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GOVERNMENT NOTICES GOEWERMENTSKENNISGEWINGS

DEPARTMENT OF TRADE AND INDUSTRY DEPARTEMENT VAN HANDEL EN NYWERHEID

No. R. 268

1 April 2005

STANDARDS ACT, 1993

PROPOSED AMENDMENT OF THE COMPULSORY SPECIFICATION FOR CORD SETS AND CORD EXTENSION SETS

It is hereby made known under section 22 (3) of the Standards Act, 1993 (Act No. 29 of 1993), that the Minister of Trade and Industry intends to amend the compulsory specification for Cord Sets and Cord Extension Sets as published by Government Notice No. R662 in Government Gazette No. 18890 of 15 May 1998 as set out in the attached Schedule.

Any person who wishes to object to the intention of the Minister to thus amend the compulsory specification concerned, shall lodge their objection in writing with the President, South African Bureau of Standards, Private Bag X191, Pretoria, 0001, on or before the date two (2) months after publication of this notice.



M Mpahlwa
Minister of Trade and Industry

SCHEDULE

COMPULSORY SPECIFICATION FOR CORD SETS AND CORD EXTENSION SETS

1 Scope

This specification covers cord sets and cord extension sets that have a maximum current rating not exceeding 16 A and that are intended for use with electrical installations that operate at a single-phase voltage not exceeding 250 V.

2 Definitions

For the purposes of this specification, the following definitions apply:

2.1 cord extension set: An assembly that consists of a flexible cord fitted with a plug and with one or more socket-outlets and that can incorporate a switch or switches, a circuit-breaker, an earth leakage unit, or a thermal over-current unit, or a combination of these.

2.2 cord set: An assembly that consists of a flexible cord fitted with a plug and with an appliance connector, and that is intended to connect an electrical appliance or equipment to the electrical supply.

3 Requirements

3.1 Components

3.1.1 The cord of a cord set or cord extension set shall comply with the requirements of the relevant of the following subclauses of SABS 1574, *Electric cables Flexible cords*, as published by Government Notice 1851 (Government Gazette No. 16840), dated 1 December 1995:

- 4.2.1 Conductor material;
- 4.2.2.1 Insulation material;
- 4.2.3 Core identification;
- 4.2.5.1 Protective covering;
- 4.2.5.3 Overall diameters limits;
- 4.3 Special requirements for heat-resistant flexible cords;
- 4.4.2 Voltage withstand test (5 min test);
- 4.5.1 Flexing test;
- 4.5.8 Flexing test for extensible leads; and

6.2 Marking of cords.

3.1.2 The plug of a cord set or cord extension set shall be of the non-rewirable type and shall comply with the relevant requirements of SABS IEC 884-1, *Plugs and socket-outlets for household and similar purposes Part 1: General requirements*, as published by Government Notice 1084 (Government Gazette No. 17287) dated 5 July 1996.

3.1.3 The plug shall comply with the dimensions of standard sheet 2-2 of SABS 164-1, *Plugs and socket-outlets for household and similar purposes National modifications of international requirements Part 1: Conventional system*, as published by Government Notice No. 411 (Government Gazette No. 18761) dated 27 March 1998; or

standard sheet 4 of SABS 164-2, *Plugs and socket-outlets for household and similar purposes Part 2: National adaptation of IEC worldwide system (16 A 250 V)*, as published by Government Notice No. 411 (Government Gazette No. 18761) dated 27 March 1998; or

for cord sets only, standard sheet 7 of the said SABS 164-2.

3.1.4 The appliance connector of a cord set shall be of the non-rewirable type and shall comply with the relevant requirements of SABS IEC 320-1, *Appliance couplers for household and similar general purposes Part 1: General requirements*, as published by Government Notice 1084 (Government Gazette No. 17287) dated 5 July 1996.

3.1.5 The socket-outlet(s) of a cord extension set shall be of the increased protection type and shall comply with the relevant requirements of SABS IEC 884-1.

3.1.6 A switched socket-outlet shall comply with the relevant requirements of SABS IEC 884-2-3, *Plugs and socket-outlets for household and similar purposes Part 2-3: Particular requirements for switched socket-outlets without interlock for fixed installations*, as published by Government Notice 841 (Government Gazette No. 17194) dated 24 May 1996.

3.1.7 A circuit-breaker included in a cord extension set shall comply with the relevant requirements of SABS IEC 934, *Circuit-breakers for equipment (CBE)*, as published by Government Notice 841 (Government Gazette No. 17194) dated 24 May 1996; or with SABS 156 *Moulded case circuit-breakers*, as published by Government Notice 463 (Government Gazette No. 8303) dated 9 July 1982.

3.1.8 An earth leakage unit included in a cord extension set shall comply with the relevant requirements of SABS 767-2, *Earth leakage protection units Part 2: Single-phase, portable units*, as published by Government Notice 1851 (Government Gazette No. 16840) dated 1 December 1995.

3.1.9 A thermal over current unit included in a cord extension set shall operate within 50 min at a current of $(140 \pm 2,5)\%$ of the rated current of the set, and shall operate within 3 min at a current of $(200 \pm 2,5)\%$ of the rated current. After these checks, there shall be no visible damage to the conductor insulation or any other damage that will impair the future use of the set.

3.2 Ratings

3.2.1 The rated voltage of the flexible cord and of the appliance connector or the socket-outlets of a set shall be not less than the rated voltage of the plug.

3.2.2 The rated current of the plug of a cord set shall be not less than the rated current of the flexible cord and the appliance connector.

3.2.3 The voltage and current ratings of the set shall not exceed the lowest ratings of any of the components of the set. The voltage and current ratings of the set shall be clearly marked on at least one of the components of a non-rewirable set.

3.2.3 The length of the cord of a cord extension set shall, for a given cross-sectional area and a given current rating, not exceed the relevant value given in table. 1.

Table 1 Maximum length of cord

1	2	3
Nominal cross-sectional area mm ²	Current rating A	
	10	16
1	Maximum length of cord m	
	25	
	35	20
	65	40
	100	65

3.3 Continuity and polarity

3.3.1 The continuity of polarity between plug-pins and corresponding connector contacts or socket-outlet contacts shall be maintained correctly.

3.3.2 A two-core flexible cord in a cord extension set shall only be connected to (a) non-rewirable socket-outlet(s) that will not accept a plug with earth connection.

3.4 Over current protection

3.4.1 A cord extension set that has more than two socket-outlets shall have one of the following means of protection:

- a) a trip-free circuit-breaker;
- b) a trip-free earth-leakage unit; or
- c) a thermal over current unit.

3.4.2 Fuses shall not be used as a means of over current protection.

3.5 Reeling or coiling devices

3.5.1 A reeling or coiling device that is fitted with a three-core cord shall have all non-current-carrying accessible metal parts securely connected to the earthing terminal of the socket-outlet(s) or to a separate earthing terminal.

3.5.2 A reeling or coiling device that is fitted with a two-core cord shall be double insulated.

3.5.3 A reeling or coiling device shall be provided with an acceptable means of cord anchorage for providing strain relief at the connections to each accessory.

3.5.4 A reeling or coiling device shall be legibly marked with the words "DO NOT OPERATE UNLESS CORD IS FULLY UNREELED".

No. R. 269

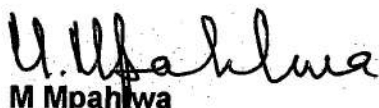
1 April 2005

STANDARDS ACT, 1993

PROPOSED AMENDMENT OF THE COMPULSORY SPECIFICATION FOR
INCANDESCENT LAMPS

It is hereby made known under section 22 (3) of the Standards Act, 1993 (Act No. 29 of 1993), that the Minister of Trade and Industry intends to amend the compulsory specification for incandescent lamps as published by Government Notice No. 1019 in Government Gazette No. 20391 of 27 August 1999, as set out in the attached Schedule.

Any person who wishes to object to the intention of the Minister to thus amend the compulsory specification concerned, shall lodge their objection in writing with the President, South African Bureau of Standards, Private Bag X191, Pretoria, 0001, on or before the date two (2) months after publication of this notice.



M Mphahlele

Minister of Trade and Industry

SCHEDULE

PROPOSED COMPULSORY SPECIFICATION FOR INCANDESCENT LAMPS VC 8043

1 Scope

This specification covers the requirements for the safety of electric incandescent lamps intended for domestic and similar general lighting purposes, having -

- A power rating up to and including 1500 W;
- Any voltage above 50V;
- A bulb of any material, shape and finish;

2 Definitions

For the purposes of this specification, the definitions given in SANS IEC 60432-1 and the following definition apply:

2.1 Proof of Compliance: A full safety test report issued by a laboratory accredited by an applicable internationally recognized laboratory accredited scheme, or in the absence of an accredited laboratory, by a laboratory accepted by the SABS and a Letter of Authority (LOA) as issued by the SABS upon evaluation of the aforesaid full safety test report..

3 Requirements

3.1 Tungsten filament lamps for domestic and similar general lighting purposes shall comply with the relevant requirements of SANS IEC 60432-1, as amended from time to time.

4. General requirements

4.1 Proof of compliance shall be made available to the SABS in respect of each item of apparatus covered by the scope of this compulsory specification prior to the sale of such items.

4.1.2 Such proof shall be made available to the SABS, within 5 working days after a request during inspection by a duly authorized person of the SABS.

4.1.3 Failure to provide such proof of compliance shall constitute reasonable grounds to suspect that item of apparatus covered by the scope of this compulsory specification, does not comply with the requirements of this compulsory specification.

No. R. 270

1 April 2005

STANDARDS ACT, 1993

PROPOSED AMENDMENT OF THE COMPULSORY SPECIFICATION FOR
MOTOR VEHICLES OF CATEGORY N1

It is hereby made known under section 22 (3) of the Standards Act, 1993 (Act No. 29 of 1993), that the Minister of Trade and Industry intends to amend the compulsory specification for motor vehicles of category N1 as published by Government Notice No. R1077 in Government Gazette No. 25245 of 1 August 2003 as set out in the attached Schedule.

Any person who wishes to object to the intention of the Minister to thus amend the compulsory specification concerned, shall lodge their objection in writing with the President, South African Bureau of Standards, Private Bag X191, Pretoria, 0001, on or before the date two (2) months after publication of this notice.



M Mpaniwa
Minister of Trade and Industry

SCHEDULE

COMPULSORY SPECIFICATION FOR MOTOR VEHICLES OF CATEGORY N₁

1 Scope

1.1 This specification covers the requirements for motor vehicle models of category N₁ not previously registered or licensed in South Africa, and motor vehicle models assembled from new bodies and used parts from earlier designs of motor vehicle models, designed or adapted for operation on a public road.

1.2 The requirements of this specification shall, in so far as the parts already incorporated are concerned, apply in respect of an incomplete motor vehicle model supplied for further manufacture by one manufacturer to another, and the entire specification shall apply to the vehicle after completion thereof by the last-mentioned manufacturer. In addition, the requirements shall apply to designs of bodies sold for the purposes of incorporating new or used parts of motor vehicle models previously homologated (or previously produced) by other manufacturers.

1.3 This specification does not apply to

- a) experimental or prototype vehicles constructed or imported for the purpose of testing, assessment or development; or
- b) a motor vehicle model that was manufactured before 1965, that was not previously registered or licensed in South Africa, and that is so certified by a motor club approved by the relevant Minister.

1.4 The relevant requirements of this specification that take effect on any specified date, shall not apply to vehicles manufactured or imported before that date.

1.5 Homologation shall comprise the confirmation by the Regulatory Authority that the manufacturer has provided the Regulatory Authority with the following specific evidence in respect of the commodity covered by this specification:

- a) a summary of evidence showing that all relevant tests have been conducted with successful results under appropriate controls in respect of the model or type of commodity;
- b) sufficient data to enable a relevant model or type and its components to be identified and related to (a) above;
- c) relevant samples for the conducting of whatever tests and inspections are considered appropriate by the Regulatory Authority, to verify any or all of the evidence provided;
- d) details of the quality management system applied by the manufacturer;
- e) when relevant, documentation to advise subsequent manufacturers of incomplete commodities of their responsibilities; and
- f) agreement by the manufacturing source to permit conformity of production audits to be carried out by the Regulatory Authority or by the Regulatory Authorities appointed agent at the relevant manufacturing, assembling and test facilities.

The Regulatory Authority may issue such confirmation, on application, in respect of new models or types, provided that such confirmation may not be used for the purpose of advertising or to imply that all units of the commodity necessarily or consequently comply with all the requirements of this specification.

1.6 Where a South African national standard, an international standard or an ECE Regulation adopted by South Africa as a national standard, is incorporated by reference into this specification, only the technical requirements/specification for the commodity and the tests to verify compliance, apply.

2 Definitions

For the purposes of this specification, the following definitions apply:

2.1

airbag assembly

device that is installed to supplement safety belts and restraint systems in power-driven vehicles which, in the event of a severe impact affecting the vehicle, automatically deploys a flexible structure intended to limit, by compression of the gas contained within it, the gravity of the contact of one or more parts of the body of an occupant of the vehicle with the interior of the passenger compartment

2.2

builder

person who builds a category N₁ motor vehicle, and "build" has a corresponding meaning

2.3

category N₁ motor vehicle, hereinafter referred to as a vehicle

motor vehicle that has a maximum mass not exceeding 3,5 t, that has at least four wheels (or, provided that the maximum mass exceeds 1 t, at least three wheels), and that is used for the carriage of goods

2.4

child restraint

arrangement of components which may comprise a combination of straps or flexible components with a securing buckle, adjusting devices, attachments, and, in some cases, a supplementary chair or an impact shield (or both), capable of being anchored to a power-driven vehicle. It is so designed as to diminish the risk of injury to the wearer, in the event of a collision or of an abrupt deceleration of the vehicle, by limiting the mobility of the wearer's body

2.5

importer

person who imports a category N₁ motor vehicle, and "import" has a corresponding meaning

2.6

Inspectorate Authority

organization appointed by the Minister of the Department of Transport as an inspectorate of manufacturers, importers and builders

2.7

manufacturer

person who manufactures, produces, assembles, alters, modifies, or converts a category N₁ motor vehicle, and "manufacture" has a corresponding meaning

2.8

model

manufacturer's description for a series of vehicle designs that do not differ in respect of body shell, cab structure, profile, or the number of axles, by which they are introduced to South Africa, by a specific source

The Regulatory Authority reserves the right to decide which variations or combinations of variations constitute a new model, and might also take cognisance of the classification system applied in the

country of origin of the design.

The following variations do not necessarily constitute a new model:

- a) a variant of the model in relation to trim or optional features for which compliance has been fully demonstrated;
- b) different engine and transmission combinations, including petrol and diesel engines, and manual and automatic transmissions;
- c) minor variations in profile, such as front air dams or rear spoilers;
- d) air management systems;
- e) a different number of doors;
- f) sleeper cabs on trucks;
- g) wheelbase variations;
- h) a cargo body or equipment fitted to a truck and that has no effect on compliance; and
- i) the number of driven axles.

If a vehicle is manufactured in a number of configurations, such as a sedan, a hatchback, or a station wagon, and a single or double cab, each of these may be regarded as a variant to the base model.

3.1 Requirements for lights and lighting equipment

3.1.1 Lights

Main and dipped-beam headlights, direction-indicator lights, stoplights, and front and rear position lights fitted to a vehicle shall comply with the relevant requirements given in SABS 1376-1:1983, *Lights for motor vehicles – Part 1: Incandescent lamps*, as published by Government Notice no. 563 of 29 July 1983, SABS 1376-2:1985, *Lights for motor vehicles – Part 2: Headlights*, as published by Government Notice no. 1263 of 14 June 1985, and SABS 1376-3:1985, *Lights for motor vehicles – Part 3: Secondary lights*, as published by Government Notice no. 2328 of 18 October 1985:

Provided that all other lights required or allowed to be fitted in terms of 3.1.2 are hereby excluded for the purposes of this subsection of the compulsory specification.

3.1.2 Lighting

Lighting shall be fitted to a vehicle and shall comply with the relevant requirements given in SABS 1046:1990, *Motor vehicle safety specification for lights and light-signalling devices installed on motor vehicles and trailers*, as published by Government Notice no. 1735 of 27 July 1990:

Provided that

- a) the requirements for the installation of retro-reflectors as given in 4.14, 4.16 and 4.17 of the said SABS 1046 may be met by the use and fitting of retro-reflectors that are defined in the relevant regulations of the National Road Traffic Act, 1996 (Act 93 of 1996) and, in addition, the requirements may also be met by the use and fitting of retro-reflectors that are integral portions of any other light lens assembly; and
- b) the specific requirements of the said SABS 1046 for
 - 1) dipped-beam adjustment devices as set out in 4.2.6 and appendix 1;
 - 2) end-outline marker lights as set out in 4.13, and

3) rear fog lights as set out in 4.11,

shall be treated as **OPTIONAL** for the purposes of this compulsory specification:

Provided that, if any motor vehicle is fitted with such devices or lamps, they shall comply with the applicable requirements.

3.2 Requirements for rear-view mirrors and vision

3.2.1 Rear-view mirrors

Rear-view mirrors shall be fitted to a vehicle and shall comply with the relevant requirements given in SABS 1436:1989, *Motor vehicle safety specification for the rear-view mirrors of motor vehicles of categories M and N*, as published by Government Notice no. 2008 of 22 September 1989.

3.2.2 Windscreens, windows and partitions

3.2.2.1 Windscreens

3.2.2.1.1 A windscreen shall be fitted to a vehicle and shall be of safety glass that complies with the relevant requirements given in SABS 1191:1978, *High penetration-resistant laminated safety glass for vehicles*, as published by Government Notice no. 463 of 9 July 1982.

3.2.2.1.2 For the purposes of this specification, the marking requirements shall be as follows:

- a) the windscreen shall bear the glass manufacturer's registered trademark; and
- b) the glass fitted shall comply with an approved national standard, recognized by the Regulatory Authority; that will provide a method of identifying the glass type.

3.2.2.2 Windows and partitions

3.2.2.2.1 Glass partitions and glass windows fitted to a vehicle shall be of safety glass that complies with the relevant requirements given in the said SABS 1191 or in SABS 1193:1978, *Toughened safety glass for vehicles*, as published by Government Notice no. 463 of 9 July 1982.

3.2.2.2.2 For the purpose of this specification, the marking requirements shall be as follows:

- a) the glass shall bear the glass manufacturer's registered trademark; and
- b) the glass fitted shall comply with an approved national standard, recognized by the Regulatory Authority, that will provide a method of identifying the glass type.

3.2.3 Windscreen wipers

A vehicle shall be fitted with at least one windscreen wiper that is capable of operation by means other than manual, and the windscreen wiper blade, when in operation, shall wipe the outside of the windscreen directly in front of the driver, evenly and efficiently.

3.3 Requirements for brakes and braking equipment

3.3.1 Braking equipment shall be fitted to a vehicle and shall comply with the requirements given in SABS 1207:1985, *Motor vehicle safety standard specification for braking*, as published by Government Notice no. 6 of 3 January 1986, or

3.3.2 Braking equipment shall be fitted to a vehicle and shall comply with the requirements given in SABS ECE R13 *Uniform provisions concerning the approval of vehicles of categories M, N and O with regard to braking* to the level of ECE R13.08.

Important; For "Operative Dates" for requirements in 3.3.1 and 3.3.2, see Schedule 1 attached.

3.3.3 For vehicles fitted with anti-lock braking systems, the braking equipment shall, in terms of braking performance, at least comply with the braking performance requirements for N1 vehicles with non anti-lock braking systems fitted.

3.3.4 For the purposes of this compulsory specification, the following requirements of SABS ECE R13 are excluded:

- a) anti-lock specific brake test procedure and its requirements (paragraph 5 of annex 13 of SABS ECE R13), and
- b) the banning of asbestos in brake linings

3.3.5 For the purposes of this compulsory specification, annex 4, paragraph 2.3.6 of SABS ECE R13 is amended to read as follows:

To check compliance with the requirements specified in paragraph 5.2.1.2.4 of SABS ECE R13, a Type-O test shall be carried out with the engine disconnected at an initial test speed of 30 km/h. The mean fully developed deceleration on application of the control of the parking brake system and the deceleration immediately before the vehicle stops shall be not less than $1,5 \text{ m/s}^2$. The test shall be carried out with a laden vehicle. The force exerted on the braking control device shall not exceed the specified values.

3.4 Requirements for controls, audible warning devices and steering mechanism

3.4.1 Controls

3.4.1.1 General

All controls that are fitted to a vehicle, and that are required for the operation of the vehicle, shall be so located that the driver can reach and operate them when he is seated in the normal driving position:

Provided that in the case of vehicles of gross vehicle mass not exceeding 2 500 kg, the normal driving position shall be with the seat belt fastened.

3.4.1.2 Right-hand drive

A vehicle shall be of a right-hand drive configuration, except as allowed in terms of 3.4.1.3.

3.4.1.3 Central steering

A vehicle may have a central steering configuration.

3.4.2 Audible warning devices

A vehicle shall be fitted with one or more audible warning devices such that, when they are operated, a continuous sound is emitted at a level of at least 93 dB, determined in accordance with SABS 0169:1984, *Determining the performance of audible warning devices (hooters) after installation in a motor vehicle*, as published by Government Notice No. 966 of 11 May 1984.

3.5 Requirements for door latches, hinges, entrances and exits

3.5.1 Door latches and hinges

Side doors fitted as a means of entrance or exit in a vehicle shall have door latches and hinges that comply with the relevant requirements given SABS 1443:1987, *Motor vehicle safety specification for door latches and hinges*, as published by Government Notice No.2227 of 9 October 1987.

Provided that section 3 in annex 1 of the said SABS 1443 is excluded for the purposes of this compulsory specification.

3.5.2 Entrances and exits

3.5.2.1 The means of entrance to and exit from a vehicle that is designed and constructed with a fixed hood or canopy and that has a tare exceeding 570 kg, shall be as follows:

- a) at least one ready means of entrance and exit on the left and right sides of the vehicle, each such means being equipped with a permanent device that is capable of being operated from both the inside and the outside of the vehicle for the purpose of opening and closing; or
- b) a means as specified in (a) above, provided on one side of the vehicle and, on the other side or at the back, an accessible means of escape, of size at least 450 mm x 450 mm, that is readily removable from both the inside and the outside of the vehicle or is equipped with a permanent device for opening and closing as specified in (a) above; and
- c) at least one ready means of entrance and exit at the back, if the vehicle has a separate passenger compartment that does not have entrances or exits and, if relevant, a ready means of escape as specified in (a) and (b) above or that does not afford passengers unobstructed access to the driving compartment.

3.5.2.2 The means of entrance and exit, and the means of escape shall be equipped with a door or other effective barrier, provided that the means of entrance and exit at the back of a motor vehicle need not be so equipped. Such door or other effective barrier shall be capable of being opened and closed from both the inside and the outside of the vehicle, provided that this provision shall not apply to the ready means of escape that has a barrier capable of being opened by being knocked out of its frame.

3.6 Requirements for seats, seat anchorages, restraining device anchorages, restraining devices (safety belts) and supplementary restraining devices (airbags)

3.6.1 Seats and seat anchorages

A vehicle shall be fitted with seats and seat anchorages that comply with the relevant requirements given in SABS 1429:1987, *Motor vehicle safety specification for strength of seats and of their anchorages*, as published by Government Notice no. 1878 of 4 September 1987.

3.6.2 Restraining device anchorages

All restraining devices that are fitted to a vehicle shall have restraining device anchorages that comply with the relevant requirements given in SABS 1430:1987, *Motor vehicle safety specification for anchorages for restraining devices in motor vehicles*, as published by Government Notice no. 1878 of 4 September 1987.

3.6.3 Restraining devices (safety belts)

3.6.3.1 The restraining devices (safety belts) that are fitted to a vehicle shall comply with the relevant requirements given in SABS 1080:1983, *Restraining devices (safety belts) for occupants of adult build in motor vehicles (Revised requirements)*, as published by Government Notice no. 264 of 17 February 1984.

3.6.3.2 The type and location of the restraining devices (safety belts) required to be fitted to a vehicle and the method of installation thereof shall comply with the relevant requirements given in SABS 0168:1983, *The installation of restraining devices (safety belts) in motor vehicles*, as published by Government Notice no. 265 of 17 February 1984.

3.6.4 Child restraints

In the case of any vehicle manufactured with child restraints installed, such child restraints shall comply with the compulsory specification for *Child-restraining devices for use in motor vehicles*, as published by Government Notice no. 642 of 2 May 1997.

3.6.5 Supplementary restraining devices (airbags)

3.6.5.1 If a motor vehicle is fitted with an airbag assembly, it shall carry information to the effect that it is equipped with such an assembly.

3.6.5.2 In the case of a motor vehicle fitted with an airbag assembly intended to protect the driver, this information shall consist of the inscription "AIRBAG" located in the interior of the circumference of the steering wheel; this inscription shall be durably affixed and easily visible.

3.6.5.3 In the case of a motor vehicle fitted with a passenger airbag intended to protect the front seat occupants other than the driver, this information shall consist of a warning label. An example of a possible design of a pictogram is shown in figure 1.

3.6.5.4 A motor vehicle fitted with one or more passenger airbags shall carry information about the extreme hazard associated with the use of rearward-facing child restraints on seats equipped with airbag assemblies.

3.6.5.5 Every passenger seating position which is fitted with an airbag shall be provided with a warning label warning against the use of a rearward-facing child restraint in that seating position. The warning label, in the form of a pictogram which may include explanatory text, shall be durably affixed and located such that it is easily visible in front of a person about to install a rearward-facing child restraint on the seat in question. An example of a possible design of a pictogram is shown in figure 1. A permanent reference should be visible at all times, in case the warning is not visible when the door is closed. This requirement does not apply to those seats equipped with a device which automatically deactivates the airbag assembly when a rearward-facing child restraint is installed.



Colours

The pictogram should be red.

The seat, child restraint and contour line of the airbag should be black.

The word "AIRBAG" and the airbag should be white.

Figure 1 — Airbag warning label

3.7 Requirements for anti-theft devices

Anti-theft devices shall be fitted and shall comply with the relevant requirements of SABS 1248:1986, *Devices to prevent the unauthorized use of motor vehicles (anti-theft devices)*, as published by Government Notice no. 936 of 16 May 1986.

4 Requirements for the control of environmental interference

4.1 Suppression of radio and television interference

A vehicle, its components and its accessories shall comply with the current applicable regulations relating to interference with communications, promulgated under the Telecommunications Act, 1996 (Act 103 of 1996).

4.2 Suppression of atmospheric pollution

4.2.1 The exhaust emission from the engine of a vehicle shall be such as to comply with the current applicable regulations promulgated under the Atmospheric Pollution Prevention Act, 1965 (Act 45 of 1965).

4.2.2 The gaseous and particulate emissions from the vehicle shall comply with the requirements in SABS ECE R83, *Uniform provisions concerning the approval of vehicles with regard to the emission of pollutants according to engine fuel requirements*, to the level of ECE R83.02, except for the type V test (durability of pollution control devices), or

4.2.3 The gaseous and particulate emissions from the vehicle shall comply with the requirements of SANS 20083 *Uniform provisions concerning the approval of vehicles with regard to the emissions of pollutants according to engine fuel requirements* to the level of ECE R83.04

Important: For "Operative Dates" for requirements in either 4.2.2 or 4.2.3, see Schedule 1 attached.

4.3 Suppression of noise emission

4.3.1 Vehicles in motion

With the exception of noise emission originating from audible warning devices, any noise emitted by a vehicle, determined in accordance with SABS 0205:1986, *The measurement of noise emitted by motor vehicles in motion*, as published by Government Notice no. 936 of 16 May 1986, shall not exceed 82 dB(A). To allow for any lack of precision in the measuring equipment, the highest sound level reading obtained shall be reduced by 1 dB(A).

4.3.2 Vehicles when stationary

With the exception of noise emission originating from audible warning devices, any noise emitted by a vehicle, determined in accordance with SABS 0181:1981, *The measurement of noise emitted by road vehicles when stationary*, as published by Government Notice no. 463 of 9 July 1982, and SABS 0281:1994, *Engine speed (S values), reference sound levels and permissible sound levels of stationary road vehicles*, as published by Government Notice no. 1313 of 25 August 1995, shall be recorded for homologation purposes.

5 Requirements concerning metrological data

5.1 Vehicle dimensions

The dimensions of a vehicle shall comply with the applicable requirements of the relevant regulations of the National Road Traffic Act, 1996 (Act 93 of 1996).

5.2 Information plates

5.2.1 Data plates

5.2.1.1 A vehicle shall have a metal data plate or plates affixed by rivets, or by welding, or by any other method that will achieve permanency of attachment during the life of the vehicle, in a conspicuous and readily accessible position on a part not subject to replacement.

5.2.1.2 As an alternative to the above, a data plate may be a self-adhesive tamperproof metal or plastics label that is not transferable from one vehicle to another, is clearly legible, and undergoes permanent and obvious damage on removal. The self-adhesive tamperproof label shall be resistant to engine oils, to engine coolants, to normal engine temperatures and to humidity. In addition, it shall have permanency characteristics similar to those of the plate(s) described in 5.2.1.1.

5.2.1.3 The data plate(s) shall be legibly and indelibly printed or stamped with the following details of the model type or of the vehicle, as applicable:

- a) the gross vehicle mass, in kilograms, for the model type, denoted and prefixed by the letters GVM/BVM;
- b) the gross combination mass, in kilograms, for the model type, denoted and prefixed by the letters GCM/BKM; and
- c) the gross axle mass-load of each axle, or the gross axle unit mass-load of each axle unit, in kilograms, for the model type, denoted and prefixed by the letters GA/BA or GAU/BAE, as applicable.

5.2.2 Optional data plate

The abbreviations given in 5.2.1.3(a), 5.2.1.3(b) and 5.2.1.3(c) are not required if the information is supplied in the following order:

- a) gross vehicle mass;
- b) gross combination mass, and
- c) gross axle masses in the order front to rear.

5.2.3 Information on vehicle engine

The requirements for the vehicle engine number shall comply with the relevant regulations of the National Road Traffic Act, 1996 (Act 93 of 1996).

5.2.4 Vehicle identification number (VIN)

The vehicle identification number shall comply with the relevant requirements given in SABS ISO 3779:1983, *Road vehicles – Vehicle identification number (VIN) – Content and structure*, and SABS ISO 4030:1983, *Road vehicles – Vehicle identification number (VIN) – Location and attachment*, as published by Government Notice no. 3160 of 20 November 1992. However, the requirements for marking the VIN, as given in clause 5 of the said SABS ISO 4030, shall, for the purpose of this compulsory specification, be taken to read as follows:

5 VIN attachment

5.1 The VIN shall be marked direct on any integral part of the vehicle; it may be either on the frame, or, for integral frame body units, on a part of the body not easily removed or replaced.

5.2 The VIN shall also be marked on the data plate.

5.3 Deleted.

5.4 The height of the roman letters and the arabic numerals of the VIN shall be as follows:

- at least 7 mm if marked in accordance with 5.1 (frame, body, etc.) on motor vehicles and trailers; and
- at least 3 mm if marked in accordance with 5.2 (data plate).

5.2.5 Visible identification

An identification code made up of all or part of the VIN shall be applied to the motor vehicle, such that it is readily visible to a person standing outside the vehicle, without the use of aids.

In cases where only part of the VIN is used, the code shall be sufficient to provide unique identification of any unit of a model, provided the model is known.

5.3 Measuring units

All gauges, indicators or instruments that are fitted to a motor vehicle and are calibrated in physical units shall be calibrated in units as prescribed by the current applicable regulations promulgated under the Measuring Units and National Measuring Standards Act.

6 Requirements for vehicle equipment, components and systems

6.1 Speedometers

A vehicle that is capable of exceeding a speed of 25 km/h on a level road shall be equipped with speedometer equipment that complies with the relevant requirements given in SABS 1441:1987, *Motor vehicle safety specification for speedometer equipment on motor vehicles*, as published by Government Notice no. 1878 of 4 September 1987.

6.2 Engine, exhaust system and transmission

6.2.1 Engine

The engine of a vehicle shall be so fitted with a cover that any part of the engine that constitutes a source of danger is out of normal reach of a person.

6.2.2 Exhaust system

The exhaust system of a vehicle shall comply with the relevant regulations of the National Road Traffic Act, 1996 (Act 93 of 1996).

6.2.3 Transmission

A vehicle the tare of which exceeds 570 kg shall be equipped with a transmission that enables it to be controlled and driven in both a forward and a reverse direction.

6.3 Fuel system

6.3.1 Fuel filler cap

The orifice for filling a fuel tank on a vehicle shall be fitted with an effective cap that prevents incidental ingress of water or other foreign matter.

6.3.2 Fuel filler inlet

A vehicle equipped with a positive-ignition engine shall be fitted with a fuel filler inlet orifice so designed that it prevents the tank from being filled from a petrol pump delivery nozzle which has an external diameter of 23,6 mm or greater.

For the purpose of this subsection, category N1 vehicles which are also offered in the M2 configuration shall be considered to be of category M2

6.4 Tyres

The tyres fitted to the wheels of a motor vehicle shall comply with the relevant requirements of the compulsory specification for *Pneumatic tyres for commercial vehicles and trailers* as published by Government Notice no. 1125 on 16 November 2001 and the National Road Traffic Act, 1996 (Act 93 of 1996).

6.5 Vehicle bodies

Vehicle bodies referred to in 1.2 shall be provided with sufficient instructions on the selection and assembly of components, such that the completed vehicle complies (or is capable of complying) with the requirements of this specification, when the instructions are followed.

7 Compliance requirements

Proof of compliance shall be provided by the manufacturer, importer or builder (MIB) to the Inspectorate Authority in respect of each motor vehicle model covered by the scope of this specification.

Such proof of compliance shall consist of the relevant documentation to enable the inspectorate authority to satisfy itself that compliance has been achieved before any such vehicle is registered in the Republic of South Africa.

8 Equivalent requirements

The requirements of any of the national standards in the appropriate parts of sections 3 to 6 given in table 1, shall be deemed to have been met if compliance with the equivalent standards given or to their later level is achieved.

COMPULSORY SPECIFICATION FOR MOTOR VEHICLES OF CATEGORY N₁

SCHEDULE 1 — Operative dates

1 Sub-section	2 Item	3 Operative date	4 Exclusions	5 Exclusions expiry date
3.1.1	Lights to SABS 1376	15 July 1987	Vehicle models homologated before 15 July 1987	1 January 2001
3.1.2	Lights to SABS 1046	1 July 1991	Fitment of category 5 indicators as per 4.5 of SABS 1046	1 January 2001
3.2.1	Rear-view mirrors to SABS 1436	1 July 1991	Vehicle models homologated before 1 July 1991	1 January 2001
3.3.1	Braking to SABS 1207	15 July 1987	Vehicle models homologated before 15 July 1987 shall comply with SABS 1051	1 January 2001
3.3.2	Braking to the requirements in SABS ECE R13 equivalent to ECE R13.08	1 January 2001	Vehicle models homologated before 1 January 2001	To be agreed
3.6.1	Seats and seat anchorages to SABS 1429	1 July 1991	Vehicle models homologated before 1 July 1991	1 January 2001
3.6.2	Restraining device anchorages to SABS 1430	1 July 1991	Vehicle models homologated before 1 July 1991	1 January 2001
3.6.4	Child restraints (if fitted) to the relevant compulsory specification	1 July 1991	Vehicle models homologated before 1 July 1991	1 January 2001
3.6.5	Supplementary restraining devices (airbags)	1 January 2001	Vehicle models homologated before 1 January 2001	To be agreed
3.7	Anti-theft devices to SABS 1248	1 July 1987	Vehicle models homologated before 1 July 1987	1 January 2001
4.2.2	Vehicle emissions to SABS ECE R83 to the level of ECE R83.02	1 February 2005	Vehicle models homologated before 1 February 2005	1 January 2008
4.2.3	Vehicle emissions to SANS 20083 to the level of ECE R83.04	1 January 2006	Vehicle models homologated before 1 January 2006	1 January 2008
5.2.5	Visible identification	1 August 2001	Nil	
6.1	Speedometers to SABS 1441	1 July 1991	Vehicle models homologated before 1 July 1991	1 January 2001
6.3	Fuel filler inlet	1 October 2003	Nil	

COMPULSORY SPECIFICATION FOR VEHICLES OF CATEGORY N₁

**TABLE 1 — Equivalent standards that shall be
deemed to comply with SABS standards**

1	2	3	4	5	6	7	8	9
Sub-section	Item	SABS No.	Dated	Equivalent standards				Remarks
				EEC	Incl.	ECE	Others	
3.1.1	Lights	1376-1 1376-2 1376-3	1983 1985 1985	76/757 76/758 76/759 76/760 76/761 76/762 77/538 77/539 77/540		R1 R2.02 R3.02 R4 R5.01 R6.01 R7.01 R8.04 R19.01 R20.02 R23 R31.01 R37.02 R38 R77		Applicable only for headlamps, direction indicators, stoplights, front and rear position lights
3.1.2	Installation of lighting	1046	1990	76/756	89/278	R48		
3.2.1	Rear-view mirrors	1436	1989	71/127	88/321	R46.01		
3.2.2.1	Windscreens	1191	1978	92/22		R43		
3.2.2.2	Windows and partitions	1191 or 1193	1978 1978	92/22 92/22		R43 R43		
3.3	Braking	1207 or ECE R13	1985 1996	71/320	79/489	R13.04 R13.08		
3.4.2	Audible warning devices	0169	1984	70/388		R28.01		
3.5.1	Door latches and hinges	1443	1987	70/387		R11.02		
3.6.1	Seats and seat anchorages	1429	1987	74/408	81/577	R17.02		
3.6.2	Restraining device anchorages	1430	1987	76/115	82/318	R14.02		
3.6.3.1	Restraining devices	1080	1983	77/541	82/319	R16.03		
3.6.3.2	Installation of restraining devices	0168	1983	77/541	82/319	R16.03		
3.7	Anti-theft devices	1248	1986	74/61		R18.01		
4.1	Radio interference	Act	1996	72/245		R10.1		
4.2	Atmospheric pollution	Act	1965	70/220 72/306		R15 R24		
4.2.2	Vehicle emissions	ECE R83	1993	70/220	93/59	R83.02		
4.2.3	Vehicle emissions	SANS 20083	1993			R83.04		
4.3.1	Noise in motion	0205	1986	70/157	77/212	R51		
4.3.2	Noise when stationary	0181 0281	1981 1994	70/157	84/424	R51		
5.2.1	Data plate			76/114	78/507			
5.2.4	VIN	ISO 3779 ISO 4030	1983 1983				ISO 3779 ISO 4030	
6.1	Speedometer	1441	1987	75/443		R39		
6.4	Tyres	Act	1996	92/93		R54		

No. R. 271

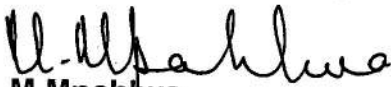
1 April 2005

STANDARDS ACT, 1993

PROPOSED AMENDMENT OF THE COMPULSORY SPECIFICATION FOR
MOTOR VEHICLES OF CATEGORY N2/3

It is hereby made known under section 22 (3) of the Standards Act, 1993 (Act No. 29 of 1993), that the Minister of Trade and Industry intends to amend the compulsory specification for motor vehicles of category N2/3 as published by Government Notice No. R945 in Government Gazette No. 23622 of 19 July 2002 as set out in the attached Schedule.

Any person who wishes to object to the intention of the Minister to thus amend the compulsory specification concerned, shall lodge their objection in writing with the President, South African Bureau of Standards, Private Bag X191, Pretoria, 0001, on or before the date two (2) months after publication of this notice.



M Mphahlele
Minister of Trade and Industry

SCHEDULE

COMPULSORY SPECIFICATION FOR MOTOR VEHICLES OF CATEGORY N₂ AND N₃

1 Scope

1.1 This specification covers the requirements for motor vehicle models of category N₂ and N₃, not previously registered or licensed in South Africa, designed or adapted for operation on a public road.

1.2 The requirements of this specification shall, in so far as the parts already incorporated are concerned, apply in respect of an incomplete motor vehicle model supplied for further manufacture by one manufacturer to another and the entire specification shall apply to the vehicle after completion thereof by the last-mentioned manufacturer.

1.3 This specification does not apply to experimental or to prototype vehicles constructed or imported by the original manufacturers or importers for the purpose of testing, assessment or development, or to a type "A" military vehicle, or to special purpose vehicles of the type covered by National Road Traffic Act, 1996 (Act 93 of 1996), or to agricultural tractors.

1.4 The relevant requirements of this specification that take effect on any specified date, shall not apply to vehicles manufactured or imported before that date.

1.5 Homologation shall comprise the confirmation by the Regulatory Authority that the manufacturer has provided the Regulatory Authority with the following specific evidence in respect of the commodity covered by this specification:

- a) a summary of evidence showing that all relevant tests have been conducted with successful results under appropriate controls in respect of the model or type of commodity;
- b) sufficient data to enable a relevant model or type and its components to be identified and related to (a) above;
- c) relevant samples for the conducting of whatever tests and inspections are considered appropriate by the Regulatory Authority, to verify any or all of the evidence provided;
- d) details of the quality management system applied by the manufacturer;
- e) when relevant, documentation to advise subsequent manufacturers of incomplete commodities of their responsibilities; and
- f) agreement by the manufacturing source to permit conformity of production audits to be carried out by the Regulatory Authority or by the Regulatory Authorities' appointed agent at the relevant manufacturing, assembling and test facilities.

The Regulatory Authority may issue such confirmation, on application, in respect of new models or types, provided that such confirmation may not be used for the purpose of advertising or to imply that all units of the commodity necessarily or consequently comply with all the requirements of this specification.

1.6 Where a South African national standard, including an international standard or an ECE regulation adopted by South Africa as a national standard, is incorporated by reference into this specification, only the technical requirements/specification for the commodity and the tests to verify the compliance, apply.

2 Definitions

For the purposes of this specification, the following definitions apply:

2.1

builder

person who builds a category N2 or N3 motor vehicle, and "build" has a corresponding meaning

2.2

category N motor vehicle

goods vehicle that has at least four wheels, or that has three wheels and a maximum mass exceeding 1 t

2.3

category N₂ motor vehicle, hereinafter referred to as a vehicle

category N vehicle that is used for the carriage of goods and that has a maximum mass of more than 3,5 t but not more than 12 t

2.4

category N₃ motor vehicle, hereinafter referred to as a vehicle

category N vehicle that is used for the carriage of goods and that has a maximum mass exceeding 12 t

2.5

goods

any movable property

2.6

goods vehicle

motor vehicle, other than a motorcycle, motor tricycle, motor quadricycle, motorcar, minibus or bus, that is designed or adapted for the conveyance of goods on a public road, and that includes a truck-tractor, adaptor dolly, converter dolly and breakdown vehicle

2.7

importer

person who imports a category N2 or N3 motor vehicle, and "import" has a corresponding meaning

2.8

inspectorate authority

an organisation appointed by the Minister of the Department of Transport as the Inspectorate of manufactures, builders, and importers

2.9

manufacturer

person who manufactures, produces, assembles, alters, modifies, adapts or converts a category N2 or N3 motor vehicle, and "manufacture" has a corresponding meaning

2.10

model

manufacturer's description for a series of vehicle designs that do not differ in respect of body shell, cab structure, profile, or the number of axles, by which they are introduced to South Africa, by a specific source

The Regulatory Authority reserves the right to decide which variations or combinations of variations constitute a new model, and might also take cognizance of the classification system applied in the country of origin of the design.

The following variations do not necessarily constitute a new model:

- a) a variant of the model in relation to trim or optional features for which compliance has been fully demonstrated;
- b) different engine and transmission combinations, including petrol and diesel engines, and manual and automatic transmissions;

- c) minor variations in profile, such as front air dams or rear spoilers;
- d) air management systems;
- e) a different number of doors;
- f) sleeper cabs on trucks;
- g) wheelbase variations;
- h) a cargo body or equipment fitted to a truck and that has no effect on compliance; and
- i) the number of driven axles.

If a vehicle is manufactured in a number of configurations, such as a sedan, a hatchback, or a station wagon, and a single or double cab, each of these may be regarded as a variant to the base model.

2.11

proof of compliance

document that contains a summary of evidence acceptable to the inspectorate authority, that a motor vehicle model complies in all aspects with this specification

2.12

public road

road, street or thoroughfare, including the verges, or any other place, whether a thoroughfare or not, to which the public or sections of the public have the right of access and that they commonly use

2.13

regulatory authority

an organization appointed by the Minister of the Department of Trade Industry to implement this Compulsory Specification on behalf of the South African Government

2.14

type "A" military vehicle

motor vehicle, other than a type "B" military vehicle, that is designed for military purposes and that, in addition to being armed, has an armoured skin

2.15

type "B" military vehicle

motor vehicle that is designed or adapted for military purposes for the carriage of goods or personnel, and that may have an armoured skin

3 General requirements

3.1 Requirements for lights, lighting equipment and rear warning signs

3.1.1 Lights

Main and dipped-beam headlights, direction-indicator lights, stoplights, front and rear position lights, rear registration plate lights, reversing lights, end-outline marker lights and parking lights fitted to a vehicle shall comply with the relevant requirements given in SABS 1376-1:1983, *Lights for motor vehicles – Part 1: Incandescent lamps*, as published by Government Notice no.563 of 29 July 1983, SABS 1376-2:1985, *Lights for motor vehicles – Part 2: Headlights*, as published by Government Notice no. 1263 of 14 June 1985, and SABS 1376-3:1985, *Lights for motor vehicles – Part 3: Secondary lights* as published by Government Notice no. 2328 of 18 October 1985

3.1.2 Lighting

Lighting shall be fitted to a vehicle and shall comply with the relevant requirements given in SABS 1046:1990 *Motor vehicle safety specification for lights and light-signalling devices installed on motor vehicles and trailers* as published by Government Notice no. 1735 of 27 July 1990:

Provided that

- a) the requirements for the installation of retro-reflectors as given in 4.14, 4.16 and 4.17 of the said SABS 1046 may be met by the use and fitting of retro-reflectors that are defined in the relevant regulations of the National Road Traffic Act, 1996 (Act 93 of 1996), and, in addition, the requirements may also be met by the use and fitting of retro-reflectors that are integral portions of any other light lens assembly; and
- b) the specific requirements of the said SABS 1046 for
 - 1) dipped-beam adjustment devices as set out in 4.2.6 and appendix 1
 - 2) end-outline marker lamps as set out in 4.13; and
 - 3) rear fog lamps, as set out in 4.11

shall be treated as **OPTIONAL** for the purposes of this compulsory specification:

Provided that, if any motor vehicle is fitted with such devices or lamps, they shall comply with the applicable requirements; and

- c) the specific requirements, as set out in 4.5.11 of the said SABS 1046, for the detection of a failure of a direction-indicator lamp on the trailer(s) of a vehicle combination, shall be treated as **OPTIONAL**.

3.1.3 Rear warning sign (chevron)

A vehicle shall be fitted with a rear warning sign that complies with the requirements of the relevant regulations of the National Road Traffic Act.

3.1.4 Retro-reflective markings

Where fitted to a vehicle, retro-reflective markings shall comply with the requirements of SABS ECE R104, *Uniform provisions concerning the approval of retro-reflective markings for heavy and long vehicles and their trailers*, to the level of ECE R104.02

3.2 Requirements for rear-view mirrors and vision

3.2.1 Rear-view mirrors

Rear-view mirrors shall be fitted to a vehicle and shall comply with the relevant requirements given in SABS 1436:1989, *Motor vehicle safety specification for the rear-view mirrors of motor vehicles of categories M and N* as published by Government Notice no. 2008 of 22 September 1989.

3.2.2 Windscreens, windows and partitions

3.2.2.1 Windscreens

3.2.2.1.1 A windscreen shall be fitted to a vehicle and shall be of safety glass that complies with the relevant requirements given in SABS 1191:1978, *High penetration-resistant laminated safety glass for vehicles*, as published by Government Notice no.463 of 9 July 1982.

3.2.2.1.2 For the purposes of this specification, the marking requirements shall be as follows:

- a) the windscreen shall bear the glass manufacturer's registered trademark; and
- b) the glass fitted shall comply with an approved national standard, recognized by the Regulatory Authority, that will provide a method of identifying the glass type.

3.2.2.2 Windows and partitions

3.2.2.2.1 Glass partitions and glass windows fitted to a vehicle shall be of safety glass that complies with the relevant requirements given in the said SABS 1191 or in SABS 1193:1978, *Toughened safety glass for vehicles*, as published by Government Notice no. 463 of 9 July 1982.

3.2.2.2.2 For the purposes of this specification, the marking requirements shall be as follows:

- a) the glass shall bear the glass manufacturer's registered trademark; and
- b) the glass fitted shall comply with an approved national standard, recognized by the Regulatory Authority, that will provide a method of identifying the glass type.

3.2.3 Windscreen wipers

A vehicle shall be fitted with at least one windscreen wiper that is capable of operation by means other than manual, and the windscreen wiper blade, when in operation, shall wipe the outside of the windscreen directly in front of the driver evenly and efficiently.

3.3 Requirements for brakes and braking equipment

3.3.1 Braking equipment shall be fitted to a vehicle and shall comply with the relevant requirements given in SABS 1207:1985, *Motor vehicle safety standard specification for braking*, as published by Government Notice no. 6 of 3 January 1986, or

3.3.2 Braking equipment shall be fitted to a vehicle and shall comply with the relevant requirements given SABS ECE R13, *Uniform provisions concerning the approval of vehicles of categories M, N and O with regard to braking*, to the level of ECE R13.08.

Important: For "operative dates" for requirements in 3.3.1 and 3.3.2, see Schedule 1 attached.

3.3.3 For vehicles fitted with anti-lock braking systems, the braking equipment shall, in terms of braking performance, at least comply with the braking performance requirements for the vehicles with non anti-lock braking systems fitted.

3.3.4 For the purposes of this specification, the following requirements of SABS ECE R13 are excluded:

- a) the fitment of automatic brake adjustment devices;
- b) the banning of asbestos in brake linings
- c) the compulsory fitment of anti-lock braking systems; and
- d) anti-lock specific brake test procedure and its requirements (paragraph 5 of annex 13 of SABS ECE R13).

3.3.5 For the purpose of this Compulsory Specification paragraph 2.3.6 of annex 4 of SABS ECE R13 is amended to read as follows:

To check compliance with the requirements specified in paragraph 5.2.1.2.4 of SABS ECE R13, a Type-O test shall be carried out with the engine disconnected at an initial test speed of 30km/h. The mean fully developed deceleration on application of the control of the parking brake system and the deceleration immediately before the vehicle stops shall not be less than 1,5 m/s². The test shall be carried out with a laden vehicle. The force exerted on the braking control device shall not exceed the specified values.

3.4 Requirements for controls, steering mechanism and audible warning devices

3.4.1 Controls

3.4.1.1 General

All controls that are fitted to a vehicle, and that are required for the operation of the vehicle, shall be so located that the driver can reach and operate them when he is seated in the normal driving position, with the seat belt fastened.

3.4.1.2 Right-hand drive

A vehicle shall be of a right-hand drive configuration, except as allowed in terms of 3.4.1.3.

3.4.1.3 Central steering

A vehicle may have a central steering configuration.

3.4.2 Audible warning devices

A vehicle shall be fitted with one or more audible warning devices such that, when they are operated, a continuous sound is emitted at a level of at least 93 dB, determined in accordance with SABS 0169:1984, *Determining the performance of audible warning devices (hooters) after installation in a motor vehicle*, as published by Government Notice no. 966 of 11 May 1984.

3.5 Requirements for doors, entrances and exits

The doors, entrances and exits of any category N₂ or N₃ motor vehicle shall comply with the requirements of the relevant regulations of the National Road Traffic Act, 1996 (Act 93 of 1996).

3.6 Requirements for seats and seat anchorages

A vehicle shall be fitted with seats and seat anchorages that comply with the relevant requirements given in SABS 1429:1987, *Motor vehicle safety specification for strength of seats and of their anchorages*, as published by Government Notice no. 1878 of 4 September 1987.

3.7 Requirements for electrical connectors

Electrical connectors that are fitted for the purpose of towing a vehicle, shall comply with

a) in the case of 12 V systems:

- 1) SABS 1327:1981, *Electrical connectors for towing and towed vehicles (7-pole connectors)*, or
- 2) SABS ISO 11446:1987, *Passenger cars and light commercial vehicles with 12 V systems – 13-pole connectors between towing vehicles and trailers – Dimensions and contact allocation*;

b) in the case of 24 V systems

- 1) SABS 1327:1981, *Electrical connectors for towing and towed vehicles (7-pole connectors)* or
- 2) SABS ISO 12098:1994, *Commercial vehicles with 24 V systems – 15-pole connectors between towing vehicles and trailers – Dimensions and contact allocation*.

3.8 Requirements for rear underrun protection devices

All N₂ vehicles of gross vehicle mass equal to or exceeding 8 t and all N₃ vehicles shall be fitted with a rear underrun protection device that complies with the relevant requirements given in SABS 1055:1983, *Motor vehicle safety standard specification for rear underrun protection devices*, as published by Government Notice no. 785 of 14 October 1983.

Provided that certain vehicles may be excluded in terms of 5.2 or 5.5 of the said SABS 1055.

3.9 Requirements for warning triangles

In the case of any vehicle supplied with warning triangles as part of the vehicle equipment, such warning triangles shall comply with the requirements of the relevant regulations of the National Road Traffic Act, 1996 (Act 93 of 1996).

4 Requirements for the control of environmental interference

4.1 Suppression of radio and television interference

A vehicle, its components and its accessories shall comply with the current applicable regulations relating to interference with communications, promulgated under the Telecommunications Act, 1996 (Act 103 of 1996).

4.2 Suppression of atmospheric pollution

4.2.1 The exhaust emission from the engine of a vehicle shall be such as to comply with the current applicable regulations promulgated under the Atmospheric Pollution Prevention Act, 1965 (Act 45 of 1965).

4.2.2 The gaseous and particulate emissions from the vehicle shall comply with the requirements of at least one of the following:

4.2.2.1 SANS 20049:2004 *Uniform provisions concerning the approval of compression-ignition(C.I.) and natural gas (NG) engines as well as positive-ignition(P.I.) engines fuelled with liquefied petroleum gas (LPG) and vehicles equipped with C.I. and NG engines fuelled with LPG, with regard to the emissions of pollutants by the engine* to the level of ECE R49.02B; or

4.2.2.2 United States Regulations.

Engines which operate on diesel, liquefied petroleum gas, the technical requirements of USA Code of Federal Regulations, Part 86- Control of air pollution from new and in-use motor vehicles and new and used motor vehicle engines certification and test procedures-Subpart A 40 CFR 86.098-11 Emissions standards for 1998 and later year diesel heavy-duty engines and vehicles; and Subpart N 40 CFR 86.1300 series-Emissions Regulations for new Otto-cycle and diesel heavy-duty engines; gaseous and particulate exhaust test procedures, are deemed to be equivalent to the technical requirements of this standard.

Engines which operate on petrol, and which comply with the technical requirements of the USA Code of Federal Regulations, Part 86-Control of air pollution from new and in-use motor vehicles and new and in-use motor vehicle engines certification and test procedures – Subpart A 40 CFR 86.096-10 Emissions standard for 1996 and the later model year Otto-cycle heavy-duty engines and vehicles; and Subpart N 40 CFR 86.1300 series – Emissions Regulations for new Otto-cycle and diesel heavy-duty engines; gaseous and particulate exhaust test procedures, will be accepted as complying with this standard., or

4.2.2.3 Japanese Standards

The Japanese Exhaust Emission Standards for 'light-duty vehicles' and the 1998 Japanese Exhaust Emissions Standards for 'medium-duty vehicles', as detailed in the 'Safety Regulations for Road Vehicles', Japanese Ministry of Transport Ordinance No.67 of 28 July 1951, Article 31, as amended by Ordinance No.4 of 19 January 1996. The Japanese Exhaust Emission Standards for 'Heavy-duty vehicles', as detailed in the 'Safety Regulations for Road Vehicles', Japanese Ministry of Transport Ordinance No. 67 of 28 July 1951, Article 31, as amended by Ordinance No. 22 of 31 March 1997.

Note; For vehicles certified to Japanese requirements, the following definitions apply; Light-duty vehicles: vehicles with a GVW over 2.5t and not more than 3.5t. Medium-duty vehicles: vehicles with a GVW over 3.5t and not more than 12t. Heavy-duty vehicles: vehicles with a GVW over 12t .or

4.2.2.4 Australian Design Rules.

Australian Design Rule ADR 80/00, Emission Control for Heavy Vehicles.

4.3 Suppression of noise emission

4.3.1 Vehicles in motion

With the exception of noise emission originating from audible warning devices, any noise emitted by a vehicle, when determined in accordance with SABS 0205:1986, *The measurement of noise*

emitted by motor vehicles in motion, as published by Government Notice no.936 of 16 May 1986, shall not exceed:

- a) 89 dB(A) for a vehicle that has a power unit rated at less than 150 kW; and
- b) 91 dB(A) for any other vehicle.

To allow for any lack of precision in the measuring equipment, the highest sound level reading obtained shall be reduced by 1 dB(A).

4.3.2 Vehicles when stationary

With the exception of noise emission originating from audible warning devices, any noise emitted by a vehicle, when determined in accordance with SABS 0181:1981, *The measurement of noise emitted by road vehicles when stationary*, as published by Government Notice no. 463 of 9 July 1982 and SABS 0281:1994, *Engine speed (S values), reference sound levels and permissible sound levels of stationary road vehicles*, as published by Government Notice no. 1313 of 25 August 1995, shall be recorded for homologation purposes.

5 Requirements concerning metrological data

5.1 Vehicle dimensions

The dimensions of a vehicle shall comply with the applicable requirements of the relevant regulations of the National Road Traffic Act, 1996 (Act 93 of 1996).

5.2 Information plates

5.2.1 Data plates

5.2.1.1 A vehicle shall have one or more metal data plates affixed by rivets, or by welding, or by any other method that will achieve permanency of attachment during the life of the vehicle, in a conspicuous and readily accessible position on a part not subject to replacement.

5.2.1.2 As an alternative to the above, a data plate may be a self-adhesive tamperproof metal or plastics label that is not transferable from one vehicle to another, is clearly legible, and undergoes permanent and obvious damage on removal. The self-adhesive tamperproof label shall be resistant to engine oils, to engine coolants, to normal engine temperatures and to humidity. In addition, it shall have permanency characteristics similar to those of the plate(s) described in 5.2.1.1.

5.2.2 Manufacturer's mass and power data

5.2.2.1 Information on data plate

The data plates required in terms of 5.2.1 shall be legibly and permanently imprinted or stamped with the following information concerning the vehicle:

- a) the gross vehicle mass, in kilograms, for the model type, denoted and prefixed by the letters GVM/BVM;
- b) the gross combination mass, in kilograms, for the model type, denoted and prefixed by the letters GCM/BKM;
- c) the gross axle mass-load of each axle, or gross axle unit mass-load of each axle unit, in kilograms, for the model type, denoted and prefixed by the letters GA/BA or GAU/BAE, as applicable; and
- d) the net power, in kilowatts, prefixed by the letters P/D, determined in accordance with SABS 013-1:1988, *The determination of performance (at net power) of internal combustion engines – Part 1: Road vehicle internal combustion engines at sea level* as published by Government Notice no. 1652 of 19 August 1988.

5.2.2.2 Optional data plate

The abbreviations given in 5.2.2.1(a), 5.2.2.1(b) and 5.2.2.1(c) are not required if the information is supplied in the following order:

- a) gross vehicle mass;
- b) gross combination mass; and
- c) gross axle masses in the order front to rear.

5.2.3 Information on vehicle engine

The requirements for the vehicle engine number shall comply with the relevant regulations of the National Road Traffic Act, 1996 (Act 93 of 1996).

5.2.4 Provision for registration

Suitable space shall be provided on the data plate(s) for

- a) T ... kg (for the tare);
- b) V ... kg (for the permissible maximum vehicle mass);
- c) A ... kg or AU/AE ... kg, as applicable (for the permissible axle mass-load of each axle or the permissible axle unit mass-load of each axle unit); and
- d) D/T ... kg (for the permissible drawing vehicle mass).

The responsibility for marking this information on the data plate(s) shall rest with the final vehicle manufacturer.

5.2.5 Vehicle identification number (VIN)

The vehicle identification number shall comply with the relevant requirements given in SABS ISO 3779:1983, *Road vehicles – Vehicle identification number (VIN) – Content and structure*. However, the requirements for marking the VIN, as given in clause 5 of SABS ISO 4030:1983, *Road vehicles – Vehicle identification number (VIN) – Location and attachment*, as published by Government Notice 3160 of 20 November 1992, shall, for the purposes of this compulsory specification, be taken to read as follows:

5 VIN attachment

5.1 The VIN shall be marked direct on any integral part of the vehicle; it may be either on the frame, or, for integral framebody units, on a part of the body not easily removed or replaced.

5.2 The VIN shall also be marked on the data plate.

5.3 Deleted.

5.4 The height of the roman letters and the arabic numerals of the VIN shall be as follows:

- at least 7 mm if marked in accordance with 5.1 (frame, body, etc.) on motor vehicles and trailers; and
- at least 3 mm when marked in accordance with 5.2 (data plate).

5.3 Measuring units

All gauges, indicators or instruments that are fitted to a motor vehicle and are calibrated in physical units shall be calibrated in units as prescribed by the current applicable regulations promulgated under the Measuring Units and National Measuring Standards Act, 1973 (Act 76 of 1973).

6 Requirements for vehicle equipment, components and systems

6.1 Speedometers

A vehicle that is capable of exceeding a speed of 25 km/h on a level road shall be equipped with speedometer equipment that complies with the relevant requirements given in SABS 1441:1987, *Motor vehicle safety specification for speedometer equipment on motor vehicles*, as published by Government Notice no. 1878 of 4 September 1987:

Provided that any speed recording device fitted as speedometer equipment shall be exempted from the requirements of the said SABS 1441.

6.2 Engine, exhaust system and transmission

6.2.1 Engine

The engine of a vehicle shall be fitted with a cover that any part of the engine that constitutes a source of danger is out of normal reach of a person.

6.2.2 Exhaust system

The exhaust system of a vehicle shall comply with the requirements of the relevant regulations of the National Road Traffic Act, 1996 (Act 93 of 1996).

6.2.3 Transmission

A self-propelled vehicle shall be equipped with a transmission that enables it to be controlled and driven in both a forward and a reverse direction.

6.3 Fuel system

6.3.1 Fuel filler cap.

The orifice for filling a fuel tank on a vehicle shall be fitted with an effective cap that prevents incidental ingress of water or other foreign matter.

6.4 Tyres

The tyres fitted to the wheels of a motor vehicle shall comply with the relevant requirements of the compulsory specification for pneumatic tyres for commercial vehicles and their trailers as published in the relevant government gazette and the National Road Traffic act, 1996 (Act 93 of 1996).

6.5 Wheel flaps

Excluding truck-tractors, all vehicles shall be fitted with wheel flaps that comply with the relevant requirements given in SABS 1496:1989, *Wheel flaps fitted to motor vehicles*, as published by Government Notice no. 2008 of 22 September 1989:

Provided that

- a) wheel flaps that are designed and approved by the vehicle manufacturer may be fitted as an alternative, and
- b) chassis-only vehicles and chassis-cab vehicles that are being driven to a place to have body work fitted or to a dealer of such vehicles are excluded from the fitment of wheel flaps.

7 Compliance requirements

Proof of compliance shall be provided by the manufacturer, importer or builder (MIB) to the Inspectorate Authority in respect of each motor vehicle model covered by the scope of this specification.

Such proof of compliance shall consist of the relevant documentation to enable the Inspectorate Authority to satisfy itself that compliance has been achieved before any such vehicle is registered in the Republic of South Africa.

8 Equivalent requirements

The requirements of any of the national standards in the appropriate parts of sections 3 to 6 given in table 1 shall be deemed to have been met if compliance with the equivalent standards given or to their later level is achieved.

COMPULSORY SPECIFICATION FOR MOTOR VEHICLES OF CATEGORY N₂ AND N₃

Schedule 1 — Operative dates

1	2	3	4	5
Sub-section	Item	Operative date	Exclusions	Exclusions expiry date
	All subsections/items not mentioned below	7 October 1992	Nil	
3.1.1	Lights to SABS 1376	15 July 1987 1 January 1998	Vehicle models homologated before 15 July 1987 Registration plate lights, reversing lights, end-outline marker lights and parking lights fitted to vehicle models homologated before 1 January 1998	1 January 2001 1 January 2001
3.1.2	Lights to SABS 1046	1 June 1992	Fitting of category 5 indicators	1 January 2001
3.3.1	Braking to SABS 1207	15 June 1992	Category N ₂ vehicles homologated before 1 June 1992 Category N ₂ vehicles homologated before 1 January 1987 may comply with SABS 1051	1 January 2001 1 January 2001
3.3.2	Braking to SABS ECE R13	1 January 2001	Vehicles homologated before 1 January 2001	To be agreed
3.6	Seats and seat anchorages to SABS 1429	1 June 1992	Vehicle models homologated before 1 June 1992 may comply with SABS 1052	1 January 2001
3.7	Electrical connectors (where fitted) to SABS 1327 or SABS ISO 11446, and SABS ISO 12098	6 August 1997	Nil	
3.8	Rear underrun protection to SABS 1055	15 July 1987	Category N ₂ vehicles	1 January 2001
4.2.2	Vehicle emissions to SANS 20049 to the level of ECE R49.02B, US EPA 1998, Japanese 1998 or ADR 80/00	1 January 2006	Vehicle models homologated before 1 January 2006	1 January 2010
4.3.1	Suppression of noise emission to SABS 097	1 September 1983	Vehicles models homologated before the operative date	1 January 2001
4.3.1	Suppression of noise emission to SABS 0205	19 September 2002	Nil	
4.3.2	Noise when stationary to SABS 0281	14 April 1992	Nil	
5.2.5	VIN to SABS ISO 3779 and SABS ISO 4030	1 November 1995	Nil	
6.5	Wheel flaps to SABS 1496	1 June 1992	Vehicles homologated before 1 June 1992	1 January 2001

COMPULSORY SPECIFICATION FOR MOTOR VEHICLES OF CATEGORY N₂ AND N₃

Table 1 — Equivalent standards that shall be
deemed to comply with SABS standards

1	2	3	4	5	6	7	8	9
Sub-section	Item	SABS No.	Dated	Equivalent standards				Remarks
				EEC	Incl.	ECE	Others	
3.1.1	Lights	1376-1 1376-2 1376-3	1983 1985 1985	76/757 76/758 76/759 76/760 76/761 76/762 77/538 77/539 77/540		R1 R2.02 R3.02 R4 R5.01 R6.01 R7.01 R8.04 R19.01 R20.02 R23 R31.01 R37.02 R38 R77		Applicable only for headlamps, direction indicators, stoplights, front and rear position lights
3.1.2	Installation of lights	1046	1990	76/756	89/278	R48		
3.1.3	Rear warning signs	Act	1996					
3.2.1	Rear-view mirrors	1436	1989	71/127	88/321	R46.01		
3.2.2.1	Windscreens	1191	1978	92/22		R43		
3.2.2.2	Windows and partitions	1191 or 1193	1978 1978	92/22 92/22		R43 R43		
3.3	Braking	1207 or ECE R13	1985 1996	71/320	79/489	R13.04 R13.08		
3.4.2	Audible warning devices	0169	1984	70/388		R28.01		
3.6	Seats and seat anchorages	1429	1987	74/408	81/577	R17.02		
3.8	Rear underrun protection devices	1055	1983	70/221	81/333	R58.01		
3.9	Warning triangles	Act	1989			R27.03		If supplied
4.1	Radio interference	Act	1996	71/245		R10.01		
4.2	Atmospheric pollution	Act	1965	70/220 72/306		R15 R24 R83		
4.2.2.1	Vehicle emissions	SANS 20049	2004			R49.02B		
4.3.1	Noise when in motion	0205	1986	70/157	77/212	R51		
4.3.2	Noise when stationary	0181 0281	1981 1994	70/157	84/424	R51		
5.2.1	Data plate(s)			76/114	78/507			
5.2.5	Vehicle identification number (VIN)	ISO 3779 ISO 4030	1983 1983					
6.1	Speedometer	1441	1987	75/443		R39		
6.4	Tyres	Act	1996			R54		

No. R. 272

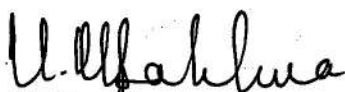
1 April 2005

STANDARDS ACT, 1993

PROPOSED AMENDMENT OF THE COMPULSORY SPECIFICATION FOR
MOTOR VEHICLES OF CATEGORY M1

It is hereby made known under section 22 (3) of the Standards Act, 1993 (Act No. 29 of 1993), that the Minister of Trade and Industry intends to amend the compulsory specification for motor vehicles of category M2/3 as published by Government Notice No. R1075 in Government Gazette No. 25245 of 1 August 2003 as set out in the attached Schedule.

Any person who wishes to object to the intention of the Minister to thus amend the compulsory specification concerned, shall lodge their objection in writing with the President, South African Bureau of Standards, Private Bag X191, Pretoria, 0001, on or before the date two (2) months after publication of this notice.



M Mphahlela

Minister of Trade and Industry

SCHEDULE

COMPULSORY SPECIFICATION FOR MOTOR VEHICLES OF CATEGORY M₁

1.1 This specification covers the requirements for motor vehicle models of category M₁, not previously registered or licensed in South Africa, and motor vehicle models assembled from new bodies and used parts from earlier designs of motor vehicle models, designed or adapted for operation on a public road.

1.2 The requirements of this specification shall, in so far as the parts already incorporated are concerned, apply in respect of an incomplete motor vehicle model supplied for further manufacture by one manufacturer to another, and the entire specification shall apply to the vehicle after completion thereof by the last-mentioned manufacturer. In addition, the requirements shall apply to designs of bodies sold for the purposes of incorporating new or used parts of motor vehicle models previously homologated (or previously produced) by other manufacturers.

1.3 This specification does not apply to

- a) experimental or prototype vehicles constructed or imported for the purpose of testing, assessment or development, or
- b) a motor vehicle model that was manufactured before 1965, that was not previously registered or licensed in South Africa, and that is so certified by a motor club approved by the relevant Minister.

1.4 The relevant requirements of this specification that take effect on any specified date, shall not apply to vehicles manufactured or imported before that date.

1.5 Except for the requirements of 3.7, which shall not be omitted or replaced, certain special category M₁ motor vehicles designed or adapted for use as

- a) mobile living accommodation (motor caravans),
- b) ambulances and patient-transfer vehicles,
- c) prisoner-conveyance vehicles,
- d) hearses,
- e) security and antiriot vehicles, and
- f) recreation vehicles derived from vehicles other than category M₁ vehicles,

may, alternatively, comply with the specific requirements of the relevant compulsory specification for another category of motor vehicle.

1.6 Vehicles that are sold with a category M₂ seating configuration and with a category M₁ seating configuration as an alternative, need not comply with the steering frontal impact requirements of 3.5.2.

1.7 Homologation shall comprise the confirmation by the Regulatory Authority, that the manufacturer has provided the Regulatory Authority with the following specific evidence in respect of the commodity covered by this specification:

- a) a summary of evidence showing that all relevant tests have been conducted with successful results under appropriate controls in respect of the model or type of commodity;
- b) sufficient data to enable a relevant model or type and its components to be identified and related to (a) above;
- c) relevant samples for the conducting of whatever tests and inspections are considered appropriate by the Regulatory Authority, to verify any, or all, of the evidence provided;
- d) details of the quality management system applied by the manufacturer;
- e) when relevant, documentation to advise subsequent manufacturers of incomplete commodities of their responsibilities; and
- f) agreement by the manufacturing source to permit conformity of production audits to be carried out by the Regulatory Authority or by the Regulatory Authorities appointed agent at the relevant manufacturing, assembling and test facilities.

The Regulatory Authority may issue such confirmation, on application, in respect of new models or types, provided that such confirmation may not be used for the purpose of advertising or to imply that all units of the commodity necessarily or consequently comply with all the requirements of this specification.

1.8 Where a South African national standard, including an international standard or an ECE regulation adopted by South Africa as a national standard, is incorporated by reference into this specification, only the technical requirements/specification for the commodity and the tests to verify the compliance, apply.

2 Definitions

For the purposes of this specification, the following definitions apply:

2.1

airbag assembly

device that is installed to supplement safety belts and restraint systems in power-driven vehicles which, in the event of a severe impact affecting the vehicle, automatically deploys a flexible structure intended to limit, by compression of the gas contained within it, the gravity of the contact of one or more parts of the body of an occupant of the vehicle with the interior of the passenger compartment

2.2

builder

person who builds a category M₁ motor vehicle, and "build" has a corresponding meaning

2.3

category M₁ motor vehicle, hereinafter referred to as a vehicle

motor vehicle that is used for the carriage of passengers, that has at least four wheels, and that has seating accommodation for not more than eight passengers in addition to the driver of the vehicle

2.4

category M₂ motor vehicle, hereinafter referred to as a vehicle

motor vehicle that is used for the carriage of passengers, that has at least four wheels, and that has seating accommodation for more than eight passengers in addition to the driver of the vehicle, and that has a maximum mass not exceeding 5 t

2.5

child restraint

arrangement of components which may comprise a combination of straps or flexible components with a securing buckle, adjusting devices, attachments, and, in some cases, a supplementary chair or an impact shield or both, capable of being anchored to a power-driven vehicle. It is so designed as to diminish the risk of injury to the wearer, in the event of a collision or of an abrupt deceleration of the vehicle, by limiting the mobility of the wearer's body

2.6**importer**

person who imports a category M₁ motor vehicle, and "import" has a corresponding meaning

2.7**inspectorate authority**

an organization appointed by the Minister of the Department of Transport as an inspectorate of manufacturers, importers and builders

2.8**manufacturer**

person who manufactures, produces, assembles, alters, modifies or converts a category M₁ motor vehicle, and "manufacture" has a corresponding meaning

2.9**model**

manufacturer's description for a series of vehicle designs that do not differ in respect of body shell, cab structure, profile, or the number of axles, by which they are introduced to South Africa, by a specific source

The Regulatory Authority reserves the right to decide which variations or combinations of variations constitute a new model, and might also take cognisance of the classification system applied in the country of origin of the design

The following variations do not necessarily constitute a new model:

- a) a variant of the model in relation to trim or optional features for which compliance has been fully demonstrated;
- b) different engine and transmission combinations, including petrol and diesel engines, and manual and automatic transmissions;
- c) minor variations in profile, such as front air dams or rear spoilers;
- d) air management systems;
- e) a different number of doors;
- f) sleeper cabs on trucks;
- g) wheelbase variations;
- h) a cargo body or equipment fitted to a truck and that has no effect on compliance; and
- i) the number of driven axles.

If a vehicle is manufactured in a number of configurations, such as a sedan, a hatchback, or a station wagon, and a single or double cab, each of these may be regarded as a variant to the base model.

2.10**passenger airbag**

airbag assembly intended to protect the occupants of seats other than the driver's in the event of a collision

2.11**proof of compliance**

document that contains a summary of evidence acceptable to the inspectorate authority, that a motor vehicle model complies in all aspects with this specification

2.12**public road**

road, street or thoroughfare, including the verges, or any other place, whether a thoroughfare or not, to which the public or sections of the public have the right of access and that they commonly use

2.13**rearward facing**

facing in the direction opposite to the normal direction of travel of the vehicle

2.14**regulatory authority**

an organization appointed by the Minister of the Department of Trade and Industry to implement this compulsory specification on behalf of the South African Government

3 General requirements**3.1 Requirements for lights and lighting equipment****3.1.1 Lights**

Main and dipped-beam headlights, direction-indicator lights, stoplights, and front and rear position lights fitted to a vehicle shall comply with the relevant requirements given in SABS 1376-1:1983, *Lights for motor vehicles – Part 1: Incandescent lamps*, as published by Government Notice no. 563 of 29 July 1983, SABS 1376-2:1985, *Lights for motor vehicles – Part 2: Headlights*, as published by Government Notice no. 1263 of 14 June 1985, and SABS 1376-3:1985, *Lights for motor vehicles – Part 3: Secondary lights*, as published by Government Notice no. 2328 of 18 October 1985:

Provided that all other lights required or allowed to be fitted in terms of 3.1.2 are hereby excluded for the purposes of this subsection of this specification.

3.1.2 Lighting

Lighting shall be fitted to a vehicle and shall comply with the relevant requirements given in SABS 1046:1990, *Motor vehicle safety specification for lights and light-signalling devices installed on motor vehicles and trailers*, as published by Government Notice no. 1735 of 27 July 1990:

Provided that

- a) the requirements for the installation of retro-reflectors as given in 4.14, 4.16 and 4.17 of the said SABS 1046 may be met by the use and fitting of retro-reflectors that are defined in the relevant regulations of the National Road Traffic Act, 1996 (Act 93 of 1996), and, in addition, the requirements may also be met by the use and fitting of retro-reflectors that are integral portions of any other light lens assembly, and
- b) the specific requirements of the said SABS 1046 for
 - 1) dipped beam adjustment devices as set out in 4.2.6 and appendix 1, and
 - 2) rear fog lights as set out in 4.11,

shall be treated as **OPTIONAL** for the purposes of this compulsory specification:

Provided that, if any motor vehicle is fitted with such devices or lamps, they shall comply with the applicable requirements.

3.2 Requirements for rear-view mirrors and vision**3.2.1 Rear-view mirrors**

Rear-view mirrors shall be fitted to a vehicle and shall comply with the relevant requirements given in SABS 1436:1989, *Motor vehicle safety specification for the rear-view mirrors of motor vehicles of categories M and N*, as published by Government Notice no. 2008 of 22 September 1989.

3.2.2 Windscreens, windows and partitions**3.2.2.1 Windscreens**

3.2.2.1.1 A windscreen shall be fitted to a vehicle and shall be of safety glass that complies with the relevant requirements given in SABS 1191:1978, *High penetration-resistant laminated safety glass for vehicles*, as published by Government Notice no. 463 of 9 July 1982.

3.2.2.1.2 For the purposes of this specification, the marking requirements shall be as follows:

- a) the windscreen shall bear the glass manufacturer's registered trademark; and
- b) the glass fitted shall comply with an approved national standard, recognized by the Regulatory Authority, that will provide a method of identifying the glass type.

3.2.2.2 Windows and partitions

3.2.2.2.1 Glass partitions and glass windows fitted to a vehicle shall be of safety glass that complies with the relevant requirements given in the said SABS 1191 or in SABS 1193:1978, *Toughened safety glass for vehicles*, as published by Government Notice no. 463 of 9 July 1982.

3.2.2.2.2 For the purposes of this specification, the marking requirements shall be as follows:

- a) the glass shall bear the glass manufacturer's registered trademark; and
- b) the glass fitted shall comply with an approved national standard, recognized by the Regulatory Authority, that will provide a method of identifying the glass type.

3.2.3 Windscreen wipers

A vehicle shall be fitted with at least one windscreen wiper that is capable of operation by means other than manual, and the windscreen wiper blade, when in operation, shall wipe the outside of the windscreen directly in front of the driver, evenly and efficiently.

3.3 Requirements for brakes and braking equipment

3.3.1 Braking equipment shall be fitted to a vehicle and shall comply with the requirements given in SABS 1207:1985, *Motor vehicle safety standard specification for braking*, as published by Government Notice no. 6 of 3 January 1986, or

3.3.2 Braking equipment shall be fitted to a vehicle and shall comply with the requirements in SABS ECE R13 *Uniform provisions concerning the approval of vehicles of categories M, N and O with regard to braking* to the level of ECE R13.08.

Important: For "Operative Dates" for requirements in 3.3.1 and 3.3.2, see Schedule 1 attached.

3.3.3 For vehicles fitted with anti-lock braking systems, the braking equipment shall, in terms of braking performance, at least comply with the braking performance requirements for M1 vehicles with non anti-lock braking systems fitted.

3.3.4 For the purposes of this specification, the following requirements of SABS ECE R13 are excluded:

- a) anti-lock specific brake test procedure and its requirements (paragraph 5 of annex 13 of SABS ECE R13), and
- b) the banning of asbestos in brake linings

3.3.5 For the purposes of this specification, annex 4, paragraph 2.3.6 of SABS ECE R13 is amended to read as follows:

To check compliance with the requirements specified in paragraph 5.2.1.2.4 of SABS ECE R13, a Type-O test shall be carried out with the engine disconnected at an initial test speed of 30 km/h. The mean fully developed deceleration on application of the control of the parking brake system and the deceleration immediately before the vehicle stops shall be not less than 1,5 m/s². The test shall be carried out with a laden vehicle. The force exerted on the braking control device shall not exceed the specified values.

3.4 Requirements for interior fittings, controls, steering mechanism and audible warning devices

3.4.1 Interior fittings

No fittings shall be installed inside the passenger compartment of a vehicle unless they comply with the relevant requirements given in SABS 1047:1984, *Motor vehicle safety standard specification for interior fittings (passenger cars)*, as published by Government Notice no. 149 of 1 February 1985.

3.4.2 Controls

3.4.2.1 General

All controls that are fitted to a vehicle, and that are required for the operation of the vehicle, shall be so located that the driver can reach and operate them when he is seated in the normal driving position, with the seat belt fastened.

3.4.2.2 Right-hand drive

A vehicle shall be of a right-hand drive configuration, except as allowed in terms of 3.4.2.3.

3.4.2.3 Central steering

A vehicle may have a central steering configuration.

3.4.3 Audible warning devices

A vehicle shall be fitted with one or more audible warning devices such that, when they are operated, a continuous sound is emitted at a level of at least 93 dB, determined in accordance with SABS 0169:1984, *Determining the performance of audible warning devices (hooters) after installation in a motor vehicle*, as published by Government Notice no. 966 of 11 May 1984.

3.5 Requirements for the steering mechanism system

3.5.1 Energy absorption capacity of the steering control

The energy absorption capacity of the steering control shall comply with the relevant requirements given in SABS 1440:1987, *Motor vehicle safety specification for the steering mechanism of motor vehicles (Category M₁ only): Behaviour on impact*, as published by Government Notice no. 2227 of 9 October 1987.

3.5.2 Frontal impact characteristics

The frontal impact characteristics of the vehicle and its steering mechanism shall comply with the relevant requirements given in the said SABS 1440.

3.6 Requirements for door latches, hinges, entrances and exits

3.6.1 Door latches and hinges

Side doors fitted as a means of entrance or exit in a vehicle shall have door latches and hinges that comply with the relevant requirements given in SABS 1443:1987 *Motor vehicle safety specification for door latches and hinges*, as published by Government Notice no. 2227 of 9 October 1987:

Provided that section 3 in annex 1 of the said SABS 1443 is excluded for the purposes of this compulsory specification.

3.6.2 Entrances and exits

The means of entrance to and exit from a vehicle that is designed and constructed with a fixed hood and that has a tare exceeding 570 kg, shall be as follows:

- a) at least one ready means of entrance and exit on the left and right sides of the vehicle, each such means being equipped with a permanent device that is capable of being operated from both the inside and the outside of the vehicle for the purpose of opening and closing; or
- b) a means as specified in (a) above, provided on one side of the vehicle and, on the other side or at the back, an accessible means of escape, of size at least 450 mm x 450 mm, that is readily removable from both the inside and the outside of the vehicle or is equipped with a permanent device for opening and closing as specified in (a) above:

Provided that, in the case of a vehicle designed and constructed as an ambulance or for the conveyance of prisoners, such means need be provided in the driver's compartment only.

3.7 Requirements for seats, seat anchorages, restraining device anchorages, restraining devices (safety belts) and supplementary restraining devices (airbags)

3.7.1 Seats and seat anchorages

A vehicle shall be fitted with seats and seat anchorages that comply with the relevant requirements given in SABS 1429:1987, *Motor vehicle safety specification for strength of seats and of their anchorages*, as published by Government Notice no. 1878 of 4 September 1987.

3.7.2 Restraining device anchorages

Excluding seating positions that have seats of the folding tip-up (jockey), rearward-facing or sideways-facing type, and seating positions in the rear rows of seats on simple single box type construction vehicles that contain at least three rows of seats,

- a) all seating positions on a vehicle that requires to have restraining devices fitted, shall have restraining device anchorages that comply with the relevant requirements given in SABS 1430:1987, *Motor vehicle safety specification for anchorages for restraining devices in motor vehicles*, as published by Government Notice no. 1878 of 4 September 1987, and
- b) all other seating positions on a vehicle shall have at least two lower restraining device anchorages installed, which shall comply with the relevant requirements given in (a) above:

Provided that for rear outboard seating positions (except where no upper anchorages can be installed, for example, in a convertible type vehicle or in a vehicle with a removable roof), two lower restraining device anchorages and one upper restraining device anchorage shall be fitted.

3.7.3 Restraining devices (safety belts)

3.7.3.1 The restraining devices (safety belts) that are fitted to a vehicle shall comply with the relevant requirements given in SABS 1080:1983, *Restraining devices (safety belts) for occupants of adult build in motor vehicles (Revised requirements)*, as published by Government Notice no. 264 of 17 February 1984.

3.7.3.2 The type and location of the restraining devices (safety belts) required to be fitted to a vehicle and the method of installation thereof shall comply with the relevant requirements given in SABS 0168:1983, *The installation of restraining devices (safety belts) in motor vehicles*, as published by Government Notice no. 265 of 17 February 1984, except that the same exclusions for seating positions shall apply as in 3.7.2.

3.7.4 Child restraints

In the case of any vehicle manufactured with child restraints installed, such child restraints shall comply with the compulsory specification for *Child-restraining devices for use in motor vehicles* as published by Government Notice no. 642 of 2 May 1997.

3.7.5 Supplementary restraining devices (airbags)

3.7.5.1 If a motor vehicle is fitted with an airbag assembly, it shall carry information to the effect that it is equipped with such an assembly.

3.7.5.2 In the case of a motor vehicle fitted with an airbag assembly intended to protect the driver, the information shall consist of the inscription "AIRBAG" located in the interior of the circumference of the steering wheel; this inscription shall be durably affixed and easily visible.

3.7.5.3 In the case of a motor vehicle fitted with a passenger airbag intended to protect the front seat occupants other than the driver, this information shall consist of a warning label. An example of a possible design of a pictogram is shown in figure 1.

3.7.5.4 A motor vehicle fitted with one or more passenger airbags shall carry information about the extreme hazard associated with the use of rearward-facing child restraints on seats equipped with airbag assemblies.

3.7.5.5 Every passenger seating position which is fitted with an airbag shall be provided with a warning label against the use of a rearward-facing child restraint in that seating position. The warning label, in the form of a pictogram which may include explanatory text, shall be durably affixed and located such that it is easily visible in front of a person about to install a rearward-facing child restraint on the seat in question. An example of a possible design of a pictogram is shown in figure 1. A permanent reference should be visible at all times, in case the warning is not visible when the door is closed. This requirement does not apply to those seats equipped with a device which automatically deactivates the airbag assembly when a rearward-facing child restraint is installed.



Colours

The pictogram should be red.

The seat, child restraint and contour line of the airbag should be black.

The word "AIRBAG" and the airbag should be white.

Figure 1 — Airbag warning label

3.8 Requirements for anti-theft devices

Anti-theft devices shall be fitted and shall comply with the relevant requirements of SABS 1248:1986, *Devices to prevent the unauthorized use of motor vehicles (anti-theft devices)*, as published by Government Notice no. 936 of 16 May 1986.

3.9 Requirements for head restraints

Head restraints, if forming an integral part of the seat back or if installed on any forward-facing seat of a vehicle, shall comply with the relevant requirements given in SABS 1269:1986, *Motor vehicle safety specification for head restraints (passenger cars)*, as published by Government Notice no. 936 of 16 May 1986.

3.10 Requirements for warning triangles

In the case of any vehicle supplied with warning triangles as part of the vehicle equipment, such warning triangles shall comply with the requirements given in SABS 1329-1:1987, *Retro-reflective and fluorescent warning signs for road vehicles – Part 1: Triangles*, as published by Government Notice no.2227 of 9 October 1987.

4 Requirements for the control of environmental interference

4.1 Suppression of radio and television interference

A vehicle, its components and its accessories shall comply with the current applicable regulations relating to interference with communications, promulgated under the Telecommunications Act, 1996 (Act 103 of 1996).

4.2 Suppression of atmospheric pollution

4.2.1 The exhaust emission from the engine of a vehicle shall be such as to comply with the current applicable regulations promulgated under the Atmospheric Pollution Prevention Act, 1965 (Act 45 of 1965).

4.2.2 The gaseous and particulate emissions from the vehicle shall comply with the requirements of SABS ECE R83 *Uniform provisions concerning the approval of vehicles with regard to the emission of pollutants according to engine fuel requirements* to the level of ECE R83.02, except for the type V test (durability of pollution control devices), or

4.2.3 The gaseous and particulate emissions from the vehicle shall comply with the requirements of SANS 20083 *Uniform provisions concerning the approval of vehicle with regard to the emissions of pollutants according to engine fuel requirements* to the level of ECE R83.04.

Important: For "Operative Dates" for requirements in 4.2.2 and 4.2.3, see Schedule 1 attached

4.3 Suppression of noise emission

4.3.1 Vehicles in motion

With the exception of noise emission originating from audible warning devices, any noise emitted by a vehicle, determined in accordance with SABS 0205:1986, *The measurement of noise emitted by motor vehicles in motion*, as published by Government Notice no. 936 of 16 May 1986, shall not exceed 82 dB(A). To allow for any lack of precision in the measuring equipment, the highest sound level reading obtained shall be reduced by 1 dB(A).

4.3.2 Vehicles when stationary

With the exception of noise emission originating from audible warning devices, any noise emitted by a vehicle, determined in accordance with SABS 0181:1981, *The measurement of noise emitted by road vehicles when stationary*, as published by Government Notice no. 463 of 9 July 1982, and SABS 0281:1994, *Engine speed (S values), reference sound levels and permissible sound levels of stationary road vehicles*, as published by Government Notice no. 1313 of 25 August 1995, shall be recorded for homologation purposes.

5 Requirements concerning metrological data

5.1 Vehicle dimensions

The dimensions of a vehicle shall comply with the applicable requirements of the relevant regulations of the National Road Traffic Act, 1996 (Act 93 of 1996).

5.2 Information plates

5.2.1 Data plates

5.2.1.1 A vehicle shall have a metal data plate or plates affixed by rivets, or by welding, or by any other method that will achieve permanency of attachment during the life of the vehicle, in a conspicuous and readily accessible position on a part not subject to replacement.

5.2.1.2 As an alternative to the above, a data plate may be a self-adhesive tamperproof metal or plastics label that is not transferable from one vehicle to another, is clearly legible, and undergoes permanent and obvious

damage on removal. The self-adhesive tamperproof label shall be resistant to engine oils, to engine coolants, to normal engine temperatures and to humidity. In addition, it shall have permanency characteristics similar to those of the plate(s) described in 5.2.1.1.

5.2.1.3 The data plate(s) shall be legibly and indelibly printed or stamped with the following details of the model type or of the vehicle, as applicable:

- a) the gross vehicle mass, in kilograms, for the model type, denoted and prefixed by the letters GVM/BVM;
- b) the gross combination mass, in kilograms, for the model type, denoted and prefixed by the letters GCM/BKM; and
- c) the gross axle mass-load of each axle, or the gross axle unit mass-load of each axle unit, in kilograms, for the model type, denoted and prefixed by the letters GA/BA or GAU/BAE, as applicable.

5.2.2 Optional data plate

The abbreviations given in 5.2.1.3(a), 5.2.1.3(b) and 5.2.1.3(c) are not required if the information is supplied in the following order:

- a) gross vehicle mass;
- b) gross combination mass; and
- c) gross axle masses in the order front to rear.

5.2.3 Information on vehicle engine

The requirements for the vehicle engine number shall comply with the relevant regulations of the National Road Traffic Act, 1996 (Act 93 of 1996).

5.2.4 Vehicle identification number (VIN)

The vehicle identification number shall comply with the relevant requirements given in SABS ISO 3779:1983, *Road vehicles – Vehicle identification number (VIN) – Content and structure*, and SABS ISO 4030:1983, *Road vehicles – Vehicle identification number (VIN) – Location and attachment*, as published by Government Notice no. 3160 of 20 November 1992. However, the requirements for marking the VIN, as given in clause 5 of the said SABS ISO 4030, shall, for the purpose of this specification, be taken to read as follows:

5 VIN attachment

5.1 The VIN shall be marked direct on any integral part of the vehicle; it may be either on the frame, or, for integral frame body units, on a part of the body not easily removed or replaced.

5.2 The VIN shall also be marked on the data plate.

5.3 Deleted.

5.4 The height of the roman letters and the arabic numerals of the VIN shall be as follows:

- at least 7 mm if marked in accordance with 5.1 (frame, body, etc.) on motor vehicles and trailers; and
- at least 3 mm if marked in accordance with 5.2 (data plate).

5.2.5 Visible identification

An identification code made up of all or part of the VIN shall be applied to the motor vehicle, such that it is readily visible to a person standing outside the vehicle, without the use of aids.

In cases where only part of the VIN is used, the code shall be sufficient to provide unique identification of any unit of a model, provided the model is known.

5.3 Measuring units

All gauges, indicators or instruments that are fitted to a motor vehicle and are calibrated in physical units shall be calibrated in units as prescribed by the current applicable regulations promulgated under the Measuring Units and National Measuring Standards Act, 1973 (Act 76 of 1973).

6 Requirements for vehicle equipment, components and systems

6.1 Speedometers

A vehicle that is capable of exceeding a speed of 25 km/h on a level road shall be equipped with speedometer equipment that complies with the relevant requirements given in SABS 1441:1987, *Motor vehicle safety specification for speedometer equipment on motor vehicles*, as published by Government Notice no. 1878 of 4 September 1987.

6.2 Engine, exhaust system and transmission

6.2.1 Engine

The engine of a vehicle shall be so fitted with a cover that any part of the engine that constitutes a source of danger is out of normal reach of a person.

6.2.2 Exhaust system

The exhaust system of a vehicle shall comply with the relevant regulations of the National Road Traffic Act.

6.2.3 Transmission

A vehicle, the tare of which exceeds 570 kg, shall be equipped with a transmission that enables it to be controlled and driven in both a forward and a reverse direction.

6.3 Fuel system

6.3.1 Fuel filler cap

The orifice for filling a fuel tank on a vehicle shall be fitted with an effective cap that prevents incidental ingress of water or other foreign matter.

6.3.2 Fuel filler inlet

A vehicle equipped with a positive-ignition engine shall be fitted with a fuel inlet orifice so designed that it prevents the tank from being filled from a petrol pump delivery nozzle which has an external diameter of 23.6 mm or greater.

For the purpose of this subsection, category M1 vehicles which are also offered in the M2 configuration shall be considered to be of category M2.

6.4 Tyres

The tyres fitted to the wheels of a motor vehicle shall comply with the relevant requirements of the compulsory specification for *Pneumatic tyres for passenger cars and their trailers* as published by Government Notice no. 1125 of 16 November 2001.

6.5 Vehicle bodies

Vehicle bodies referred to in 1.2 shall be provided with sufficient instructions on the selection and assembly of components, such that the completed vehicle complies (or is capable of complying) with the requirements of this specification, when the instructions are followed.

7 Compliance requirements

Proof of compliance shall be provided by the manufacturer, importer or builder (MIB) to the inspectorate authority in respect of each motor vehicle model covered by the scope of this specification.

Such proof of compliance shall consist of the relevant documentation to enable the inspectorate authority to satisfy itself that compliance has been achieved before any such vehicle is registered in the Republic of South Africa.

8 Equivalent requirements

The requirements of any of the national standards in the appropriate parts of sections 3 to 7 given in table 1, shall be deemed to have been met if compliance with the equivalent standards given or to their later levels is achieved.

COMPULSORY SPECIFICATION FOR MOTOR VEHICLES OF CATEGORY M₁

SCHEDULE 1 — Operative dates

1	2	3	4	5
Sub-section	Item	Operative date	Exclusions	Exclusions expiry date
3.1.1	Lights to SABS 1376	15 July 1987	Vehicle models homologated before 15 July 1987	1 January 2001
3.1.2	Lights to SABS 1046	1 July 1991	Fitment of category 5 indicators as per 4.5 of SABS 1046	1 January 2001
3.2.1	Rear-view mirrors to SABS 1436	1 July 1991	Vehicle models homologated before 1 July 1991	1 January 2001
3.3.1	Braking to SABS 1207	15 July 1987	Vehicle models homologated before 15 July 1987 shall comply with SABS 1051	1 January 2001
3.3.2	Braking to the requirements of SABS ECE R13 equivalent to ECE R13.08	1 January 2001	Vehicle models homologated before 1 January 2001	To be agreed
3.4.1	Interior fittings to SABS 1047	15 July 1987	Vehicle models homologated before 15 July 1987	1 January 2001
3.5.1	Energy absorption of steering control to SABS 1440	1 July 1991	Vehicle models homologated before 1 July 1991	1 January 2001
3.5.2	Frontal impact characteristics to SABS 1440	1 July 1991	Vehicle models homologated before 1 July 1991	1 January 2001
3.6	Door latches and hinges to SABS 1443	1 July 1991	Vehicle models homologated before 1 July 1991	1 January 2001
3.7.1	Seats and seat anchorages to SABS 1429	1 July 1991	Vehicle models homologated before 1 July 1991	1 January 2001
3.7.2	Restraining device anchorages to SABS 1430	1 July 1991	Vehicle models homologated before 1 July 1991	1 January 2001
3.7.4	Child restraints (if fitted) to the relevant compulsory specification	1 July 1991	Vehicle models homologated before 1 July 1991	1 January 2001
3.7.5	Supplementary restraining devices (airbags)	1 January 2001	Vehicle models homologated before 1 January 2001	To be agreed
3.8	Anti-theft devices to SABS 1248	1 July 1987	Vehicle models homologated before 1 July 1987	1 January 2001
3.9	Head restraints (if fitted) to SABS 1269	15 July 1987	Vehicle models homologated before 1 July 1987	1 January 2001
3.10	Warning triangles (if supplied) to SABS 1329-1	1 July 1991	Vehicle models homologated before 1 July 1991	1 January 2001
4.2.2	Vehicle emissions to SABS ECE R83 to the level of ECE R83.02	1 February 2005	Vehicle models homologated before 1 February 2005	1 January 2008
4.2.3	Vehicle emissions to SANS 20083 to the level ECE R83.04	1 January 2006	Vehicle models homologated before 1 January 2006	1 January 2008
5.2.5	Visible identification	1 August 2001	Nil	
6.1	Speedometers to SABS 1441	1 July 1991	Vehicle models homologated before 1 July 1991	1 January 2001
6.3	Fuel filler inlet restrictor	1 October 2003	Nil	

COMPULSORY SPECIFICATION FOR MOTOR VEHICLES OF CATEGORY M₁

**Vehicles incorporating new body designs and used components
from earlier designs of Original Equipment Manufacturers
motor vehicles and new bodies (replicas and kit cars)**

SCHEDULE 2 — Operative dates

1	2	3	4	5
Sub-section	Item	Operative date	Exclusions	Exclusions expiry date
3.1.2	Installation of lights to SABS 1046	1 January 1997	Vehicles homologated before 1 January 1997, for 4.2.4.1, 4.2.4.2 and 4.5.4 only, of SABS 1046 in cases where the headlight and indicator positions form part of a design intended to replicate the position of an earlier model of motor vehicle	1 January 2006
3.3.1	Braking to SABS 1207 or SABS ECE R13	1 January 1997	Vehicles incorporating major components of rear engine vehicles, which were homologated before 1 January 1980, except where the original engine or transmission is altered to an extent that the control of the vehicle would be adversely affected	1 January 2001
3.4.1	Interior fittings to SABS 1047	1 January 1997	Vehicles homologated before 1 January 1997, at the discretion of the SABS	1 January 2001
3.5.2	Frontal impact characteristics to SABS 1440	1 January 1997	Vehicles homologated before 1 January 1997. NB — No exclusions for the energy absorption of the steering control (see 3.5.1)	1 January 2006

COMPULSORY SPECIFICATION FOR MOTOR VEHICLES OF CATEGORY M₁

**TABLE 1 — Equivalent standards that shall be
deemed to comply with SABS standards**

1	2	3	4	5	6	7	8	9
Sub-section	Item	SABS No.	Dated	Equivalent standards				Remarks
				EEC	Incl.	ECE	Others	
3.1.1	Lights	1376-1 1376-2 1376-3	1983 1985 1985	76/758 76/757 76/759 76/760 76/761 76/762 77/538 77/539 77/540		R1 R2.02 R3.02 R4 R5.01 R6.01 R7.01 R8.04 R19.01 R20.02 R23 R31.01 R37.02 R38		Applicable only for headlamps, direction indicators, stoplights, front and rear position lights
3.1.2	Installation of lights	1046	1990	76/756	89/278	R48		
3.2.1	Rear-view mirrors	1436	1989	71/127	88/321	R46.01		
3.2.2.1	Windscreens	1191	1978	92/22		R43		
3.2.2.2	Windows and partitions	1191 or 1193	1978 1978	92/22 92/22		R43 R43		
3.3	Braking	1207 ECE R13	1985 1996	71/320	79/489	R13.04 R13.08 R13H		
3.4.1	Interior fittings	1047	1984	74/60	78/632	R21.01		
3.4.3	Audible warning devices	0169	1984	70/388		R28.01		
3.5	Steering mechanism	1440	1987	74/297		R12.02		
3.6.1	Door latches and hinges	1443	1987	70/387		R11.02		
3.7.1	Seats and seat anchorages	1429	1987	74/408	81/577	R17.02		
3.7.2	Restraining device anchorages	1430	1987	76/115	82/318	R14.02		
3.7.3.1	Restraining devices (safety belts)	1080	1983	77/541	82/319	R16.03		
3.7.3.2	Installation of restraining devices	0168	1983	77/541	82/319	R16.03		
3.7.4	Child restraints	1340	1996			R44.01		If fitted
3.8	Anti-theft devices	1248	1986	74/61		R18.01		
3.9	Head restraints	1269	1986	78/932		R25.02		If fitted
3.10	Warning triangles	1329-1	1987			R27.03		If supplied
4.1	Radio and television interference	Act	1996	72/245		R10.01		
4.2	Atmospheric pollution	Act	1965	70/220 and 72/306		R15, R24		
4.2.2	Vehicle emissions	ECE R83	1993	70/220	93/59	R83.02		
4.2.3	Vehicle emissions	SANS 20083	1993			R83.04		
4.3.1	Noise when in motion	0205	1986	70/157	81/334	R51		
4.3.2	Noise when stationary	0181 0281	1981 1994	70/157	84/424	R51		
5.2.1	Data plates			76/114	78/507			
5.2.4	VIN	ISO 3779 ISO 4030	1983 1983				ISO 3779 ISO 4030	
6.1	Speedometers	1441	1987	75/443				
6.4	Tyres	Act	1996	92/23		R30		

No. R. 273

1 April 2005

STANDARDS ACT, 1993

PROPOSED AMENDMENT OF THE COMPULSORY SPECIFICATION FOR
MOTOR VEHICLES OF CATEGORY M2/3

It is hereby made known under section 22 (3) of the Standards Act, 1993 (Act No. 29 of 1993), that the Minister of Trade and Industry intends to amend the compulsory specification for motor vehicles of category M2/3 as published by Government Notice No. R944 in Government Gazette No. 23622 of 19 July 2002 as set out in the attached Schedule.

Any person who wishes to object to the intention of the Minister to thus amend the compulsory specification concerned, shall lodge their objection in writing with the President, South African Bureau of Standards, Private Bag X191, Pretoria, 0001, on or before the date two (2) months after publication of this notice.



M Mphahlele
Minister of Trade and Industry

SCHEDULE

COMPULSORY SPECIFICATION FOR MOTOR VEHICLES OF CATEGORY M₂ AND M₃

1 Scope

1.1 This specification covers the requirements for motor vehicle models of category M₂ and M₃, and minibuses, not previously registered or licensed in South Africa, designed or adapted for operation on a public road.

NOTE Except where stated otherwise, a semi-trailer bus should comply with all the requirements of this specification, and, in addition, with any compulsory requirements for the category O or N portions of the combination not covered by this specification.

1.2 The requirements of this specification shall, in so far as the parts already incorporated are concerned, apply in respect of an incomplete motor vehicle model supplied for further manufacture by one manufacturer to another, and the entire specification shall apply to the vehicle after completion thereof by the last-mentioned manufacturer.

1.3 This specification does not apply to experimental or to prototype vehicles constructed or imported by the original manufacturers or importers for the purpose of testing, assessment or development.

1.4 The relevant requirements of this specification that take effect on any specified date, shall not apply to vehicles manufactured or imported before that date.

1.5 Homologation shall comprise the confirmation by the Regulatory Authority that the manufacturer has provided the Regulatory Authority with the following specific evidence in respect of the commodity covered by this specification:

- a) a summary of evidence showing that all relevant tests have been conducted with successful results under appropriate controls in respect of the model or type of commodity;
- b) sufficient data to enable a relevant model or type and its components to be identified and related to (a) above;
- c) relevant samples for the conducting of whatever tests and inspections are considered appropriate by the Regulatory Authority, to verify any or all of the evidence provided;
- d) details of the quality management system applied by the manufacturer;
- e) when relevant, documentation to advise subsequent manufacturers of incomplete commodities of their responsibilities; and
- f) agreement by the manufacturing source to permit conformity of production audits to be carried out by the Regulatory Authority or by the Regulatory Authorities' appointed agent at the relevant manufacturing, assembling and test facilities.

The Regulatory Authority may issue such confirmation, on application, in respect of new models or types, provided that such confirmation may not be used for the purpose of advertising or to imply that all units of the commodity necessarily or consequently comply with all the requirements of this specification.

1.6 Where a South African national standard, including an international standard or an ECE regulation adopted by South Africa as a national standard, is incorporated by reference into this specification, only the technical requirements/specification for the commodity and the tests to verify

the compliance, apply

2 Definitions

For the purposes of this specification, the following definitions apply:

2.1

builder

person who builds a category M₂ or M₃ motor vehicle, and "build" has a corresponding meaning

2.2

bus

category M₂ or M₃ motor vehicle that is designed or adapted for the conveyance of passengers or of both passengers and goods

2.3

bus-train

category M₂ or M₃ motor vehicle that is designed or adapted for the conveyance of passengers or of both passengers and goods, that consists of two sections connected to form one unit that can swivel universally at the connection between such sections, and that has a continuous passageway over the entire passenger-carrying section of the vehicle

2.4

category M₂ motor vehicle, hereinafter referred to as a vehicle

motor vehicle that is used for the carriage of passengers, that has at least four wheels, that has seating accommodation for more than eight passengers in addition to the driver of the vehicle, and that has a maximum mass not exceeding 5 t

2.5

category M₃ motor vehicle, hereinafter referred to as a vehicle

motor vehicle that is used for the carriage of passengers, that has at least four wheels, that has seating accommodation for more than eight passengers in addition to the driver of the vehicle, and that has a maximum mass exceeding 5 t

2.6

class I vehicle (urban bus excluding a minibus)

category M₂ or M₃ vehicle that is designed and equipped for urban and suburban transport, and that has, in addition to seating, provision and space for standing passengers, so arranged as to allow for passenger movement associated with frequent stops

2.7

class II vehicle (inter-urban bus excluding a minibus)

category M₂ or M₃ vehicle that is designed and equipped for inter-urban transport, and that has no spaces specifically intended for standing passengers; however, over short distances, it can provide for standing passengers in the passageway only

2.8

class III vehicle (touring bus excluding a minibus)

category M₂ or M₃ vehicle that is designed and equipped for touring or for long-distance journeys and that does not provide for the carriage of any standing passengers

2.9

importer

person who imports a category M₂ or M₃ motor vehicle, and "import" has a corresponding meaning

2.10

inspectorate authority

an organisation appointed by the Minister of the Department of Transport as the Inspectorate of manufacturers, builders and importers

2.11

manufacturer

person who manufactures, produces, assembles, alters, modifies, adapts or converts a category M₂

or M₃ motor vehicle, and "manufacture" has a corresponding meaning

2.12

minibus

motor vehicle that is designed or modified solely for the conveyance of not more than 15 seated passengers in addition to the driver of the vehicle and that does not provide for the carriage of standing passengers

2.13

model

manufacturer's description for a series of vehicle designs that do not differ in respect of body shell, cab structure, profile, or the number of axles, by which they are introduced to South Africa, by a specific source

The Regulatory Authority reserves the right to decide which variations or combinations of variations constitute a new model and might also take cognizance of the classification system applied in the country of the design

The following variations do not necessarily constitute a new model:

- a) a variant of the model in relation to trim or optional features for which compliance has been fully demonstrated;
- b) different engine and transmission combinations, including petrol and diesel engines, and manual and automatic transmissions;
- c) minor variations in profile, such as front air dams or rear spoilers;
- d) air management systems;
- e) a different number of doors;
- f) sleeper cabs on trucks;
- g) wheelbase variations;
- h) a cargo body or equipment that are fitted to a truck and that has no effect on compliance; and
- i) the number of driven axles.

If a vehicle is manufactured in a number of configurations, such as a sedan, a hatchback, or a station wagon, and a single or double cab, each of these may be regarded as a variant to the base model.

2.14

proof of compliance

document that contains a summary of evidence acceptable to the inspectorate authority, that a motor vehicle model complies in all respects with this specification

2.15

public road

road, street or thoroughfare, including the verges, or any other place, whether a thoroughfare or not, to which the public or sections of the public have the right of access and that they commonly use

2.16

regulatory authority

an organisation appointed by the Minister of the Department of Trade and Industry to implement this compulsory specification on behalf of the South African Government

2.17

semi-trailer bus

category O semi-trailer that is intended to be drawn by a category N truck tractor, the combination of which is designed or adapted for the conveyance of a driver and more than eight passengers. (See

also 3.3.)

2.18

windscreen

any window at the front end of a vehicle that affords forward vision to the driver or to the passengers

3 General requirements

3.1 Requirements for lights, lighting equipment and rear warning signs

3.1.1 Lights

Main and dipped-beam headlights, direction-indicator lights, stoplights, and front and rear position lights fitted to a vehicle shall comply with the relevant requirements given in SABS 1376-1:1983, *Lights for motor vehicles – Part 1: Incandescent lamps*, as published by Government Notice no. 563 of 29 July 1983; SABS 1376-2:1985, *Lights for motor vehicles – Part 2: Headlights*, as published by Government Notice no. 1263 of 14 June 1985, and SABS 1376-3:1985, *Lights for motor vehicles – Part 3: Secondary lights*, as published by Government Notice no. 2328 of 18 October 1985:

3.1.2 Lighting

Lighting shall be fitted to a vehicle and shall comply with the relevant requirements given in SABS 1046:1990, *Motor vehicle safety specification for lights and light-signalling devices installed on motor vehicles and trailers*, as published by Government Notice no. 1735 of 27 July 1990:

Provided that:

- a) the requirements for the installation of retro-reflectors as given in 4.14, 4.16 and 4.17 of the said SABS 1046 may be met by the use and fitting of retro-reflectors that are defined in the relevant regulations of the National Road Traffic Act, 1996 (Act 93 of 1996), and, in addition, the requirements may also be met by the use and fitting of retro-reflectors that are integral portions of any other light lens assembly; and
- b) the specific requirements of the said SABS 1046 for
 - 1) dipped-beam adjustment devices, as set out in 4.2.6 and appendix 1;
 - 2) end-outline marker lamps, as set out in 4.13; and
 - 3) rear fog lamps, as set out in 4.11;

shall be treated as **OPTIONAL** for the purposes of this compulsory specification:

Provided that, if any motor vehicle is fitted with such devices or lamps, they shall comply with the applicable requirements.

3.1.3 Rear warning sign (chevron)

A vehicle of gross vehicle mass (GVM) exceeding 3 500 kg shall be fitted with a rear warning sign that complies with the requirements of the relevant regulations of the National Road Traffic Act, 1996 (Act 93 of 1996).

3.2 Requirements for rear-view mirrors and vision

3.2.1 Rear-view mirrors

Rear-view mirrors shall be fitted to a vehicle and shall comply with the relevant requirements given in SABS 1436:1989, *Motor vehicle safety specification for the rear-view mirrors of motor vehicles of categories M and N*, as published by Government Notice no. 2008 of 22 September 1989.

3.2.2 Windscreens, windows and partitions

3.2.2.1 Windscreens

3.2.2.1.1 A windscreen shall be fitted to a vehicle and shall be of safety glass that complies with the relevant requirements given in SABS 1191:1978, *High penetration-resistant laminated safety glass for vehicles*, as published by Government Notice no. 463 of 9 July 1982.

3.2.2.1.2 For the purpose of this specification, the marking requirements shall be as follows:

- a) the windscreen shall bear the glass manufacturer's registered trademark; and
- b) the glass fitted shall comply with an approved national standard, recognized by the Regulatory Authority, that will provide a method of identifying the glass type.

3.2.2.2 Windows and partitions

3.2.2.2.1 Glass partitions and glass windows fitted to a vehicle shall be of safety glass that complies with the relevant requirements given in the said SABS 1191, or in SABS 1193: 1978, *Toughened safety glass for vehicles*, as published by Government Notice no. 463 of 9 July 1982

3.2.2.2.2 For the purpose of this specification, the marking requirements shall be as follows:

- a) the glass shall bear the glass manufacturer's registered trademark; and
- b) the glass fitted shall comply with an approved national standard, recognized by the Regulatory Authority, that will provide a method of identifying the glass type.

3.2.2.2.3 Excluding those windows fitted to the immediate right and to the immediate left of the driver, which shall be as in 3.2.2.2.1 above, windows and partitions of a plastics material shall comply with the relevant regulations of the National Road Traffic Act, 1996 (Act 93 of 1996)..

3.2.3 Windscreen wipers

With the exception of semi-trailer buses, and where there is a central full sweep windscreen wiper, a vehicle shall be fitted with windscreen wipers on both the driver's side and the passenger side of the vehicle windscreen, that are capable of operation by means other than manual, and the windscreen wiper blade, when in operation, shall wipe the outside of the windscreen directly in front of the driver, evenly and efficiently.

3.3 Requirements for brakes and braking equipment

3.3.1 Braking equipment shall be fitted to a vehicle and shall comply with the relevant requirements given in SABS 1207:1985, *Motor vehicle safety standard specification for braking* as published by Government Notice no.6 of 3 January 1986, or

3.3.2 Braking equipment shall be fitted to a vehicle and shall comply with the relevant requirements given in SABS ECE R13, *Uniform provisions concerning the approval of vehicles of categories M, N and O with regard to braking*, to the level of ECE R13.08:

Provided that the specific requirements for the type IIA testing of braking devices shall be applicable to all M₃ vehicles of gross vehicle mass exceeding 10 t, other than any vehicle designed and equipped as a class I urban bus.

For the purpose of braking requirements on a semi-trailer bus, the vehicle shall be considered as a category O commercial vehicle.

Important: For "operative dates" for requirements in 3.3.1 and 3.3.2, see Schedule 1 attached

3.3.3 For vehicles fitted with anti-lock braking systems, the braking equipment shall, in terms of braking performance, at least comply with the requirements for the vehicles with non anti-lock braking systems fitted.

3.3.4 For the purposes of this specification, the following requirements of SABS ECE R13 are excluded:

- a) the fitment of automatic brake adjustment devices,
- b) the banning of asbestos in brake linings
- c) the compulsory fitment of anti-lock braking systems; and
- d) anti-lock specific brake test procedure and its requirements (paragraph 5 of annex 13 of SABS ECE R13).

3.3.5 For the purpose of this specification, paragraph 2.3.6 of annex 4 of SABS ECE R13 is amended to read as follows:

To check compliance with the requirements specified in paragraph 5.2.1.2.4 of SABS ECE R13, a Type-O test shall be carried out with the engine disconnected at an initial test speed of 30 km/h. The mean fully developed deceleration on application of the control of the parking braking system and the deceleration immediately before the vehicle stops shall be not less than $1,5 \text{ m/s}^2$. The test shall be carried out with a laden vehicle. The force exerted on the braking control device shall not exceed the specified values.

3.4 Requirements for controls, steering mechanism and audible warning devices

3.4.1 Controls

All controls that are fitted to a vehicle, and that are required for the operation of the vehicle, shall be so located that the driver can reach and operate them when he is seated in the normal driving position, with the seat belt fastened, if fitted.

3.4.2 Steering mechanism

A vehicle shall be of a right-hand drive configuration.

3.4.3 Audible warning devices

A vehicle shall be fitted with one or more audible warning devices such that, when they are operated, a continuous sound is emitted at a level of at least 93 dB, determined in accordance with SABS 0169:1984, *Determining the performance of audible warning devices (hooters) after installation in a motor vehicle*, as published by Government notice no. 966 of 11 May 1984

3.5 Requirements for doors, entrances and exits

The doors, entrances and exits of any category M_2 or M_3 motor vehicle shall comply with the requirements of the relevant regulations of the National Road Traffic Act, 1996 (Act 93 of 1996).

3.6 Requirements for seats, seat anchorages, restraining device anchorages and restraining devices (safety belts)

3.6.1 Seats and seat anchorages

3.6.1.1 Excluding a minibus, a vehicle shall be fitted with seats and seat anchorages that comply with the relevant requirements given in SABS 1564:1992, *The strength of seats (and their anchorages) of large passenger buses*, as published by Government Notice no.216 of 19 February 1993.

3.6.1.2 Excluding seating that is of the folding tip-up (jockey), rearward-facing or sideways-facing type, a minibus shall be fitted with seats and seat anchorages that comply with the relevant requirements given in SABS 1429:1987, *Motor vehicle safety specification for strength of seats and their anchorages*, as published by Government Notice no.1878 of 4 September 1987

3.6.2 Restraining device anchorages

Excluding seating positions that have seats of the folding tip-up (jockey), rearward-facing or sideways-facing type, and seating positions in the rear rows of seats on simple single-box type construction vehicles that contain at least three rows of seats, all seating positions on a vehicle that requires to have restraining devices fitted, shall have restraining device anchorages that comply with the relevant requirements given in SABS 1430: 1987, *Motor vehicle safety specification for anchorages for restraining devices in motor vehicles*, as published by Government Notice no. 1878 of 4 September 1987, and, except that for vehicles of category M₃, the indicated test loads shall be supplemented by 6,6 times the mass of the complete seat:

Provided that front central seating positions need only be fitted with two lower restraining device anchorages.

3.6.3 Restraining devices (safety belts)

Subject to the proviso that no restraining devices (safety belts), excluding those given in (c) below, are required to be fitted to any vehicle of GVM exceeding 3,5 t, the following requirements shall apply:

- a) the restraining devices (safety belts) that are fitted to a vehicle shall comply with the relevant requirements given in SABS 1080: 1983, *Restraining devices (safety belts) for occupants of adult build in motor vehicles (Revised requirements)*, as published by Government Notice no. 264 of 17 February 1984.
- b) the type and location of the restraining devices (safety belts) required to be fitted to a vehicle and the method of installation thereof shall comply with the relevant requirements given in SABS 0168:1983, *The installation of restraining devices (safety belts) in motor vehicles*, as published by Government Notice no. 265 of 17 February 1984, except that the same exclusions for seating positions shall apply as in 3.6.2; and
- c) in the case of class III vehicles, non-protected seats (see 4.3.3 of the said SABS 1430), the details of which are specified in 3.6.2 above, shall be fitted with at least a restraining device of the lap belt type.

3.7 Requirements for electrical connectors

Electrical connectors that are fitted for the purpose of towing a vehicle, shall comply with

- a) in the case of 12 V systems:
 - 1) SABS 1327:1981, *Electrical connectors for towing and towed vehicles (7-pole connectors)*, or
 - 2) SABS ISO 11446:1993, *Passenger cars and light commercial vehicles with 12 V systems – 13-pole connectors between towing vehicles and trailers – Dimensions and contact allocation*, or
- b) in the case of 24 V systems:
 - 1) SABS 1327: 1981, *Electrical connectors for towing and towed vehicles (7-pole connectors)*, or
 - 2) SABS ISO 12098: 1994, *Commercial vehicles with 24 V systems – 15-pole connectors between towing vehicles and trailers – Dimensions and contact allocation*.

3.8 Requirements for warning triangles

In the case of any vehicle of GVM exceeding 3,5 t that is supplied with warning triangles as part of the vehicle equipment, such warning triangles shall comply with the requirements given in SABS 1329-1:1987, *Retro-reflective and fluorescent warning signs for road vehicles – Part 1: Triangles*, as published by Government Notice no. 2227 of 9 October 1987.

3.9 Requirements for load distribution between axles and loading conditions

3.9.1 The load distribution of a stationary vehicle on level ground shall be determined in two conditions:

- a) unladen kerb mass, as specified in 3.9.3; and
- b) laden, as specified in 3.9.4.

3.9.2 The front axle or axles shall carry not less than the percentage of the load mass shown in table 1 below:

Table 1 — Minimum percentage of load mass on front axle(s)

1	2	3	4	5	6	7
Loading conditions	Class I vehicle		Class II vehicle		Class III vehicle	
	Rigid	Articulated	Rigid	Articulated	Rigid	Articulated
Unladen	20 %	20 %	25 %	20 %	25 %	20 %
Laden	25 %	20 %	25 %	20 %	25 %	20 %

3.9.3 Unladen, means the vehicle in running order, unoccupied and unladen but complete with fuel, coolant, lubricant, tools and spare wheel, with the addition of 63 kg for the mass of the driver and 63 kg for the mass of the crew if there is a crew seat.

3.9.4 Laden, means the vehicle unladen as described in 3.9.3 with the addition of a mass Q on each passenger seat, a number, corresponding to the authorized number of standing passengers, of masses Q uniformly distributed over the area S_1 , plus a mass equal to B , uniformly distributed in the baggage compartments plus, where appropriate, a mass equal to BX uniformly distributed over the surface area of the roof equipped for the carriage of baggage.

3.9.5 The values of Q for the different classes of vehicle are specified in table 2 below.

Table 2 — Values of Q , S_{sp} , L and R

1	2	3	4	5
Vehicle class	Q	S_{sp}	L	R
I	68	0,125	100	75
II	68	0,150	100	75
III	68	No standing passengers	100	75

3.9.6 B , in kilograms, shall have a numerical value not less than $100 \times V$ (where V is the total volume of the luggage compartment, in cubic metres).

3.9.7 BX shall exert a pressure of not less than 75 kg/m^2 over the surface area of the roof equipped for the carriage of baggage.

3.10 Requirements for area available for passengers

3.10.1 The total surface area S_0 available for passengers is calculated by deducting from the total area of the floor of the vehicle

- a) the area of the driver's compartment,
- b) the area of steps at doors and any step of depth less than 30 cm,

floor, and

- d) the area of any part of the articulated section(s) of an articulated bus or coach to which part access is prevented by handrails and partitions.

3.10.2 The surface area S_1 available for standing passengers (only in the case of vehicles of class I and class II, in which the carriage of standing passengers is allowed) is calculated by deducting from S_0

a) in the case of vehicles of class I and class II:

- 1) the area of all parts of the floor the slope of which exceeds 8 %;
- 2) the area of all parts of the floor that are not accessible to a standing passenger when all the seats are occupied;
- 3) the area of all parts of the floor where the clear height above the floor is less than 190 cm or, in the case of the section of the gangway situated above and behind the rear axle, and the attaching parts thereof, less than 180 cm (hand-holds shall not be taken into account in this connection);
- 4) the area of the floor forward of a vertical plane that passes through the centre of the seating surface of the driver's seat (in its rearmost position) and through the centre of the exterior rear-view mirror mounted on the opposite side of the vehicle;
- 5) the area of the floor 30 cm in front of any seat;
- 6) any part of the surface of the floor (e.g. a corner or edge) on which it is not possible to place any part of a rectangle of 400 mm × 300 mm;
- 7) any area of the floor that is not capable of circumscribing a rectangle of 400 mm × 300 mm; and

b) in the case of vehicles of class II, the area of all parts that are not part of a gangway.

3.11 Requirements for number of passengers accommodated

3.11.1 There shall be on the vehicle a number P_s of seating places, other than folding seats. If the vehicle is of class I or class II, the number P_s shall be at least equal to the number of square metres of floor area available for passengers and crew (if any), rounded down to the nearest whole number.

3.11.2 The total number N of seating and standing places in vehicles shall be calculated such that both of the following conditions are fulfilled:

$$N \geq \frac{P_s + S_1}{S_{sp}}$$

and

$$N \geq \frac{MT + MV + L \times V + R \times VX}{Q}$$

where

P_s is the number of seating places;

S_1 is the surface area, in square metres, available for standing passengers;

S_{sp} is the area assumed for one standing passenger, in square metres per standing passenger;

MT is the technically permissible maximum mass, in kilograms;

MV is the unladen mass, in kilograms;

L is the specific load of baggage, in kilograms per cubic metre, in the baggage compartment(s);

V is the total volume, in cubic metres, of the baggage compartments;

R is the specific mass of baggage on the roof area, in kilograms per square metre;

VX is the total surface area, in square metres, available for baggage to be carried on the roof;

Q is the mass, in kilograms, assumed for the load on each passenger seating and standing place.

In the case of class III vehicles, $S_1 = 0$.

The values of Q , S_{sp} , L and R for every class of vehicle are as given in table 2.

3.11.3 If a vehicle of class II or class III is approved as a class I vehicle, the mass of baggage carried in the baggage compartment accessible only from outside the vehicle is not taken into account.

3.11.4 The calculated mass on each axle of the vehicle shall not exceed the values of their respective technically permissible maximum values.

4 Requirements for the control of environmental interference

4.1 Suppression of radio and television interference

A vehicle, its components and its accessories shall comply with the current applicable regulations relating to interference with communications, promulgated under the Telecommunication Act, 1996 (Act 103 of 1996).

4.2 Suppression of atmospheric pollution

4.2.1 The exhaust emission from the engine of a vehicle shall be such as to comply with the current applicable regulations promulgated under the Atmospheric Pollution Prevention Act, 1966 (Act 45 of 1965).

4.2.2 The gaseous and particulate emissions from the vehicle shall comply with the requirements of at least one of the following:

4.2.2.1 SANS 20049:2004 *Uniform provisions concerning the approval of compression-ignition (C.I.) and natural gas (NG) engines as well as positive-ignition (P.I.) engines fuelled with liquefied petroleum gas (LPG) and vehicles equipped with C.I. and NG engines and P.I. engines fuelled with LPG, with regard to the emissions of pollutants by the engine* to the level of ECE R49.02B. or

4.2.2.2 United States Regulations.

Engines which operate on diesel, liquefied petroleum gas, the technical requirements of USA Code of Federal Regulations, Part 86 -Control of air pollution from new and in-use motor vehicles and new and in-use motor vehicle engines certification and test procedures-Subpart A 40 CFR 86.098-11 Emissions standards for 1998 and later year diesel heavy-duty engines and vehicles; and Subpart N 40 CFR 86.1300 series-Emissions Regulations for new Otto-cycle and diesel heavy duty engines; gaseous and particulate exhaust test procedures, are deemed to be equivalent to the technical requirements of this standard.

Engines which operate on petrol, and which comply with the technical requirements of the USA Code of Federal Regulations, Part 86- Control of air pollution from new and in-use motor vehicles and new and in-use motor vehicle engines certification and test procedures – Subpart A 40 CFR 86.096-10 Emission standard for 1996 and the later model year Otto-cycle heavy-duty engines and vehicles; and Subpart N 40 CFR 86.1300 series – Emission Regulations for new Otto-cycle and diesel heavy-duty engines; gaseous and particulate exhaust test procedures, will be accepted as complying with this standard., or

4.2.2.3 Japanese Standards

The 1997 Japanese Exhaust Emission Standards for 'light-duty vehicles' and the 1998 Japanese Exhaust emission Standards for 'medium-duty vehicles', as detailed in the 'Safety Regulations for Road Vehicles', Japanese Ministry of Transport Ordinance No. 67 of 28 July 1951, Article 31, as amended by Ordinance No. 4 of 19 January 1996. The Japanese Exhaust Emission Standards for 'heavy-duty vehicles', as detailed in the 'Safety Regulations for Road Vehicles', Japanese Ministry of Transport Ordinance No. 67 of 28 July 1951, Article 31, as amended by Ordinance No. 22 of 31 March 1997.

Note; For vehicles certified to Japanese requirements the following definitions apply: Light-duty vehicles: vehicles with GVW over 2.5t and not more than 3.5t. Medium-duty vehicles: vehicles with a GVW over 3.5t and not more than 12t. Heavy-duty vehicles: vehicles with a GVW of over 12t., or

4.2.2.4 Australian Design Rules.

Australian Design Rule ADR 80/00, Emission Control for Heavy Vehicles.

4.3 Suppression of noise emission

4.3.1 Vehicles in motion

With the exception of noise emission that originates from audible warning devices, any noise emitted by a vehicle, when determined in accordance with SABS 0205:1986, *The measurement of noise emitted by motor vehicles in motion*, as published by Government Notice no.936 of 16 May 1986, shall not exceed:

- a) 84 dB(A), in the case of a category M₂ vehicle that has a gross vehicle mass not exceeding 3,5 t,
- b) 89 dB(A), in the case of a category M₂ vehicle that has a gross vehicle mass exceeding 3,5 t and in the case of category M₂ and M₃ vehicles that have power units rated at less than 150 kW, and
- c) 91 dB(A), in the case of all other category M₂ and M₃ vehicles.

To allow for any lack of precision in the measuring equipment, the highest sound level reading obtained shall be reduced by 1 dB(A).

4.3.2 Vehicles when stationary

With the exception of noise emission originating from audible warning devices, any noise emitted by a vehicle, when determined in accordance with SABS 0181:1981, *The measurement of noise emitted by road vehicles when stationary*, as published by Government Notice no. 463 of 9 July 1982, and SABS 0281:1994, *Engine speed (S values), reference sound levels and permissible sound levels of stationary road vehicles*, as published by Government Notice no.1313 of 25 August 1995, and shall be recorded for homologation purposes.

4.3.3 Environmental noise regulations for workplace

In the case of any vehicle that is manufactured with the clear intention of its becoming a workplace, the interior of the vehicle shall comply with the applicable noise regulations promulgated under the Occupational Health and Safety Act, 1993 (Act 85 of 1993).

5 Requirements concerning metrological data

5.1 Vehicle dimensions

The dimensions of a vehicle shall comply with the applicable requirements of the relevant regulations of the National Road Traffic Act, 1996 (Act 93 of 1996).

5.2 Information plates

5.2.1 Data plates

5.2.1.1 A vehicle shall have a metal data plate or plates affixed by rivets, or by welding, or by any other method that will achieve permanency of attachment during the life of the vehicle, in a conspicuous and readily accessible position on a part not subject to replacement.

5.2.1.2 As an alternative to the above, a data plate may be a self-adhesive tamperproof metal or plastics label that is not transferable from one vehicle to another, is clearly legible, and undergoes permanent and obvious damage on removal. The self-adhesive tamperproof label shall be resistant to engine oils, to engine coolants, to normal engine temperatures and to humidity. In addition, it shall have permanency characteristics similar to those of the plate(s) described in 5.2.1.1.

5.2.2 Manufacturer's mass and power data

5.2.2.1 Information on data plate

The data plates required in terms of 5.2.1 shall be legibly and permanently imprinted or stamped with the following information concerning the vehicle:

- a) the gross vehicle mass, in kilograms, for the model type, denoted and prefixed by the letters GVM/BVM;
- b) the gross combination mass, in kilograms, for the model type, denoted and prefixed by the letters GCM/BKM;
- c) the gross axle mass-load of each axle, or gross axle unit mass-load of each axle unit, in kilograms, for the model type, denoted and prefixed by the letters GA/BA or GAU/BAE, as applicable;
- d) the net power, in kilowatts, for the model type, denoted and prefixed by the letters P/D, determined in accordance with SABS 013-1:1988, *The determination of performance (at net power) of internal combustion engines – Part 1: Road vehicle internal combustion engines at sea level*; as published by Government Notice no.1652 of 19 August 1988, and
- e) in the case of a semi-trailer bus, the gross kingpin mass-load as specified by the manufacturer, in kilograms, for the model type, denoted and prefixed by the letters GKM/BSM.

5.2.2.2 Optional data plate

The abbreviations given in 5.2.2.1(a), 5.2.2.1(b) and 5.2.2.1(c) are not required if the information is supplied in the following order:

- a) gross vehicle mass;
- b) gross combination mass; and
- c) gross axle mass-load, in the order front to rear.

5.2.3 Information on vehicle engine

The requirements for the vehicle engine number shall comply with the relevant regulations of the National Road Traffic Act, 1996 (Act 93 of 1996).

5.2.4 Provision for registration

Suitable spaces shall be provided on the data plate(s) for the following:

- a) T ... kg (for the tare);
- b) V ... kg (for the permissible maximum vehicle mass);

- c) A ... kg or AU/AE ... kg, as applicable (for the permissible axle mass-load of each axle or the permissible axle unit mass-load of each axle unit); and
- d) D/T ... kg (for the permissible maximum drawing vehicle mass).

The responsibility for marking this information on the data plate(s) shall rest with the final vehicle manufacturer.

5.2.5 Vehicle identification number (VIN)

The vehicle identification number shall comply with the relevant requirements given in SABS ISO 3779:1983, *Road vehicles – Vehicle identification number (VIN) – Content and structure*, and SABS ISO 4030:1983, *Road vehicles – Vehicle identification number (VIN) – Location and attachment*, as published by Government Notice no.3160 of 20 November 1992. However, the requirements for marking the VIN, as given in clause 5 of the said SABS ISO 4030, shall, for the purpose of this compulsory specification, be taken to read as follows:

5 VIN attachment

5.1 The VIN shall be marked direct on any integral part of the vehicle; it may be either on the frame, or, for integral framebody units, on a part of the body not easily removed or replaced.

5.2 The VIN shall also be marked on the data plate.

5.3 Deleted.

5.4 The height of the roman letters and the arabic numerals of the VIN shall be as follows:

- at least 7 mm if marked in accordance with 5.1 (frame, body, etc.) on motor vehicles and trailers; and
- at least 3 mm when marked in accordance with 5.2 (data plate).

5.2.6 Visible identification

An identification code made up of all or part of the VIN shall be applied to a minibus, such that it is readily visible to a person standing outside the vehicle, without the use of aids.

In cases where only part of the VIN is used, the code shall be sufficient to provide unique identification of any unit of a model, provided the model is known.

5.3 Measuring units

All gauges, indicators or instruments that are fitted to a motor vehicle and are calibrated in physical units shall be calibrated in units as prescribed by the current applicable regulations promulgated under the Measuring Units and National Measuring Standards Act, 1973 (Act 76 of 1973).

6 Requirements for vehicle structure, equipment, components and systems

6.1 Superstructure (roll-over protection)

The superstructure of a single-decked vehicle, excluding a minibus, shall comply with the relevant requirements given in SABS 1563:1992, *The strength of large passenger vehicle superstructures (roll-over protection)*, as published by Government Notice no. 216 of 19 February 1993.

6.2 Tilt angle

A vehicle, excluding a minibus, shall not overturn when it is tilted to either side at an angle of up to 23° from the upright position.

The conditions of vehicle loading for the tilt test shall comply with the requirements of the relevant regulations of the National Road Traffic Act, 1996 (Act 93 of 1996).

6.3 Speedometers

A vehicle, excluding a semi-trailer bus, that is capable of exceeding a speed of 25 km/h on a level road, shall be equipped with speedometer equipment that complies with the relevant requirements given in SABS 1441:1987, *Motor vehicle safety specification for speedometer equipment on motor vehicles*, as published by Government Notice no. 1878 of 4 September 1987.

Provided that any speed recording device fitted as speedometer equipment shall be exempted from the requirements of the said SABS 1441.

6.4 Engine, exhaust system and transmission

6.4.1 Engine

The engine of a vehicle shall be fitted with a cover such that any part of the engine that constitutes a source of danger is out of normal reach of a person.

6.4.2 Exhaust system

The exhaust system of a vehicle shall comply with the requirements of the relevant regulations of the National Road Traffic Act (Act 93 of 1996)

6.4.3 Transmission

A self-propelled vehicle shall be equipped with a transmission that enables it to be controlled and driven in both a forward and a reverse direction.

6.5 Fuel system

The orifice for filling a fuel tank on a vehicle shall be fitted with an effective cap that prevents incidental ingress of water or other foreign matter.

6.6 Tyres

The tyres fitted to the wheels of a motor vehicle shall comply with the relevant requirements of the compulsory specification for pneumatic tyres for commercial vehicles and their trailers as published in the relevant government gazette and the National Road Traffic Act, 1996 (Act 93 of 1996).

Provided that, if certain class I urban buses are designed and intended to be fitted with tyres that are specifically marked for "City Bus" use only, a clear indication that the maximum speed shall not exceed 60 km/h, shall be placarded, for the driver's information.

6.7 Wheel flaps

All category M₃ vehicles of gross vehicle mass exceeding 7,5 t shall be fitted with wheel flaps that comply with the relevant requirements given in SABS 1496:1989, *Wheel flaps fitted to motor vehicles*, as published by Government Notice no.2008 of 22 September 1989:
Provided that

- a) wheel flaps that are designed and approved by the vehicle manufacturer may be fitted as an alternative, and
- b) chassis-only vehicles and chassis-cab vehicles that are being driven to a place to have body

work fitted or to a dealer of such vehicles are excluded from the fitment of wheel flaps.

7 Compliance requirements

Proof of compliance shall be provided by the manufacturer, importer or builder (MIB) to the Inspectorate Authority in respect of each motor vehicle model covered by the scope of this specification.

Such proof of compliance shall consist of the relevant documentation to enable the Inspectorate Authority to satisfy itself that compliance has been achieved before any such vehicle is registered in the Republic of South Africa.

8 Equivalent requirements

The requirements of any of the national standards in the appropriate parts of sections 3 to 6 given in table 3, shall be deemed to have been met if compliance with the equivalent standards given or to their later level is achieved.

Compulsory specification for motor vehicles of category M₂ and M₃

Schedule 1 — Operative dates

1	2	3	4	5
Subsection	Item	Operative date	Exclusions	Exclusion expiry date
3.1.1	Lights to SABS 1376	15 July 1987 1 January 1998	Vehicle models homologated before 15 July 1987 Rear registration plate lights, reversing lights, end-outline marker lights and parking lights fitted to vehicle models homologated before 1 January 1998	1 January 2001 1 January 2001
3.1.2	Lighting to SABS 1046	1 February 1992	Fitment of category 5 indicators	1 January 2001
3.3.1	Braking to SABS 1207	15 June 1992	Vehicle models homologated before 15 June 1992 Vehicle model homologated before 1 January 1987 may comply with SABS 1051	1 January 2001 1 January 2001
3.3.2	Braking to SABS ECE R13 to the level of ECE R13.08	1 January 2001	Vehicle models homologated before 1 January 2001	To be agreed
3.6	Seats and seat anchorages to SABS 1564	3 April 1999	Vehicle models homologated before the operative date	1 January 2001
4.2.2	Vehicle emissions to SANS 20049 to the level of ECE R49.02B, US EPA 1998, Japanese 1998, or ADR 80/00	1 January 2006	Vehicle models homologated before 1 January 2006	1 January 2010
4.3.1	Suppression of noise emission to SABS 097	1 September 1984	Vehicles homologated before the operative date	1 January 2001
4.3.1	Suppression of noise emission to SABS 0205	19 September 2002	Nil	
5.2.6	Visible identification	1 August 2001	Nil	
6.1	Superstructure (roll-over protection) to SABS 1563	5 April 1999	Minibuses	1 January 2001 for motor vehicles other than minibuses

Compulsory specification for motor vehicles of category M₂ and M₃

Table 3 — Equivalent standards that shall be deemed to comply with SABS standards

1	2	3	4	5	6	7	8	9
				Equivalent standards				
Subclause	Item	SABS No.	Dated	EEC	Incl	ECE	Others	Remarks
3.1.1	Lights	1376-1 1376-2 1376-3	1983 1985 1985	76/757 76/758 76/759 76/760 76/761 76/762 77/538 77/539 77/540		R1 R2.02 R3.02 R4 R5.01 R6.01 R7.01 R8.04 R19.01 R20.02 R23 R31.01 R37.02 R38 R77		Applicable only for headlamps, direction indicators, stoplights, front and rear position lights
3.1.2	Installation of lights	1046	1990	76/756	89/278	R48		
3.1.3	Rear warning signs	Act	1989					
3.2.1	Rear-view mirrors	1436	1989	71/127	88/321	R46.01		
3.2.2.1	Windscreens	1191	1978	92/22		R43		
3.2.2.2	Windows and partitions	1191 or 1193	1978 1978	92/22 92/22		R43 R43		
3.3	Braking	1207 or SABS ECE R13	1985 1996	71/320	79/489	R13.04 R13.08		
3.4.3	Audible warning devices	0169	1984	70/388		R28.01		
3.6.1	Seats and seat anchorages	1564 or 1429	1992 1987	74/408	81/577	R80 R17.02		
3.8	Warning triangles	1329-1	1987			R27.03		If supplied
4.1	Radio interference	Act	1996	72/245		R10.01		
4.2	Atmospheric pollution	Act	1965	70/220 72/306		R15 R24 R83		
4.2.2.1	Vehicle emissions	SANS 20049	2004			R49.02 B		
4.3.1	Noise when in motion	0205	1986	70/157	80/334	R51		
4.3.2	Noise when stationary	0181 0281	1981 1994	70/157	84/424	R51		
5.2.1	Data plate(s)			76/114	78/507			
5.2.5	Vehicle identification number (VIN)	SABS ISO 3779 SABS ISO 4030	1983 1983					
6.1	Superstructure (roll-over protection)	1563	1992			R66		
6.3	Speedometers	1441	1987	75/443		R39		
6.6	Tyres	Act	1996			R54		

**DEPARTMENT OF AGRICULTURE
DEPARTEMENT VAN LANDBOU**

No. R. 284

1 April 2005

**LIQUOR PRODUCTS ACT, 1989
(ACT No. 60 OF 1989)****REGULATIONS : AMENDMENT ***

The Minister of Agriculture, acting in terms of section 27 of the Liquor Products Act, 1989 (Act No. 60 of 1989), has made the regulations in the Schedule.

- * To provide for amendments to the fees payable in respect of anything done under this Act, or which is required to be so done.

SCHEDULE**Definition**

1. In this Schedule "the Regulations" means the regulations published by Government Notice No. R. 624 of 13 July 2001 as amended by Government Notice No. R. 685 of 17 May 2002 and No. R. 618 of 9 May 2003.

Amendment of table of fees payable

2. Substitution for table of fees payable of the following table :

No. R. 284

1 April 2005

WET OP DRANKPRODUKTE, 1989
(WET No. 60 VAN 1989)

REGULASIES : WYSIGING *

Die Minister van Landbou, het kragtens artikel 27 van die Wet op Drankprodukte, 1989 (Wet No. 60 van 1989), die regulasies in die Bylae uitgevaardig.

- * Om voorsiening te maak vir tariefaanpassings ten opsigte van enige iets wat kragtens hierdie Wet gedoen word, of wat verlang word om aldus gedoen te word.

BYLAE

Woordomskrywing

1. In hierdie Bylae beteken "die Regulasies" die regulasies gepubliseer by Goewermentskennisgewing No. R. 624 van 13 Julie 2001 soos gewysig deur Goewermentskennisgewing No. R685 van 17 Mei 2002 en R. 618 van 9 Mei 2003.

Wysiging van tabel van gelde betaalbaar

2. Tabel van gelde betaalbaar word deur die volgende tabel vervang:

TABLE OF FEES PAYABLE/ TABEL VAN GELDE BETAALBAAR

[Section 27(1)(k) of the Act / van die Wet]

Purpose of Payment	Amount	Doel van Betaling	Bedrag
1. Application for the registration of a code number [reg. 2(1)]	R50,00 per Application	1. Aansoek om die registrasie van 'n kodenommer [reg. 2(1)]	R50,00 per aansoek
2. Annual maintenance of the registration of a code number [reg. 2(2)]	R130,00	2. Jaarlikse instandhouding van die registrasie van 'n kodenommer [reg. 2(2)]	R130,00
3. Application for an import certificate		3. Aansoek om invoersertifikaat	
(a) In the case of a product intended for importation in bulk;	R190,00 per application	(a) in die geval van 'n produk wat vir invoer in stortmaat beoog word;	R190,00 per aansoek
(b) in the case of product intended for import in the labelled containers in which it will be sold	R90,00 per application	(b) in die geval van 'n produk wat vir invoer beoog word in die geëtiketteerde houters waarin dit verkoop sal word	R90,00 per aansoek
(c) in the case of a product imported as bona fide trade samples or for purposes other than the sale thereof [reg. 3]	R13,00 per litre or a portion thereof	(c) In die geval van 'n produk wat as bona fide handelsmonster of vir ander doeleindes as die verkoop daarvan ingevoer is. [reg. 3]	R13,00 per liter of gedeelte daarvan

Purpose of Payment	Amount	Doel van Betaling	Bedrag
4. Analysis of a sample of a product intended for import and in respect of which an acceptable certificate of analysis was not provided. [reg. 4]	R280,00 plus analysis fee as per general liquor analysis tariffs	4. Aansoek om 'n ontledingstifikaat [reg. 4]	R280,00 plus ontledingstarief soos per algemene drank ontledingstariewe
5. Application for a removal certificate:		5. Aansoek om 'n verwyderingstifikaat:	
(a) in the case of a product imported in bulk	Nil	(a) in die geval van 'n produk in stortmaat ingevoer	Nul
(b) in the case of a product that has been imported in the labeled containers in which it will be sold and	R53 per application plus R2,60 per hl or Portion thereof	(b) in die geval van 'n produk wat ingevoer is in die geëtiketteerde houers waarin dit verkoop sal word	R53 per aansoek Plus R2,60 per hl of gedeelte daarvan
(c) in the case of a product imported as a bona fide trade sample or for other purposes than the sale thereof [reg. 5]	Nil	(c) in die geval van 'n produk wat as 'n bona fide handelsmonster of vir ander doeleindes as die verkoop daarvan ingevoer is. [reg. 5]	Nul

Purpose of Payment	Amount	Doel van Betaling	Bedrag
6(a) Application for a permission for the blending or sale after bottling of a liquor product imported in bulk	R420 per Application	6(a)Aansoek om 'n toestemming vir die vermenging of verkoop van bottelering van 'n drankprodukt wat in stortmaat ingevoer is.	R420 per aansoek
6(b)Application for a permission for the blending or sale after bottling of a liquor product imported in bulk, for consecutive bottling batches of the same blend where inspection have not been performed [reg. 6]	R320 per application	6(b)Aansoek om 'n toestemming vir die vermenging of verkoop van bottelering van 'n drankprodukt wat in stortmaat ingevoer is, vir agtereenvolgende bottelingslotte van dieselfde vermenging waar 'n inspeksie nie uitgevoer is nie.. [reg. 6]	R320 per aansoek
7. Application for export certificate [Reg 7]:		7. Aansoek om uitvoersertifikaat [Reg 7] :	
(a) in the case of a liquor product in respect of which sampling is required under regulation 52(1) of the Liquor Products Act Regulations;	R50,00 per application plus R5,00 per hl or portion thereof, to the first 100 hl plus analysis fee as per general liquor analysis tariffs	(a) in die geval van 'n produk wat bemonstering vereis ingevolge regulasie 52(1) van die Wet op Drankprodukte Regulasies;	R50,00 per aansoek plus R5,00 per hl of gedeelte daarvan tot die eerste 100 hl plus ontledingstarief soos per algemene drank-ontledingstariewe
(b) in the case of a liquor product in respect of which exemption from sampling is granted under regulation	R25,00 per application plus R3,50 per hl or a portion thereof to the first 100 hl	(b) in die geval van 'n drankprodukt wat vrygestel is van bemonstering ingevolge regulasie 52(7) van die Wet op	R25,00 per aansoek plus R3,50 per hl of gedeelte daarvan tot die eerste 100 hl

Purpose of Payment	Amount	Doel van Betaling	Bedrag
<p>52(7) of the Liquor Products Regulations.</p> <p>(c) In the case of a liquor product in respect of which a renewal of the sensorial grace period is required under regulation 52(1) and (7) of the Liquor Products Act Regulations</p>	<p>R100,00 per application, plus analysis fee as per general liquor analysis tariffs.</p>	<p>Drankprodukte Regulasies;</p> <p>(b) In die geval van 'n drankprodukt wat se sensoriese gracie periode 'n hernuwing vereis ingevolge regulasies 52(1) en (7) van die Wet op Drankprodukte Regulasies;</p>	<p>R100,00 per aansoek, plus ontledingstarief soos per algemene drank-ontledingstariewe</p>
<p>(d) in the case of liquor products included in domestic or personal possession of a person leaving the Republic temporarily or permanently, or which is intended as a gift or bona fide trade sample and which is not more than 100 litres each of liquor products which differ in container, composition and labelling, or which is exported by a person who is visiting the Republic as a bona fide tourist, or for use by a Head of State or diplomatic Representative of the Republic [reg. 51(4)(a) and (b) of the Liquor Products Act Regulations];</p>	<p>R30,00 per application</p>	<p>(d) in die geval van drankprodukte ingesluit in huishoudelike of persoonlike besittings van 'n persoon wat die Republiek tydelik of permanent verlaat, of wat as 'n geskenk of bona fide handelsmonster bedoel is en wat nie meer as 100 liter elk van drankprodukte wat in houer, samestelling en etikettering verskil, of wat as bona fide toeris besoek uitgevoer word, of vir die gebruik deur Staatshoofde of diplomatieke verteenwoordigers van die Republiek [reg. 51(4)(a) en (b) van die Wet op Drankprodukte Regulasies];</p>	<p>R30,00 per aansoek</p>
<p>(e) in the case of a liquor product, grape juice or concentrated must</p>	<p>R20,00 per application</p>	<p>(e) in die geval van 'n drankprodukt, druiewesap of gekonsen-</p>	<p>R20,00 per aansoek</p>

Purpose of Payment	Amount	Doel van Betaling	Bedrag
<p>being exported to a destination in the European Community [reg. 51(2)(c) of the Liquor Products Act Regulations];</p> <p>(f) In the case of inspections being done on export consignments after official working hours [reg. 54 of the Liquor Products Act Regulations]</p>	<p>R356,00 per hour or part thereof (travel time included)</p>	<p>mos wat na 'n bestemming in die Europese Unie uitgevoer word [reg.51(2)(c) van die Wet op Drankprodukte Regulasies];</p> <p>(f) In die geval van inspeksies wat gedoen word op uitvoer besendings na amptelike werksure [reg. 54 van die Wet op Drankprodukte Regulasies]</p>	<p>R356,00 per uur of gedeelte daarvan (reistyd ingesluit)</p>
<p>8. Application for an authorisation for the sale of a sacramental beverage or an alcoholic beverage obtained by the alcoholic fermentation of the juice of oranges with cane sugar or mead</p> <p>[reg. 8(1)]</p>	<p>R360,00 per application</p>	<p>8. Aansoek om magtiging vir die verkoop van sakramentele drank, 'n alkoholiese drank verkry deur die alkoholiese gisting van die sap van lemoene tesame met rietsuiker of heuningdrank</p> <p>[reg. 8(1)]</p>	<p>R360,00 per aansoek</p>
<p>9. Annual maintenance of an authorisation referred to in Item 8</p> <p>[reg. 8(2)]</p>	<p>R265,00 per authorization</p>	<p>9. Jaarlikse instandhouding van 'n magtiging in Item 8 bedoel.</p> <p>[reg. 8(2)]</p>	<p>R265,00 per magtiging</p>
<p>10. Lodging of an appeal against a decision or direction by the Administering Officer or the Wine and Spirit Board[reg. 9]</p>	<p>R3500,00 per appeal</p>	<p>10. Indiening van 'n appél teen die beslissing of lasgewing deur die Beherende Amptenaar of die Wyn-en-Spiritusraad</p>	<p>R3500,00 per appél</p>

Purpose of Payment	Amount	[reg. 9] Doel van Betaling	Bedrag
<p>11. General Liquor</p> <p>Analysis :</p> <p>(all analysis fees will be charged separately to the administrative fees for applications)</p>		<p>11. Algemene Drank</p> <p>Ontledings :</p> <p>(alle ontledingstariewe sal afsonderlik gehef word van administratiewe tariewe vir aansoeke)</p>	
<p>(a) Density of sample (pycnometric method)/Specific Gravity/Total Dry Extract/Total Alcoholic Strength/Apparent Alcoholic Strength/Potential Alcoholic Strength/Obscured Alcoholic Strength/Alcoholic Strength</p> <p>(b) Alcoholic Strength by Volume (Wine and Spirit Board as client)</p> <p>(c) Reducing Sugar</p> <p>(c) Volatile Acidity</p> <p>(d) Total Titratable Acidity/pH</p> <p>(e) Sulphur Dioxide Free (Ripper Method)</p>	<p>R 21,50 per sample</p> <p>R4,50 per sample</p> <p>R18,50 per sample</p> <p>R13,50 per sample</p> <p>R 10,50 per sample</p> <p>R10,00 per sample</p>	<p>(a) Digtheid van monster (pycnometriese metode)/Soortgelyke gewig/Totale Droë Ekstrak/Totale Alkoholiese Sterkte/Skynbare Alkoholiese Sterkte/Potensiële Alkoholiese Sterkte/Verbergde Alkoholiese Sterkte/Alkoholiese Sterkte</p> <p>(b) Alkoholsterkte per Volume (Wyn-en-Spiritusraad as kliënt)</p> <p>(c) Reduserende Suiker</p> <p>(d) Vlugtige Suur</p> <p>(e) Totale Titreerbare Suur/pH</p> <p>(f) Vry Swaweldioksied (Ripper metode)</p>	<p>R21,50 per monster</p> <p>R4,50 per monster</p> <p>R18,50 per monster</p> <p>R13,50 per monster</p> <p>R 10,50 per monster</p> <p>R10,00 per monster</p>

Purpose of Payment	Amount	Doel van Betaling	Bedrag
(f) Sulphur Dioxide Free (Aspiration Method)	R19,00 per sample	(g) Vry Swaweldioksied (Aspirasie metode)	R19,00 per monster
(g) Sulphur Dioxide Total (Ripper Method)	R10,00 per sample	(h) Totale Swaweldioksied (Ripper metode)	R10,00 per monster
(i) Sulphur Dioxide Total (Aspiration Method)	R19,00 per sample	(h) Totale Swaweldioksied (Aspirasie Metode)	R19,00 per monster
(j) Esters	R83,00 per sample	(j) Esters	R83,00 per monster
(k) Higher Alcohol	R70,00 per Sample	(k) Hoër Alkohol	R70,00 per monster
(l) Methanol	R70,00 per sample	(l) Metanol	R70,00 per monster
(m) Sorbic Acid	R70,00 per sample	(m) Sorbiensuur	R70,00 per monster
(n) Ascorbic Acid	R129,50 per sample	(n) Askorbiensuur	R129,50 per monster
(o) Citric Acid	R129,50 per sample	(o) Sitroensuur	R129,50 per monster
(p) Bentonite Addition	R37,00 per sample	(p) Bentoniet Byvoeging	R37,00 per monster
(q) Protein Stability	R13,50 per sample	(q) Proteïen Stabiliteit	R13,50 per monster
(r) Cold Stability (Tartrate Stability)	R13,50 per sampler	(r) Koud Stabiliteit (Tartraat Stabiliteit)	R13,50 per monster
(s) Malic Acid (HPLC)	R84,50 per sample	(s) Appelsuur (HPLC)	R84,50 per monster
(t) Zinc	R8,70 per sample	(t) Sink	R8,70 per monster
(u) Potassium	R8,70 per sample	(u) Kalium	R8,70 per monster

Purpose of Payment	Amount	Doel van Betaling	Bedrag
(v) Calcium	R8,70 per sample	(v) Kalsium	R8,70 per monster
(w) Lead	R15,00 per sample	(w) Lood	R15,00 per monster
(x) Copper	R15,00 per sample	(x) Koper	R15,00 per monster
(y) Cadmium	R15,00 per sample	(y) Kadmium	R15,00 per monster
(z) Iron	R15,00 per sample	(z) Yster	R15,00 per monster
(aa) Phosphate (HPLC)	R51,50 per sample	(aa) Fosfaat (HPLC)	R51,50 per monster
(ab) Colouring Agents	R144,00 per sample	(ab) Kleurmiddels	R144,00 per monster
(ac) Glycerol/Propylene Glycol/Diethylene Glycol	R144,00 per sample	(ac) Gliserol/Propileen Glikol/Dietileen Glikol	R144,00 per monster
(ad) Gas Pressure		(ad) Gasdruk	
(1) At -4 degrees C	R81,50 per sample	(1) By -4 grade C	R81,50 per monster
(2) Standard method	R7,50 per sample	(2) Standaard metode	R7,50 per monster
(ae) Total Sugar	R19,50 per sample	(ae) Totale Suiker	R19,50 per monster
(af) Sucrose	R23,50 per sample	(af) Sukrose	R23,50 per monster
(ag) Butterfat	R90,50 per sample	(ag) Bottervet	R90,50 per monster
(ah) Diverse GC analysis not specified above	R246,50 per sample	(ah) Diverse GC analise nie bo gespesifiseer	R246,50 per monster
(ai) Diverse HPLC analysis not specified above	R356,00 per sample	(ai) Diverse GC analise nie bo gespesifiseer	R356,00 per monster



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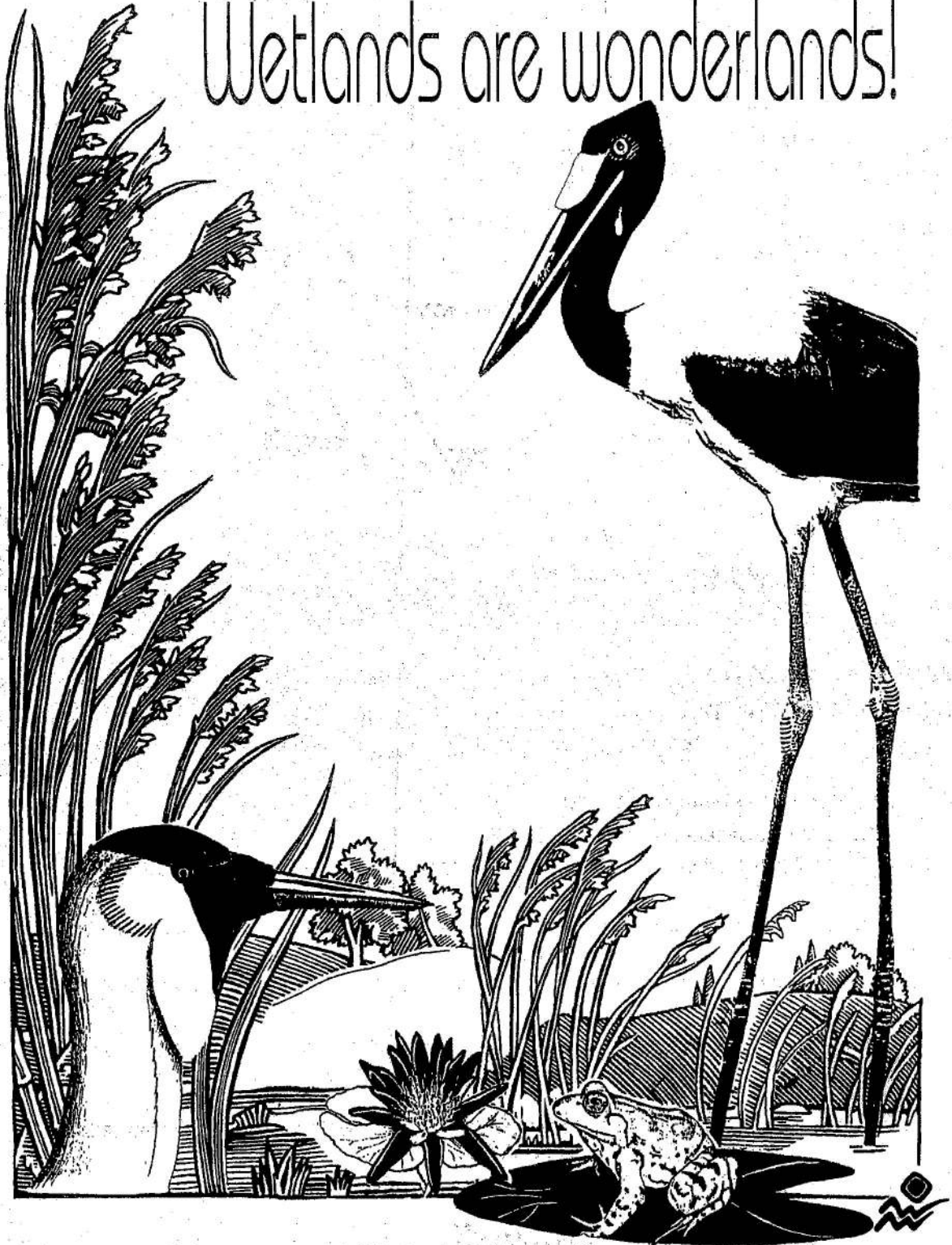
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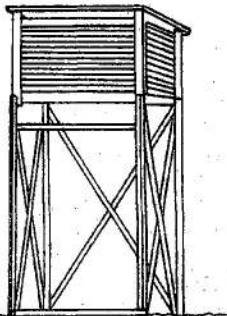
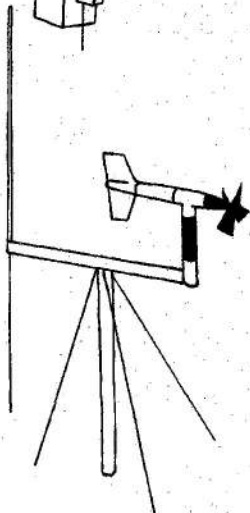
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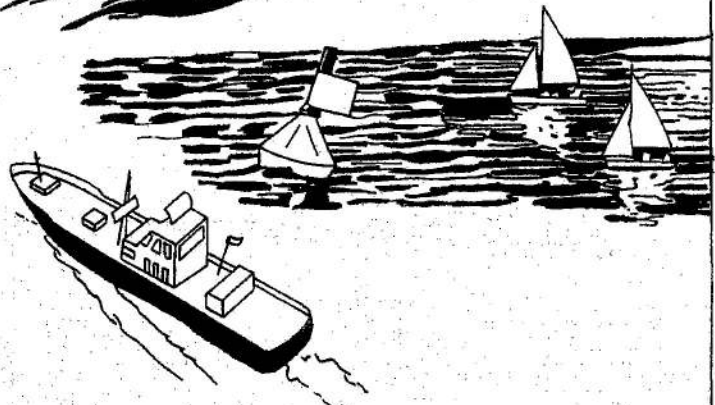
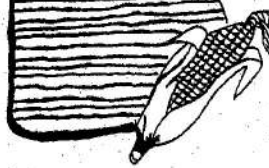
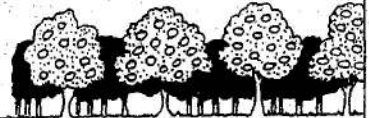
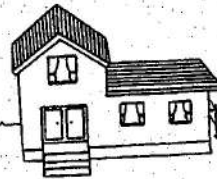
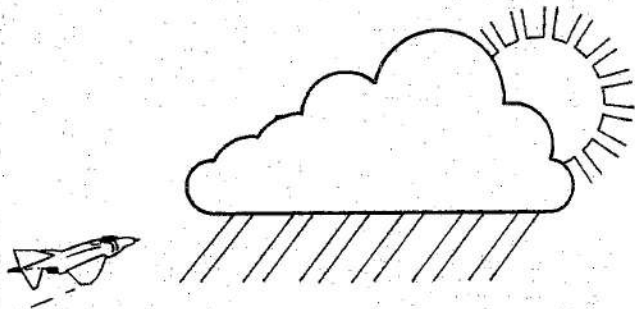


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