet catch sub-assemblies;	
		b. bonnet ornaments;	
		c. radiator grille;	
		d. window and door handles;	
		e. window winding mechanism;	
		f. window support frame;	
		g. window fasteners;	
		h. window glass channel;	
		i. window sash weather strip metal and felt;	
j. door arm-rest;			
k. door check straps, metal or other material;			
l. door pulls and assist cords;			

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LEVEL 3		BREAKDOWN OF CKD KITS FOR PASSENGER AND COMMERCIAL MOTOR VEHICLES	
		m.	arm-rest sub-assemblies including hinges and support or brackets therefore but excluding upholstery;
		n.	direction indicator;
		o.	electrical sockets and fittings;
		p.	cigar and cigarette lighters;
		q.	clocks;
		r.	windscreen wipers;
		s.	horn or hooter;
		t.	ash trays;
		u.	robe rails;
		v.	parcel nets;
		w.	guiding and lifting adjustable seal;
		x.	guiding and lifting adjustable seat level slides and locking devices;
		y.	safety belts including fittings and anchorages;
		z.	upholstery wire stiffeners;
		aa.	ventilator window frames and operating mechanism including coal ventilator sub-assemblies;
		bb.	step plate (running board);
		cc.	rubber engine mounting;
		dd.	stone guards and dust shields;
		ee.	ornamental moldings and monograms including window reveals or garnish molding to imitate wood;
		ff.	bolts, nails, nuts, rivets, tacks and washers, excluding U bolt nuts and U bolts as catered for under the exclusions;
		gg.	hinges and locks including hinger arm sub-assemblies;

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LEVEL 3		BREAKDOWN OF CKD KITS FOR PASSENGER AND COMMERCIAL MOTOR VEHICLES	
		hh.	chains and hooks;
		ii.	metal brackets, braces, supports, reinforcements;
		jj.	forgings, castings, anchor plates or nuts;
		kk.	nailing strips with nails inserted;
		ll.	tacking or trim strips; or
		mm.	boot cardboard panels.

**B4: Level 4**

**Category 1 - Assembly and Manufacture of Passenger and Commercial Motor Vehicles**

LEVEL 4		BREAKDOWN OF CKD KITS FOR PASSENGER AND COMMERCIAL MOTOR VEHICLES		
General Provisions	1.	(i)	Except where otherwise specified, each individual part or sub-assembly shall be imported un-attached to other parts or sub-assemblies. However, brackets, anchor or clinch nuts, clips and similar fasteners shall not be attached to part or sub-assemblies	
		(ii)	Subject to the provisions of this Schedule, except where otherwise specified, individual parts which have undergone any of the following manufacturing processes may be permitted:-	
			a.	the covering of metal with rubber or plastic material except for leather;
			b.	the bonding of rubber or plastic material except for leather to metal or glass;
			c.	bright metal plating; or
d.	imitation wood graining.			

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LEVEL 4		BREAKDOWN OF CKD KITS FOR PASSENGER AND COMMERCIAL MOTOR VEHICLES	
		(iii)	Except where otherwise specified, parts of sub-assemblies shall be permitted, if joined or attached by any of the following processes -
			a. automatic arch-welding;
			b. flash butt welding;
			c. projection welding;
			d. hydraulic pressure welding;
			e. high amp spot-welding;
			f. di-electrical welding;
			g. thermal bonding process; or
			h. automatic or multi-spot welding.
			i. Ultrasonic welding
			j. Cold welding, brazing and soldering
			k. Adhesive bonding
Chassis frame	2.	(i)	Where the Chassis frame is of C channel construction in a form consisting of side, cross, cruciform or other members all these shall be manufactured, welded or joined locally
		(ii)	Where the Chassis frame is of box channel, tubular or other construction, the side members may be imported broken down unwelded and adrift save for the cross, outrigger, cruciform or other members and brackets which shall be manufactured locally for welding and assembly in plant
		(iii)	Where the conventional chassis frame is replaced by welded floor components, such as seat risers, floor pans, wheel houses and toe boards instead of side, cross, cruciform or other members, all such components shall be manufactured locally





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LEVEL 4		BREAKDOWN OF CKD KITS FOR PASSENGER AND COMMERCIAL MOTOR VEHICLES		
Body or chassis panels, stamping and pressing	3.	(i)	The cowl, scuttle, bulkhead or firewall shall be adrift and shall not be surface treated in any way except with a coat of primer or other anti-rust preparation or substance.	
		(ii)	The cab frame structure shall be manufactured locally including the following components unless indicated otherwise;	
		(iii)	a.	Doors panels
			b.	floor panels
			c.	roof panel
			d.	Bonnet
			e.	cab back panel
			f.	wheel arches;
			g.	radiator grille may be imported adrift;
			h.	grilles surround panel may be imported adrift;
			i.	dash panel may be imported adrift;
			j.	bulk-head
			k.	door pillars;
			l.	door surrounds may be imported adrift;
m.	windscreen surround may be imported adrift;			
n.	bumper valance may be imported adrift;			
(iv)		The instrument or dashboard panel, glove box and doors may be imported but shall be completely adrift for assembly in plant		
(v)		The windscreen frame		
(vi)		Toe and running boards may be imported with reinforcements attached but shall not be surface treated in any way except with a coat of primer or other anti-rust preparation or substance		
(vii)		Door pillars		

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LEVEL 4		BREAKDOWN OF CKD KITS FOR PASSENGER AND COMMERCIAL MOTOR VEHICLES	
		(vii)	Mudguards or fenders may be imported with holes made therein and reinforcements added but shall not be surface-treated in any way except with a coat of primer or other anti-rust preparation or substance
		(ix)	Trunk, boot lids, bonnets or engine covers will not be assembled with fitting and deadeners or anti-drum material attached but shall not be surface treated in any way except with a coat of primer or other anti-rust preparation or substance
		(x)	Chassis and body panels, pressing and stampings not elsewhere provided for may be imported with holes made therein, and reinforcements added, and deadeners or antidrum material attached, but shall not be surface-treated in any way except with a coat of primer or other anti-rust preparation or substance
Driveline	4.	(i)	The engine shall be unattached / independent / stand-alone to any supporting sub-frame or chassis members but may be complete with the following;
			a. Fan
			b. Electrical equipment
			c. Manifolds fitted
			d. Filters
			e. Pumps
			f. Clutch and other parts of sub-assembly
			g. Gearbox or final drive unit where such unit is incorporated within the gearbox or engine housing





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LEVEL 4		BREAKDOWN OF CKD KITS FOR PASSENGER AND COMMERCIAL MOTOR VEHICLES	
		(ii)	The primary differential drive shaft and flange may be fitted to the differential, where applicable
		(iii)	The radiator shall be adrift
		(iv)	The exhaust pipe and mufflers will be adrift ,
		(v)	The fuel tank shall be discrete with filler housing and cover may be imported in the condition supplied by the manufacturer
		(vi)	The power electronics for electrical vehicles including the harnesses, control systems, rechargeable batteries, electric motors and or inverters may be imported in the condition supplied by the original equipment manufacturer
Controls	5.	(i)	The steering box may have the shaft column attached, but the steering wheel, gear linkages, if any, and electrical equipment shall be adrift.
		(ii)	Pedals and linkages made from steel shall be manufactured locally. Those made from other material may be imported but shall be adrift
Axle, brake and suspension system	6.	(i)	The rigid or beam type of front suspension shall have the following parts or sub-assemblies adrift -
		a.	Front axle beam complete with stub-axles, steering arms and braking equipment
		b.	Springs excluding leaf springs;
		c.	Shock absorbers;
		d.	Radius rods and other steering linkages;
		e.	Brake pipes and hoses;
		f.	Tie rods and other steering linkages;
g.	In the case of a multi-drive vehicle, the driving front axle may be complete with differential, half-shafts, constant velocity joints and braking equipment;		

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LEVEL 4		BREAKDOWN OF CKD KITS FOR PASSENGER AND COMMERCIAL MOTOR VEHICLES	
		h.	In the case of brake shoes contained within a single brake drum being operated by twin slave cylinders, the bridging pipe connecting these two cylinders, may be left in position.
Front suspension	7.		The independent type of front suspension shall have the following parts or sub-assemblies adrift -
		(i) a.	Suspension frame: stub axles complete with wishbones, constant velocity joints, steering arms and braking equipment;
		b.	Radius rods, anti-roll bars and other suspension linkages;
		c.	Brake pipes and hoses;
		d.	Shock absorbers; or
		e.	Springs excluding leaf springs.
		(ii)	In the case of McPherson type front suspension, the stub axle may be complete with integral shock absorber and springs
		(iii)	In the case of brake shoes contained within a single brake drum being operated by twin slave cylinders, the bridging pipe connecting these two cylinders may be left in position.
			The rigid or beam type of rear suspension shall have the following parts or sub-assemblies adrift-
		(iv) a.	Rear axle complete with differential half-shaft and braking equipment;
		b.	Springs excluding leaf springs;
		c.	Shock absorbers;
		d.	Radius rods and other similar suspension linkages;
e.	Brake pipes and hoses		

LEVEL 4		BREAKDOWN OF CKD KITS FOR PASSENGER AND COMMERCIAL MOTOR VEHICLES	
			The independent type of rear suspension shall have the following parts or sub-assemblies adrift:-
		(v)	a. suspension frame;
			b. stub axles complete with bearing housing and brake equipment;
			c. differential housing complete with differential and primary differential drive shaft;
			d. radius rods and other similar suspension linkages;
			e. brake cables, linkages, pipes and hoses;
			f. propeller shaft;
			g. shock absorbers; or
			h. springs (Excluding leaf springs)
		(vi)	Single pivot and double pivot swing type rear axles, where the half-shafts are enclosed in pivoted axle tubes, may be assembled
Instruments	8.		The instrument or dashboard panel must shall not be trimmed in any way with electrical wiring, air vents, instrument cluster, infotainment or radio, air conditioning units shall all be supplied adrift
Miscellaneous materials, parts and accessories for motor vehicles	9.	(i)	Miscellaneous materials, parts and accessories for motor vehicles shall comply with the following conditions
			a. anti-squeak and anti-drum material may be cut to size
			b. weather strip may be in the piece
			c. glass shall be devoid of any attachments
			d. seat frames may be assembled but not upholstered
			e. upholstery or cushion springs may be loose or in cages; and

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LEVEL 4		BREAKDOWN OF CKD KITS FOR PASSENGER AND COMMERCIAL MOTOR VEHICLES	
		f.	carpeting, upholstery, headlining, convertible tops, vinyl roof coverings may be in the condition supplied by the manufacturer
			The following and other fittings and accessories may be imported in the condition supplied:-
		a.	bonnet catch sub-assemblies;
		b.	bonnet ornaments;
		c.	radiator grille;
		d.	window and door handles;
		e.	window winding mechanism;
		f.	window support frame;
		g.	window fasteners;
		h.	window glass channel;
		i.	window sash weather strip metal and felt;
		j.	door arm-rest;
		k.	door check straps, metal or other material;
	(ii)	l.	door pulls and assist cords;
		m.	arm-rest sub-assemblies including hinges and support or brackets therefore but excluding upholstery;
		n.	direction indicator;
		o.	electrical sockets and fittings;
		p.	cigar and cigarette lighters;
		q.	clocks;
		r.	windscreen wipers;
		s.	horn or hooter;
		t.	ash trays;
		u.	robe rails;
		v.	parcel nets;
		w.	guiding and lifting adjustable seal;

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LEVEL 4		BREAKDOWN OF CKD KITS FOR PASSENGER AND COMMERCIAL MOTOR VEHICLES	
		x.	guiding and lifting adjustable seat level slides and locking devices;
		y.	safety belts including fittings and anchorages;
		z.	upholstery wire stiffeners;
		aa.	ventilator window frames and operating mechanism including coal ventilator sub-assemblies;
		bb.	step plate (running board);
		cc.	rubber engine mounting;
		dd.	stone guards and dust shields;
		ee.	ornamental moldings and monograms including window reveals or garnish molding to imitate wood;
		ff.	bolts, nails, nuts, rivets, tacks and washers, excluding U bolt nuts and U bolts as catered for under the exclusions;
		gg.	hinges and locks including hinger arm sub-assemblies;
		hh.	chains and hooks;
		ii.	metal brackets, braces, supports, reinforcements;
		jj.	forgings, castings, anchor plates or nuts;
		kk.	nailing strips with nails inserted;
		ll.	tacking or trim strips; or
		mm.	boot cardboard panels.






**B4: Level 4**

**Category II - Assembly and Manufacture of Trailers**

LEVEL 4		BREAKDOWN OF CKD PARTS FOR TRAILERS	
Driveline	1.		The trailer axles, suspension and all other driveline components shall be unattached / independent / stand-alone to any supporting sub-frame or chassis members
Miscellaneous materials, parts and accessories for trailers	2 (i)		The following parts or sub-assemblies shall constitute the complete knocked down kits for trailers
		a.	Axle
		b.	Undergear Suspension assembly kits except leaf springs
		c.	Brake & lighting systems;
		d.	Tyre and Rims
		e.	Landing gears
		f.	Turntables and towing bars
		g.	King pin kits
		h.	Hydraulic tipping system kits
		i.	Tank fitting systems for tank or bulkers
		j.	Bolts and nuts except center bolts and U bolts
		k.	Bushings for Trailers
l.	Container Locks		

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## PART II - MOTORCYCLES

### IMPORTATION OF COMPLETELY KNOCKED DOWN KITS

1. The importation of kits shall be classified as unassembled only if they are imported in the conditions specified in paragraphs 2 and 3.
2. The completely knocked down kit shall have the engine and chassis frame unattached / independent / stand-alone to other parts of a motor cycle when they are imported together.
3. The following are the minimum main parts and sub-assemblies of completely knocked down kits for motor cycles which shall be unattached / independent / stand-alone to other main part or sub-assembly in the list.
  - (a) the engine box kit
  - (b) the chassis frame or frame assembly
  - (c) Fuel / petrol tank
  - (d) wheel assembly component (front and rear) excluding tyres
  - (e) handle bar assembly
  - (f) front and rear suspension
  - (g) motor (for electric motorcycles)
  - (h) inverter (for electric motorcycles)
  - (i) Lithium Batteries

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