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CORRECTION NOTICE

Notice is hereby given that *Government Gazette* No. **31669** of 12 December 2008 was incorrectly published. The correct number should read **31740**.

IMPORTANT ANNOUNCEMENT

Closing times **PRIOR TO PUBLIC HOLIDAYS** for GOVERNMENT NOTICES, GENERAL NOTICES, REGULATION NOTICES AND PROCLAMATIONS **2009**

The closing time is **15:00** sharp on the following days:

- ▶ 19 December, Friday, for the issue of Friday 2 January 2009
- ▶ 19 March, Thursday, for the issue of Friday 27 March 2009
- ▶ 2 April, Thursday, for the issue of Thursday 9 April 2009
- ▶ 8 April, Wednesday, for the issue of Friday 17 April 2009
- ▶ 22 April, Wednesday, for the issue of Thursday 30 April 2009
- ▶ 30 April, Thursday, for the issue of Friday 8 May 2009
- ▶ 11 June, Thursday, for the issue of Friday 19 June 2009
- ▶ 6 August, Thursday, for the issue of Friday 14 August 2009
- ▶ 17 September, Thursday, for the issue of Friday 25 September 2009
- ▶ 10 December, Thursday, for the issue of Friday 18 December 2009
- ▶ 15 December, Tuesday, for the issue of Thursday 24 December 2009
- ▶ 21 December, Monday, for the issue of Thursday 31 December 2009
- ▶ 30 December, Wednesday, for the issue of Friday 8 January 2010

Late notices will be published in the subsequent issue, if under special circumstances, a late notice is accepted, a double tariff will be charged

The copy for a SEPARATE Government Gazette must be handed in not later than three calendar weeks before date of publication

BELANGRIKE AANKONDIGING

Sluitingstye **VOOR VAKANSIEDAE** vir GOEWERMENTS-, ALGEMENE- & REGULASIE- KENNISGEWINGS ASOOK PROKLAMASIES **2009**

Die sluitingstyd is stiptelik **15:00** op die volgende dae:

- ▶ 19 Desember, Vrydag, vir die uitgawe van Vrydag 2 Januarie 2009
- ▶ 19 Maart, Donderdag, vir die uitgawe van Vrydag 27 Maart 2009
- ▶ 2 April, Donderdag, vir die uitgawe van Donderdag 9 April 2009
- ▶ 8 April, Woensdag, vir die uitgawe van Vrydag 17 April 2009
- ▶ 22 April, Woensdag, vir die uitgawe van Donderdag 30 April 2009
- ▶ 30 April, Donderdag, vir die uitgawe van Vrydag 8 Mei 2009
- ▶ 11 Junie, Donderdag, vir die uitgawe van Vrydag 19 Junie 2009
- ▶ 6 Augustus, Donderdag, vir die uitgawe van Vrydag 14 Augustus 2009
- ▶ 17 September, Donderdag, vir die uitgawe van Vrydag 25 September 2009
- ▶ 10 Desember, Donderdag, vir die uitgawe van Vrydag 18 Desember 2009
- ▶ 15 Desember, Dinsdag, vir die uitgawe van Donderdag 24 Desember 2009
- ▶ 21 Desember, Maandag, vir die uitgawe van Donderdag 31 Desember 2009
- ▶ 30 Desember, Woensdag, vir die uitgawe van Vrydag 8 Januarie 2010

Laat kennisgewings sal in die daaropvolgende uitgawe geplaas word. Indien 'n laat kennisgewing wel, onder spesiale omstandighede, aanvaar word, sal 'n dubbeltarief gehef word

Wanneer 'n APARTE Staatskoerant verlang word moet die kopie drie kalenderweke voor publikasie ingedien word

GOVERNMENT NOTICES

GOEWERMENTSKENNISGEWINGS

DEPARTMENT OF HEALTH DEPARTEMENT VAN GESONDHEID

No. R. 1388

24 December 2008

MEDICINES AND RELATED SUBSTANCES ACT, 1965

REGULATIONS RELATING TO A TRANSPARENT PRICING SYSTEM FOR MEDICINES AND SCHEDULED SUBSTANCES

INFORMATION TO BE FURNISHED BY MANUFACTURERS AND IMPORTERS OF MEDICINES AND SCHEDULED SUBSTANCES BEFORE APPLYING AN INCREASE TO THE SINGLE EXIT PRICE

I, TD MSELEKU, the Director-General of Health, have determined in accordance with Regulation 21 of the Regulations Relating to A Transparent Pricing System for Medicines and Scheduled Substances published in Government Gazette Number 28214 of 11 November 2005 that the following information in both electronic (Excel format) and document format must be communicated to the Directorate: Pharmaceutical Economic Evaluation at the National Department of Health by a manufacturer or importer of the medicine or scheduled substance in respect of which it intends to take a price increase:

1. MCC registration number per chemical entity
2. 9- digit NAPPI Code
3. Brand name;
4. Active ingredient/s;
5. Strength and dosage form;
6. pack size;
7. ex-manufacturer price as at 01 December 2008;
8. new increased ex-manufacturer price;
9. logistic fee as at 01 December 2008;
10. new increased logistic fee;
11. Value Added Tax;
12. New single exit price after the increase

PROCEDURE FOR NOTIFICATION OF INTENTION TO INCREASE THE SINGLE EXIT PRICE

- 1) In terms of Section 15 of the Medicines and Related Substance Act 1965, only the applicant is entitled to supply the notification of intention to increase the single exit price. Any notification of intention to increase the single exit price received from a marketing or distribution company will not be accepted.
- 2) Information requested in terms of Regulation 21 of the Regulations Relating to a Transparent Pricing System for Medicines and Scheduled Substances must be furnished both in electronic format (excel) on a compact disc and in document format in the exact order as outlined above. Due to previous problems with email notifications this method of communication cannot be accepted.
- 3) Any information that is not supplied in the prescribed format as outlined will be regarded as incomplete and returned to the applicant.
- 4) All notifications should be delivered to:

The Director

Pharmaceutical Economic Evaluations

Room 937

Hallmark Building

231 Proes Street

Department of Health

PRETORIA

0001

- 5) Upon receipt of the proposed new single exit price from a manufacturer /importer the Directorate Pharmaceutical Economic Evaluations will acknowledge receipt of such correspondence in writing.
- 6) The new increased Single Exit Prices will only be effective 30 days after receipt of the notification of intention to take a price increase. In circumstances where the proposed new Single Exit Prices by the manufacturer/importer is determined to be inaccurate by the Directorate Pharmaceutical Economic Evaluations then manufacturer/importer may not implement such an increase until such errors are corrected.
- 7) The Directorate Pharmaceutical Economic Evaluations will verify the correctness of the new Single Exit Prices as supplied by the applicant. Single Exit Prices confirmed to be accurate, will be communicated to all stakeholders by the Directorate Pharmaceutical

Economic Evaluations, and will be published on the National Department of Health website, specifying the effective date of the new Single Exit Prices of medicines. **Note:** *Notification of price increases to other stakeholders e.g. price file vendors, remains the responsibility of the Directorate Pharmaceutical Economic Evaluations.*

- 8) Any discrepancies to the single exit prices supplied by the applicant will be returned to the applicant to rectify.
- 9) Rectified discrepancies returned to the Directorate Pharmaceutical Economic Evaluations will be verified for correctness and the new Single Exit Prices to these products will only be effective 30 days after receipt of the rectified schedule.
- 10) The Directorate Pharmaceutical Evaluations will communicate the new Single Exit Prices to all relevant parties. The Single Exit Prices communicated by the Directorate will be the prevailing prices as of the effective date and no other price will exist.
- 11) In the case where any discrepancy in the single exit price is not resolved before 30 September 2009, the Single Exit as per the Directorate Pharmaceutical Economic Evaluations' records will be regarded as the official Single Exit Price, and will be communicated to all relevant parties.
- 12) The last date for communication of Single Exit Price increases to stakeholders, by the Directorate Pharmaceutical Economic Evaluations, will be 30 September 2009.



MR TD MSELEKU

DIRECTOR-GENERAL: HEALTH

DATE: 2008-12-11

No. R. 1389

24 December 2008

MEDICINES AND RELATED SUBSTANCES ACT, 1965**REGULATIONS RELATING TO A TRANSPARENT PRICING SYSTEM FOR
MEDICINES AND SCHEDULED SUBSTANCES****DETERMINATION OF MAXIMUM INCREASE IN THE SINGLE EXIT PRICE OF
MEDICINES AND SCHEDULED SUBSTANCES FOR THE PERIOD UP UNTIL 30
SEPTEMBER 2009**

I, B HOGAN, the Minister of Health, have determined, in terms of Regulation 8(1) of the Regulations Relating to a Transparent Pricing System for Medicines and Scheduled Substances published in Government Gazette Number 28214 of 11 November 2005, that the single exit price as defined in the said Regulations, may be increased by no later than 01 September 2009 up to a maximum amount of 13.2% of the single exit price that prevailed on 01 December 2008.

An increase in the single exit price in terms of this Notice may only be taken by the manufacturer or importer of the relevant medicine or scheduled substance, 30 days after the date that the manufacturer or importer has communicated the information required by the Director-General in terms of the Notice published by him under Regulation 21 of the Regulations Relating to a Transparent Pricing System for Medicines and Scheduled Substances.



MS B HOGAN, MP
MINISTER OF HEALTH
DATE: 11/12/2008

**DEPARTMENT OF HOME AFFAIRS
DEPARTEMENT VAN BINNELANDSE SAKE**

No. R. 1390

24 December 2008

RECOGNITION OF CUSTOMARY MARRIAGES ACT, 1998

**NOTICE IN TERMS OF SECTION 4(3)(b) OF THE RECOGNITION OF
CUSTOMARY MARRIAGES ACT, 1998**

I, Nosiviwe Mapisa–Nqakula, the Minister of Home Affairs, under the powers vested in me under section 4(3)(b) of the Recognition of Customary Marriages Act, 1998 (Act No. 120 of 1998), hereby prescribe a further period for the registration of customary marriages referred to in the aforesaid section 4(3)(b) up to 1 November 2009.

**N N Mapisa–Nqakula, MP
Minister of Home Affairs**

No. R. 1391

24 December 2008

RECOGNITION OF CUSTOMARY MARRIAGES ACT, 1998**NOTICE IN TERMS OF SECTION 4(3)(a) OF THE RECOGNITION OF
CUSTOMARY MARRIAGES ACT, 1998**

I, Nosiviwe Mapisa-Nqakula, the Minister of Home Affairs, under the powers vested in me under section 4(3)(a) of the Recognition of Customary Marriages Act, 1998 (Act No. 120 of 1998), hereby prescribe a further period for the registration of customary marriages referred to in the aforesaid section 4(3)(a) up to 1 November 2009.

N N Mapisa-Nqakula, MP
Minister of Home Affairs

**DEPARTMENT OF TRADE AND INDUSTRY
DEPARTEMENT VAN HANDEL EN NYWERHEID**

No. R. 1392

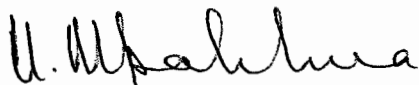
24 December 2008

NATIONAL REGULATOR FOR COMPULSORY SPECIFICATIONS ACT.

**PROPOSED AMENDMENT OF THE COMPULSORY SPECIFICATION FOR MOTOR
VEHICLES OF CATEGORIES O3/O4**

It is hereby made known under section 13 (4) (a) and (b) of the National Regulator for Compulsory Specifications Act (Act No.5 of 2008), that the Minister of Trade and Industry, on the recommendation of the Council of the South African Bureau of Standards, intends to amend the compulsory specification for *Motor Vehicles of Categories O3/O4*, as set out in the attached Schedule.

Any person who wishes to comment on the intention of the Minister to thus amend the Compulsory Specification concerned, shall submit their comments in writing to the acting Chief Executive Officer of the National Regulator for Compulsory Specifications, NRCS, Private Bag X25, Brooklyn, 0075, on or before the date two (2) months after publication of this notice.



M Mpahlwa
Minister of Trade and Industry

SCHEDULE

PROPOSED COMPULSORY SPECIFICATION FOR VEHICLES OF CATEGORY O₃ AND O₄

1 Scope

1.1 This specification covers the requirements for vehicles of category O₃ and O₄ designed or adapted for the conveyance of goods and for operation on a public road, including any category O₃ and O₄ vehicle not previously registered in South Africa.

New vehicles of category O₃ and O₄ designed and constructed for the purpose of the carriage of passengers, as in a semi-trailer bus, are also subject to the relevant requirements for category M₂ and M₃ motor vehicles (buses).

1.2 The requirements of the specification shall, in so far as the parts already incorporated are concerned, apply in respect of an incomplete vehicle 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 The specification does not apply to experimental or to prototype trailers constructed or imported by the original manufacturer or by importers for the purpose of testing, assessment or development, or to those military trailers that embody ordnance or missile systems, or to agricultural trailers.

1.4 The relevant requirements of this specification shall take effect on the date as specified in schedule 1.

1.5 Where an South African national standard, including an international standard, or a UN ECE regulation adopted by the South Africa, 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

agricultural trailer

a low speed trailer designated as such by the manufacturer, and intended to be towed by a vehicle that does not exceed 40 km/h

2.2

category O:

a) category O₃

trailers with a maximum mass exceeding 3,5 metric ton but not exceeding 10 metric ton; and

b) category O₄

trailers with a maximum mass exceeding 10 metric ton

Semi-trailers and centre-axle trailers.

In the case of a semitrailer or a centre-axle trailer, the maximum mass to be considered for classifying the trailer shall be the static vertical load transmitted to the ground by the axle or axles of the semitrailer or centre-axle trailer when coupled to the towing vehicle and carrying its maximum load

2.3**homologation**

a process of establishing the compliance of a model of motor vehicle and approval being granted by the regulatory authority, prior to it being offered for sale

2.3**Importer**

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

2.4.**manufacturer**

the person who manufactures, produces, assembles, alters, modifies, adapts or converts a new category O vehicle, and "manufacture" has a corresponding meaning

2.5**maximum weight**

the maximum mass of a vehicle and its load as specified by the manufacturer

2.6**model**

the manufacturer's description for a series of vehicle designs that do not differ in respect of axle configuration and does not exceed the trailer's gross axle mass load.

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

2.7**public road**

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

2.8**proof of compliance**

the authentic evidence of compliance with any of the requirements of this compulsory specification from a source defined in "Source of Evidence" in Annexure A

2.9**registered manufacturer, importer or builder**

any manufacturer, importer or builder required to be registered in terms of regulation 38 of the National Road Traffic Act 93/1996

2.10**regulatory authority**

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

2.11**semi-trailer bus**

a 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.)

3 General requirements

3.1 Requirements for lights, lighting equipment and rear warning signs

3.1.1 Lights

Lights fitted to a trailer shall comply with the relevant requirements as given in the following:

SABS ECE R3, *Uniform provisions concerning the approval of retro-reflecting devices for power driven vehicles and their trailers;*

SABS ECE R4, *Uniform provisions for the approval of devices for the illumination of rear registration plates of motor vehicles (except motorcycles) and their trailers;*

SABS ECE R6, *Uniform provisions concerning the approval of direction indicators for motor vehicles and their trailers;*

SABS ECE R7, *Uniform provisions concerning the approval of front and rear position (side) lamps, stop-lamps and end outline marker lamps for motor vehicles (except motor cycles) and their trailers;*

SABS ECE R23, *Uniform provisions concerning the approval of reversing lights for power driven vehicles and their trailers;*

SABS ECE R37, *Uniform provisions concerning the approval of filament lamps for use in approved lamp units of power driven vehicles and trailers; and*

SABS ECE R91, *Uniform provisions concerning the approval of side-marker lamps for motor vehicles and trailers.*

3.1.2 Lighting and retro-reflectivity

Lighting and retro-reflective markings shall be fitted to a trailer and shall comply with the relevant requirements given in SABS ECE R48, *Uniform provisions concerning the approval of vehicles with regard to the installation of lighting and light-signalling devices* and SABS ECE R104, *Uniform provisions concerning the approval of retro-reflective markings for heavy and long vehicles and their trailers.*

The requirements for the installation of retro-reflectors may be met by the use and fitting of retro-reflectors that are defined in the relevant regulations of the Road Traffic Act, 1989 (Act 29 of 1989), or 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.

3.1.3 Rear warning sign (chevrons)

A rear warning sign shall be fitted to a trailer and shall comply with the relevant requirements of the Road Traffic Act, 1989 (Act 29 of 1989) or the National Road Traffic Act, 1996 (Act 93 of 1996).

3.2 Requirements for windows and partitions

3.2.1 Glass partitions and windows fitted to any trailer shall be:

- a) of safety glass that complies with the relevant requirements given in SABS 1191, *Safety glass for vehicles – High penetration resistant laminated safety glass for vehicles*, SABS 1192, *Safety glass for vehicles – Laminated safety glass for vehicles* or SABS 1193, *Safety glass for vehicles – Toughened safety glass for vehicles*; or
- b) of plastics safety glazing material that complies with the relevant requirements of SABS 1472, *Plastics safety glazing materials for motor vehicles.*

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

- a) the glass shall bear the glass manufacturer's registered trade mark; 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.

3.3 Requirements for brakes and braking equipment

A vehicle shall be fitted with braking equipment that complies 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.

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

3.4 Pneumatic braking system connections

A vehicle shall be fitted with a pneumatic braking system that complies with the relevant requirements given in SABS 1477-1, *Pneumatic braking system connections between drawing and drawn vehicles – Part 1: Contact type couplings*, SABS 1477-2, *Pneumatic braking system connections between drawing and drawn vehicles – Part 2: Palm type couplings* and SABS 1477-3, *Pneumatic braking system connections between drawing and drawn vehicles – Part 3: The arrangement of connections on vehicle, using contact type or palm type couplings*.

3.5 Requirements for electrical connectors

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

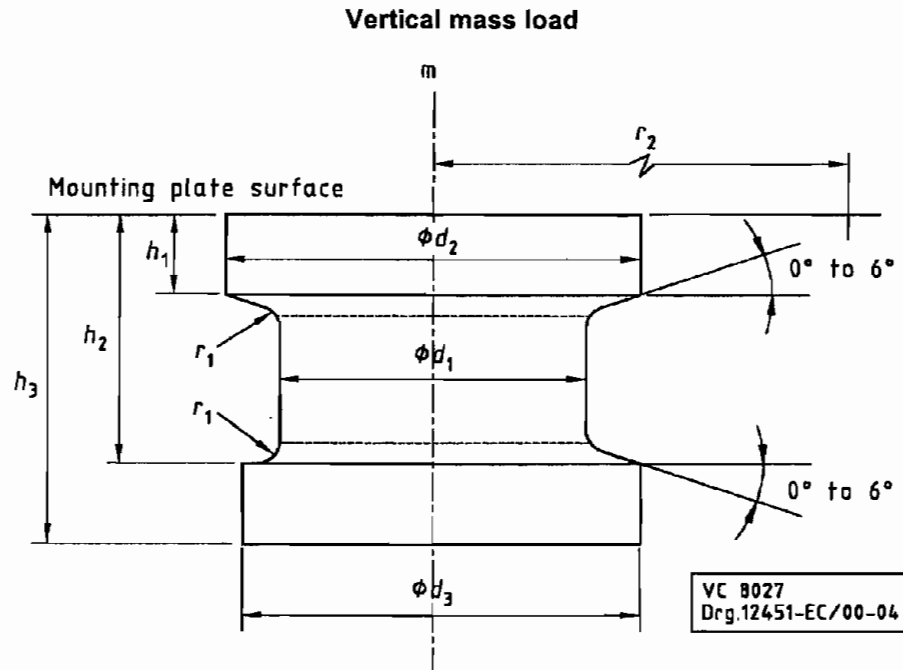
- a) in the case of 12 V systems:
 - 1) SABS 1327, *Electrical connectors for towing and towed vehicles (7-pole connectors)*, or
 - 2) SABS ISO 11446, *Passenger cars and light commercial vehicles with 12 V systems – 13-pole connectors between towing vehicles and trailers – Dimensions and contact allocation*;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

3.6 Requirements for couplings on semi-trailers

3.6.1 Kingpin and mounting plate

A semi-trailer shall be equipped with a fifth-wheel kingpin that is securely fitted to a mounting plate on the semi-trailer.

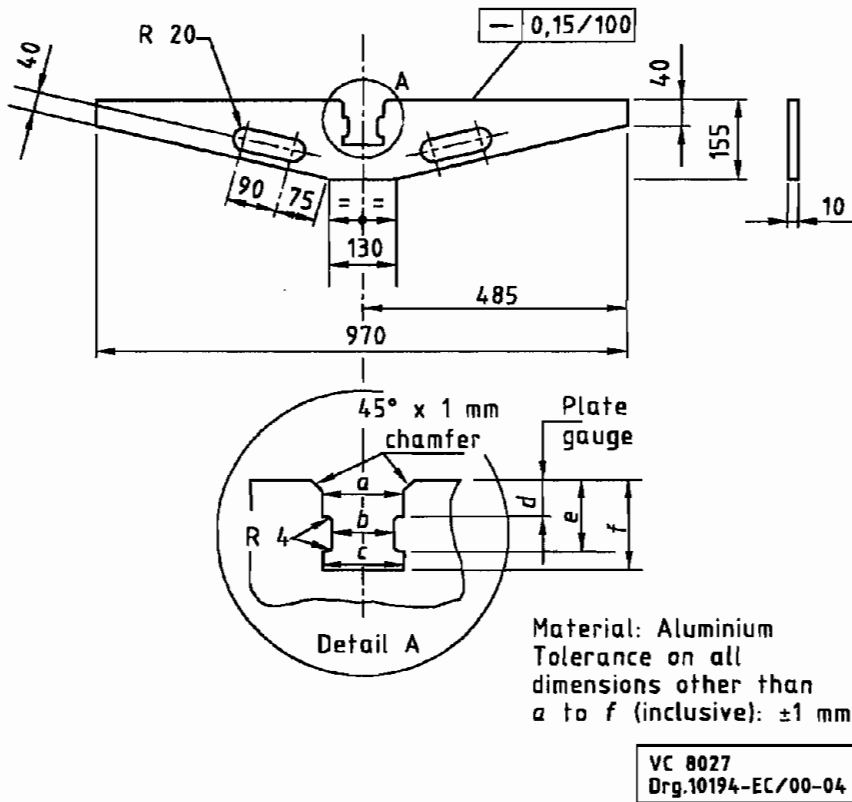
The kingpin shall be of type 50 or type 90. The combination of the kingpin and mounting plate shall be capable of supporting the appropriate mass-load. The dimensions of a type 50 and type 90 kingpin shall comply with those given in figure 1.



Parameter	Dimensions of kingpin mm	
	Type 50	Type 90
$\varnothing d_1$	50,8 ± 0,1	89,0 ± 0,1
$\varnothing d_2$	73,0 ± 0,1	114,0 ± 0,1
$\varnothing d_3$	71,5 ± 0,4	111,0 ± 0,4
h_1	35 + 0 - 3,0	21 + 0 - 3,0
h_2	70 + 1,5 - 0	59 + 1,5 - 0
h_3	84 + 0 - 1,5	74 + 0 - 2,0
Radius r_1	3,0 + 0,5 - 0	3,0 + 0,5 - 0
Radius r_2	At least 485	At least 485
	Vertical mass load tons	Vertical mass load tons
m	Not more than 20	Over 20

Figure 1 — Kingpin details

The mounting plate surface shall be flat within 1,5 mm total indicator reading (TIR) over a radius of at least 485 mm from the axis of the kingpin. The geometry of the kingpin/mounting plate combination shall be such that when the relevant gauge, shown in figure 2, is placed in contact with the mounting plate surface across any transverse diameter, the kingpin is able to pass through the gauge with the gauge still in contact with the surface.



Parameter	Dimensions of kingpin mm	
	Type 50	Type 90
a	74,5	116,3
b	53,4	93,5
c	74,7	115,7
d	37,6	23,0
e	68,0	57,0
f	85,4	75,2

NOTE Tolerance on all above dimensions ± 0,05 mm.

Figure 2 — Details of the kingpin/mounting plate gauge

The axis of a kingpin shall, at any point on the mounting plate surface within a radius of at least 485 mm from the axis of the kingpin, be at an angle of $90^\circ \pm 1^\circ$ to the mounting plate surface.

3.6.2 Mechanical properties of kingpin

A kingpin shall have mechanical properties equal to or better than those given in table 1.

Table 1 — Mechanical properties of kingpin

1	2
Mechanical property	Value
Tensile strength, MPa	850 – 1 000
Yield stress, MPa, min.	680
Elongation, %, min.	13
Izod impact value, J, min.	54
Hardness, HB	250 – 300

3.7 Requirements for rear underrun protection devices

A rear underrun protection device shall be fitted to a trailer and shall comply with the relevant requirements given in SABS 1055, *Motor vehicle safety: Rear underrun protection devices*.

3.8 Requirements for warning triangles

In the case of a vehicle supplied with a warning triangle as part of the vehicle equipment, such a warning triangle shall comply with the requirements of SABS 1329-1, *Retro-reflective and fluorescent warning signs for road vehicles – Part 1: Triangles*.

4 Requirements concerning metrological data

4.1 Trailer dimensions

The dimensions of a trailer shall comply with the requirements of the relevant regulations of the Road Traffic Act, 1989 (Act 29 of 1989) or the National Road Traffic Act 1996 (Act 93 of 1996).

4.2 Information plates

4.2.1 Data plate

A trailer shall have, permanently affixed to it in a conspicuous position, and visible from the left-hand side of the trailer, a data plate or plates. The following information shall be legibly and permanently imprinted or stamped on the data plate(s):

- a) the gross vehicle mass, in kilograms, prefixed by the letters "GVM/BVM";
- b) the gross axle mass-load or gross axle unit mass-load of each axle or axle unit, in kilograms, prefixed by the letters "GA/BA" or "GAU/BAE", as applicable;
- c) if the trailer is a semi-trailer, the gross kingpin mass-load in kilograms, prefixed by the letters "GKM/BSM";
- d) the manufacturer's design intent, denoted by the wording "For public road operation"; and
- e) the month and the year of manufacture, denoted by four numeric digits, two for the month, followed by two for the year (for example, July 1987 would be denoted by 0787).

4.2.2 Vehicle Identification Number (VIN)

A trailer shall have a vehicle identification number that complies with the relevant requirements given in SABS ISO 3779, *Road vehicles – Vehicle identification number (VIN) – Content and structure*, and SABS ISO 4030, *Road vehicles – Vehicle identification number (VIN) – Location and attachment*.

However, the requirements for 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 directly 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 plates).

4.3 Provision for registration

Suitable spaces shall be provided on the data plate(s) referred to in 4.2.1:

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

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

4.4 Axle brake data plates

Each axle on a trailer shall be provided with information applicable to the brake design, the particulars of which shall be permanently and legibly imprinted or stamped either on a data plate permanently affixed in a conspicuous position adjacent to the axle or on the plates as required by SABS ECE R13, given as follows:

- a) the axle make and serial number;
- b) the brake chamber size and the brake lever length;
- c) the maximum tyre size; and
- d) brake lining material type and grade.

4.5 Measuring units

All gauges, indicators or instruments that are fitted to a trailer and that 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).

5 Requirements for the control of environmental interference

5.1 Suppression of radio and television interference

All components, accessories or equipment fitted to a trailer and that generate and radiate electromagnetic energy, shall comply with the current applicable regulations relating to interference with communications, promulgated under the Telecommunications Act, 1996 (Act 103 of 1996).

5.2 Suppression of atmospheric pollution

All engines, accessories or equipment fitted to a trailer and that generate smoke emissions, shall comply with the current regulations promulgated under the Atmospheric Pollution Prevention Act, 1965 (Act 45 of 1965).

6 Requirements for trailer equipment, components and systems

6.1 Tyres

Tyres for trailers shall comply with the relevant requirements of the compulsory specification for pneumatic tyres for commercial vehicles and their trailers.

6.2 Wheel flaps

All trailers of gross mass exceeding 3,5 t shall be fitted with wheel flaps that comply with the relevant requirements given in SABS 1496, *Wheel flaps fitted to motor vehicles*.

Provided that:

chassis-only trailers that are being driven to a place to have body work fitted or to a dealer of such vehicles are excluded from the requirement for the fitment of wheel flaps.

6.3 Axle or axle unit suspension

A semi-trailer shall be fitted with axle suspension that complies with the relevant regulations of the National Road Traffic Act, 1996 (Act 93 of 1996).

7 Compliance requirements

7.1 Homologation

Registered manufacturers, importer and builders(MIBs) shall have each model of motor vehicle from a specific source, covered by the scope of this compulsory specification, successfully homologated by the regulatory authority in accordance with the requirements of Annexure A.

7.2 Rights of homologation approval

The rights of homologation approval, so granted for a vehicle model in 7.1, shall lie with the registered MIB that obtained such approval, only. This may only be transferable, on request to, and be authorised by, the regulatory authority, to another registered MIB under the following circumstances:

i) the ownership of the manufacturing rights changes, but the manufacturing source remains the same, and an agreement, in writing, of the current homologation approval holder. A transference fee shall be paid to the regulatory authority, and this shall be 33% of the current homologation fee applicable, as published by notice in the Government Gazette.

8 Equivalent requirements

The requirements of any of the national standards stated in the appropriate parts given in Table 2 shall be deemed to have been met if compliance with the equivalent standards given in columns 5, 6 or 7 of the same table, or any of their later amendment levels is achieved.

Where an EEC Directive is quoted in column 5, and an amendment level is quoted in column 6, this shall mean that the Directive and its amendment up to, and including the quoted level (in column 6), is the minimum level acceptable.

SCHEDULE — Operative dates

1	2	3	4	5
Subsection	Item	Operative date	Exclusions	Exclusion expiry date
	All subclauses/items not referred to below	1 September 1992	Nil	
3.1.1	Lights to SABS ECE R3 SABS ECE R4 SABS ECE R6 SABS ECE R7 SABS ECE R23 SABS ECE R37 SABS ECE R91	1 January 2001	Nil	
3.1.2	Lighting to SABS ECE R46 Markings to SABS ECE R104	1 January 2002 1 January 2002	Nil	
3.3	Braking to SABS ECE R13	1 January 2002	Vehicle models homologated before 15 August 2003	15 February 2004
3.4	Pneumatic connections to SABS 1477	1 January 2002	Nil	
3.5	Electrical connectors to SABS ISO 11446 and SABS ISO 12098	1 January 1998	Nil	
6.3	Axle suspension to National Road Traffic Act	1 January 2002	Nil	

Table 2 — Equivalent standards that shall be deemed to comply with SABS standards

1	2	3	4	5	6	7	8	9
Equivalent standards								
Subsection	Item	SABS No.	Dated	EEC	Inclusive	ECE	Others	Remarks
3.1.1	Lights	ECE R3 ECE R4 ECE R6 ECE R7 ECE R23 ECE R37 ECE R91		76/757 76/760 76/759 76/758 77/539 76/761 76/758	97/29 97/31 89/277 97/30 97/32 89/517 97/30	R3 R4 R6 R7 R23 R37 R91		
3.1.2	Installation of lights	1046	1990	76/756	89/278	R48		
3.2	Safety glazing	1191 1192 1193	1978 1978 1978	92/22 92/22 92/22		R43 R43 R43		
3.3	Brakes and braking	ECE R13	1996			R13.08		
3.6	Rear underrun	1055	1983	70/221	81/333	R58		
6.3	Axle suspension						NRTA	

No. R. 1393

24 December 2008

NATIONAL REGULATOR FOR COMPULSORY SPECIFICATIONS ACT.**PROPOSED AMENDMENT OF THE COMPULSORY SPECIFICATION FOR MOTOR VEHICLES OF CATEGORIES M2/3**

It is hereby made known under section 13 (4) (a) and (b) of the National Regulator for Compulsory Specifications Act (Act No.5 of 2008), that the Minister of Trade and Industry, on the recommendation of the Council of the South African Bureau of Standards, intends to amend the compulsory specification for *Motor Vehicles of Categories M2/3*, as set out in the attached Schedule.

Any person who wishes to comment on the intention of the Minister to thus amend the Compulsory Specification concerned, shall submit their comments in writing to the acting Chief Executive Officer of the National Regulator for Compulsory Specifications, NRCS, Private Bag X25, Brooklyn, 0075, on or before the date two (2) months after publication of this notice.



M Mpahlwa
Minister of Trade and Industry

SCHEDULE

PROPOSED COMPULSORY SPECIFICATION FOR MOTOR VEHICLES OF CATEGORIES 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 shall take effect on the dates as specified in schedule 1

1.5 Where a South African national standard, including an international standard or a UN 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

homologation

a process of establishing compliance of a model of motor vehicle and approval being granted by the regulatory authority, prior to it being introduced for sale.

2.10

importer

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

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

authentic evidence of compliance with any of the requirements of this compulsory specification from a source defined in "Source of Evidence" in Annexure A

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 administer this compulsory specification on behalf of the South African Government.

2.17

registered manufacturer, importer or builder

any manufacturer, importer or builder required to be registered in terms of regulation 38 of the National Road Traffic Act 93/1996

2.18

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.)

2.19

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 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.

3.2.2.3 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 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

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 M₂ or M₃ 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,
- c) the area of any part over which the vertical clearance is less than 135 cm measured from the 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

7.1 Homologation

Registered manufacturers, importers and builders (MIBs) shall have each model of motor vehicle from a specific source, covered by the scope of this compulsory specification, successfully homologated by the regulatory authority in accordance with the requirements of Annexure A.

7.2 Rights of homologation approval

The rights of homologation approval, so granted for a vehicle model in 7.1, shall lie with the registered MIB that obtained such approval, only. This may only be transferable, on request to, and authorised by, the regulatory authority, to another registered MIB under the following

circumstances:

i) the ownership of the manufacturing rights changes, but the manufacturing source remains the same, and agreement in writing of the homologation approval holder is given. A transference fee shall be paid to the regulatory authority, and this shall be 33% of the current homologation fee applicable, as published by notice in the Government Gazette.

8 Equivalent requirements

The requirements of any of the national standards stated in the appropriate parts given in table 1 shall be deemed to have been met if compliance with the equivalent standards given in columns 5, 6 or 7 of the same table, or to any of their later amendment levels is achieved.

Where an EEC Directive is quoted in column 5, and an amendment level is quoted in column 6, this shall mean that the Directive and its' amendments up to, and including the quoted level (in column 6), is the minimum level that is acceptable.

Compulsory specification for motor vehicles of category M₂ and M₃

Schedule 1 — Operative dates

1	2	3	4	5	6
Subsection	Item	Operative date	Exclusions	Exclusion expiry date (Manufactured/Imported)	Exclusion expiry date (Sale)
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	
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	1 January 2010	1 July 2011
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	1 July 2011
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			
5.2.6	Visible identification	1 August 2001			
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 1 — Equivalent standards that shall be deemed to comply with SA national standards

1	2	3	4	5	6	7	8	9
				Equivalent standards				
Sub clause	Item	SABS No.	Dated	EEC	Min. amend. level	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		

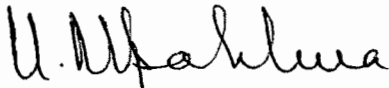
No. R. 1394

24 December 2008

NATIONAL REGULATOR FOR COMPULSORY SPECIFICATIONS ACT.**PROPOSED AMENDMENT OF THE COMPULSORY SPECIFICATION FOR MOTOR VEHICLES OF CATEGORIES N2/3**

It is hereby made known under section 13 (4) (a) and (b) of the National Regulator for Compulsory Specifications Act (Act No.5 of 2008), that the Minister of Trade and Industry, on the recommendation of the Council of the South African Bureau of Standards, intends to amend the compulsory specification for *Motor Vehicles of Categories N2/3*, as set out in the attached Schedule.

Any person who wishes to comment on the intention of the Minister to thus amend the Compulsory Specification concerned, shall submit their comments in writing to the acting Chief Executive Officer of the National Regulator for Compulsory Specifications, NRCS, Private Bag X25, Brooklyn, 0075, on or before the date two (2) months after publication of this notice.



M Mpahlywa
Minister of Trade and Industry

SCHEDULE

PROPOSED 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 shall effect on the dates specified in schedule 1.

1.5 Where a South African national standard, including an international standard or a UN 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 quadrucycle, 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**homologation**

a process for establishing the compliance of a model of motor vehicle and approval being granted by the regulatory authority, prior to it being introduced for sale.

2.8**importer**

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

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**

manufacturers' 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**

the authentic evidence of compliance with any requirement of this compulsory specification from a source defined in "Source of Evidence" in Annexure A

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**registered manufacturer importer or builder**

any manufacturer, importer or builder required to be registered in terms of regulation 38 of the National Road Traffic Act 93/1996

2.14**regulatory authority**

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

2.15**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

7.1 Homologation

Registered manufacturers, importers and builders (MIBs) shall have each model of motor vehicle from a specific source, covered by the scope of this compulsory specification, successfully homologated by the regulatory authority in accordance with the requirements of Annexure A.

7.2 Rights of homologation approval

The rights of homologation approval, so granted in 7.1, shall lie with the registered MIB that obtained such approval. This may only be transferable, on request, and authorised by, the regulatory authority, to another registered MIB under the following circumstances:

- i) the ownership of the manufacturing rights changes, but the manufacturing source remains the same, and agreement, in writing of the homologation approval holder, is given. A transference fee shall be paid to the regulatory authority, and this shall be 33% of the current homologation fee applicable, as published by notice in the Government Gazette.

8 Equivalent requirements

The requirements of any of the South African national standards stated in column 3 in the appropriate parts given in table 1 shall be deemed to have been met if compliance with the equivalent standards given in columns 5, 6 or 7 of the same table, or to any of their later amendment levels is achieved.

Where an EEC Directive is quoted in column 5, and an amendment level is quoted in column 6, this shall mean that the Directive and its' amendments up to, and including the quoted level (in column 6), is the minimum level that is acceptable.

COMPULSORY SPECIFICATION FOR MOTOR VEHICLES OF CATEGORY N₂ AND N₃

Schedule 1 — Operative dates

1	2	3	4	5	6
Sub-section	Item	Operative date	Exclusions	Exclusions expiry date (Manufactured/Imported)	Exclusions expiry date (Sale)
	All subsections/items not mentioned below	7 October 1992			
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	Fitment 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	1 January 2008	1 July 2009
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			
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	1 July 2011
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			
4.3.2	Noise when stationary to SABS 0281	14 April 1992			
5.2.5	VIN to SABS ISO 3779 and SABS ISO 4030	1 November 1995			
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 SA national standards**

1	2	3	4	5	6	7	8	9
Sub-section	Item	SABS No.	Dated	Equivalent standards				Remarks
				EEC	Min. Amend. level	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. 1395

24 December 2008

NATIONAL REGULATOR FOR COMPULSORY SPECIFICATIONS ACT.**PROPOSED AMENDMENT OF THE COMPULSORY SPECIFICATION FOR MOTOR
VEHICLES OF CATEGORIES O1/O2**

It is hereby made known under section 13 (4) (a) and (b) of the National Regulator for Compulsory Specifications Act (Act No.5 of 2008), that the Minister of Trade and Industry, on the recommendation of the Council of the South African Bureau of Standards, intends to amend the compulsory specification for *Motor Vehicles of Categories O1/O2*, as set out in the attached Schedule.

Any person who wishes to comment on the intention of the Minister to thus amend the Compulsory Specification concerned, shall submit their comments in writing to the acting Chief Executive Officer of the National Regulator for Compulsory Specifications, NRCS, Private Bag X25, Brooklyn, 0075, on or before the date two (2) months after publication of this notice.



M Mpahlwa
Minister of Trade and Industry

SCHEDULE

PROPOSED COMPULSORY SPECIFICATION FOR VEHICLES OF CATEGORY O₁ AND O₂ (CARAVANS AND LIGHT TRAILERS)

1 Scope

1.1 This specification covers the requirements for vehicle models of categories O₁ and O₂ designed or adapted for operation on a public road at speeds greater than 40 kph, including new vehicle models and vehicle models that have not previously been registered or licensed in South Africa.

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

1.3 This specification does not apply to experimental vehicles or to prototype vehicles constructed or imported by the original manufacturer or importers for the purpose of testing, assessment or development, or to agricultural trailers, unless they are subsequently sold for use on a public road in South Africa.

1.4 The relevant requirements of this specification shall take effect on the dates as specified in schedule 1.

1.5 Where a South African National Standard, including an International Standard or a UN ECE regulation adopted by South Africa as a National Standard, is incorporated by reference into this specification, only the technical requirements of the specifications for the commodity, and the tests to verify compliance, apply.

2 Definitions

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

2.1

axle unit

set of two or more parallel axles that are so interconnected as to form a unit and the distance between adjacent axles is less than 1,2 m

2.2

caravan

trailer that provides mobile living accommodation and that has a gross vehicle mass not exceeding 3,5 t

2.3

category O

trailers

2.3.1

category O₁

single-axled trailers, other than semi-trailers, with a maximum mass not exceeding 0,75 t

2.3.2

category O₂

trailers other than category O₁, with a maximum mass not exceeding 3,5 t

2.4**equalizer**

device that is connected between the towing vehicle and a trailer, and that is designed to reduce the vertical load imposed on the ball coupling by the trailer and to transfer load to the front and rear axles of the vehicle combination. The device usually takes the form of a pair of downward curved springs, one on each side of the drawbar, that are tensioned upwards when coupled to the towing vehicle.

2.5**homologation**

a process for establishing the compliance of a model of motor vehicle and the approval being granted by the regulatory authority, prior to it being introduced for sale.

2.6**importer**

a person who imports a category O vehicle, and "import" shall have a corresponding meaning

2.7**manufacturer**

person who makes, produces, assembles, alters, modifies or converts a category O 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 axle configuration, trailer configuration, coupling device, and braking system, or in respect of the vehicle category by which they are introduced to South Africa by a specific source

NOTE The regulatory authority reserves the sole right to decide which variations or combinations of variations constitute a new model, and could also take cognizance of the classification system applied in the country of origin of the design.

2.9**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 commonly use

2.10**proof of compliance**

the authentic evidence of compliance with any of the requirements of this compulsory specification from a source defined in "Source of Evidence" in Annexure A

2.11**registered manufacturer, importer or builder**

any manufacturer, importer or builder required to be registered in terms of regulation 38 of the National Road Traffic Act 93/1996

2.12**regulatory authority**

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

2.13**semi-trailer**

trailer having no front axle and so designed that at least 15 % of its tare is super-imposed on and borne by a vehicle drawing such trailer

2.14**stabilizer**

device that is connected between the towing vehicle and the trailer, and that is designed to reduce or dampen any lateral (anti-snake) oscillations or vertical (anti-pitch) oscillations, or combinations thereof, of the vehicle combination. The device usually takes the form of a friction or hydraulic damping medium in either the horizontal or vertical plane, or a combination of both, and may be incorporated with an equalizer

2.15

tent trailer

trailer that has a gross vehicle mass not exceeding 3,5 t and that provides mobile living accommodation by means of a collapsible soft-topped tent that can be permanently attached to or can be removable from the trailer

2.16

trailer

vehicle that is not self-propelled and that is designed or adapted to be drawn by a motor vehicle, but does not include a side-car attached to a motor cycle

3 General requirements

3.1 Requirements for lights, lighting and warning signs

3.1.1 Lights

Lights fitted to a trailer shall comply with the relevant requirements given in the following standards:

SANS 20003/ECE R3 (SABS ECE R3:1996), *Uniform provisions concerning the approval of retro-reflecting devices for power-driven vehicles and their trailers.*

SANS 20004/ECE R4 (SABS ECE R4:1997), *Uniform provisions for the approval of devices for the illumination of rear registration plates of motor vehicles (except motor cycles) and their trailers.*

SANS 20006:2003/ECE R6, *Uniform provisions concerning the approval of direction indicators for motor vehicles and their trailers.*

SANS 20007:2002/ECE R7, *Uniform provisions concerning the approval of front and rear position (side) lamps, stop-lamps and end-outline marker lamps for motor vehicles (except motor cycles) and their trailers.*

SANS 20023/ECE R23 (SABS ECE R23:1992), *Uniform provisions concerning the approval of reversing lamps for power-driven vehicles and their trailers.*

SANS 20037:2002/ECE R37, *Uniform provisions concerning the approval of filament lamps for use in approved lamp units of power-driven vehicles and of their trailers.*

SANS 20091/ECE R91 (SABS ECE R91:1993), *Uniform provisions concerning the approval of side-marker lamps for motor vehicles and their trailers.*

3.1.2 Lighting

Lighting shall be fitted to a trailer and shall comply with the relevant requirements given in SANS 20048/ECE R48 (SABS ECE R48:1994), *Uniform provisions concerning the approval of vehicles with regard to the installation of lighting and light-signalling devices.*

The specific requirements of the said SANS 20048/ECE R48 (SABS ECE R48:1994) for **rear fog lamps** as set out in 6.11, shall be treated as **OPTIONAL** for the purpose of this compulsory specification:

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

The requirements for the installation of retroreflectors 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 retroreflectors that are integral portions of another light lens assembly.

3.1.3 Rear warning sign (chevrons)

A rear warning sign shall be fitted to a trailer and shall comply with the relevant regulations of the National Road Traffic Act, 1996 (Act 93 of 1996).

3.1.4 Emergency warning signs (triangles)

In the case of a vehicle supplied with a warning triangle as part of the vehicle equipment, such a warning triangle shall comply with the relevant regulation of the National Road Traffic Act, 1996 (Act 93 of 1996).

3.2 Requirements for windows and partitions

Transparent partitions and windows fitted to any trailer shall be:

- a) of safety glass that complies with the relevant requirements given in SANS 1191 (SABS 1191:1997), *Safety glass for vehicles – High penetration-resistant laminated safety glass for vehicles*, in SANS 1192 (SABS 1192:1994), *Safety glass for vehicles – Laminated safety glass for vehicles* or in SANS 1193 (SABS 1193:2001), *Toughened safety glass for vehicles*; or
- b) of plastics safety glazing material that complies with the relevant requirements of SANS 1472 (SABS 1472:1989), *Plastics safety glazing materials for motor vehicles*.

3.3 Requirements for brakes and braking equipment

A trailer shall be fitted with braking equipment that complies with the relevant requirements given in SANS 20013/ECE R13 (SABS ECE R13:1996), *Uniform provisions concerning the approval of vehicles of categories M, N and O with regard to braking*.

3.4 Requirements for electrical connectors

Electrical connectors that are fitted for the purpose of towing shall comply with:

- a) in the case of 12 V systems:
 - 1) SANS 1327 (SABS 1327:1997), *Electrical connectors for towing and towed vehicles (7-pole connectors)*; or
 - 2) SANS 11446/ISO 11446 (SABS ISO 11446:1995), *Passenger cars and light commercial vehicles with 12 V systems – 13-pole connectors between towing vehicles and trailers – Dimensions and contact allocation*; and
- b) in the case of 24 V systems:
 - 1) the said SANS 1327; or
 - 2) SANS 12098/ISO 12098 (SABS ISO 12098:1994), *Commercial vehicles with 24 V systems – 15-pole connectors between towing vehicles and trailers – Dimensions and contact allocation*.

3.5 Requirements for couplings and drawbars on trailers with one axle or an axle unit

3.5.1 Coupling device

Excluding semi-trailers, trailers that have a gross vehicle mass not exceeding 3,5 t shall

- a) if equipped with ball type coupling devices on the drawbar, have coupling sockets that comply with the relevant requirements given in the *Compulsory specification for ball type couplings and towing brackets for towing caravans and light trailers*, as published by Government Notice No. R243 (Government Gazette No. 23183) of 8 March 2002 (as amended from time to time); or
- b) if equipped with coupling devices other than in 3.5.1(a), have coupling devices that comply with the relevant requirements given in SANS 20055:2003/ECE R55, *Uniform provisions concerning the approval of mechanical coupling components of combinations of vehicles*.

3.5.2 Static vertical loading on ball couplings

The maximum and minimum static vertical load at the centre of the ball socket on the coupling head shall be determined by the manufacturer, but in no case shall it exceed 100 kg or be less than 25 kg when the trailer is loaded. When a trailer is fitted with a stabilizer or an equalizer by the manufacturer, the effect of such a device on the maximum and minimum static vertical loads shall be stated by the manufacturer.

3.5.3 Height of the ball coupling device

The height of the ball coupling device fitted to a trailer, measured vertically above the ground to the centre of the ball socket and with the interior floor of the trailer horizontal and the trailer at its gross vehicle mass, shall be not less than 350 mm and not more than 465 mm, provided that any custom-built trailers that

- a) have tyre and wheel combinations with overall diameters that exceed 665 mm when measured in the unladen condition; or
- b) are designed or adapted for towing behind vehicles that have a gross vehicle mass exceeding 3 500 kg

shall be excluded for the purposes of this subsection.

3.5.4 Trailer articulation clearance

The coupling device fitted to a trailer shall be located on the drawbar as shown in figure 1.

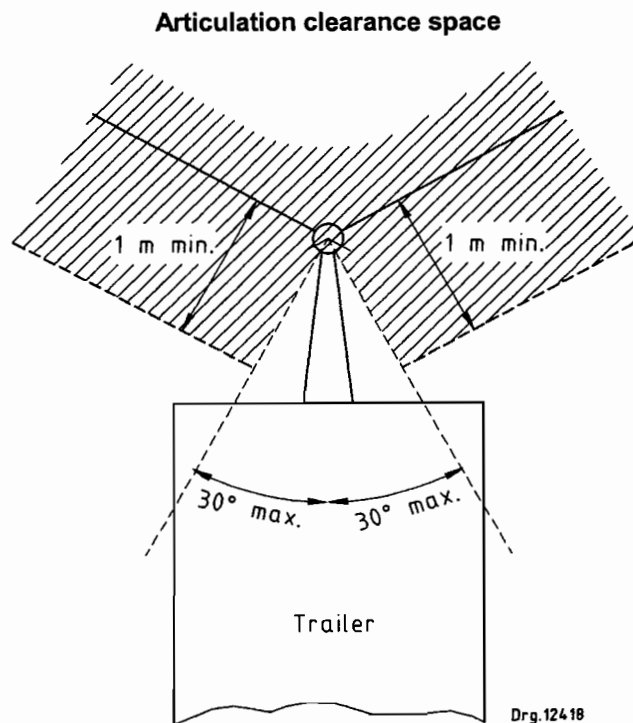


Figure 1 — Minimum articulation clearance space

3.6 Requirements for the stability of certain trailer/towing vehicle combinations whilst in motion

3.6.1 General

These requirements are only applicable to trailers with ball couplings as specified in 3.5.1 (a). Stability should be determined by calculation or other suitable means, or, in the case of a caravan, by verifying compliance with the metrological requirements of 4.1.2 (overall height), 4.1.3 (centre of gravity) and 4.1.4 (rear overhang).

3.6.2 Trailer configuration

The static vertical load on the ball coupling of the trailer shall be at the minimum value stated by the manufacturer (see 3.5.2) and stability shall be checked for two conditions of loading, given as follows:

- a) with the trailer at its tare fully equipped for service in accordance with the manufacturer's specification but excluding all non-permanent equipment or stores; and
- b) with the trailer at its gross vehicle mass, the load being distributed as recommended by the manufacturer.

4 Requirements concerning metrological data

4.1 Trailer dimensions

4.1.1 General

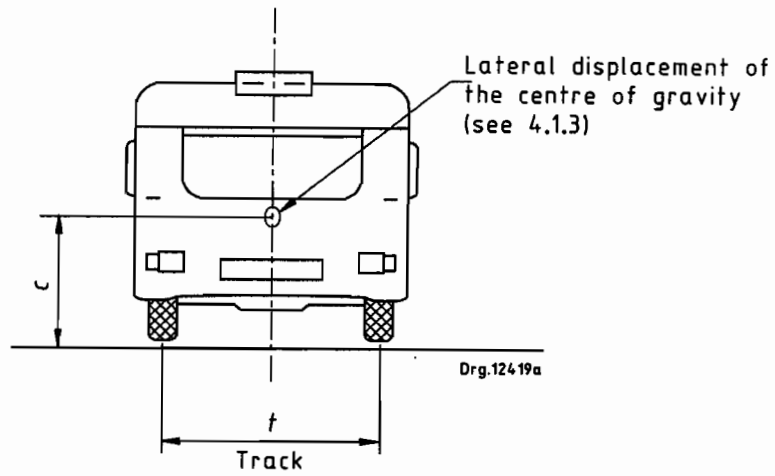
The dimensions of a trailer shall comply with the requirements of the relevant regulations of the National Road Traffic Act, 1996 (Act 93 of 1996), except as provided for in 4.1.2, 4.1.3 and 4.1.4.

4.1.2 Overall height of a caravan

The overall height of a caravan, when measured vertically above ground level, shall not exceed the lesser of 1,8 times the track of the caravan (see figure 2(a)) or 3,0 m.

4.1.3 Centre of gravity of a caravan

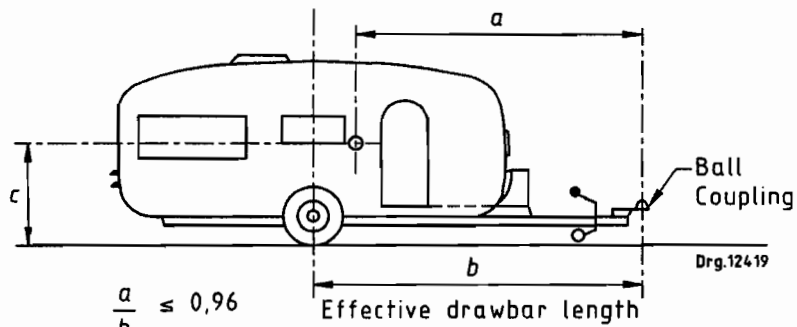
The ratio between the horizontal distances from the centre line of the ball coupling to the centre of gravity and to the centre line of the axle or axle unit of a caravan shall not exceed 0,96 (see figure 2(b)). The ratio between the height of the centre of gravity vertically above ground level to the track of a caravan shall not exceed 0,725 (see figure 2(a)).



$$\frac{c}{t} \leq 0,725$$

$$c_{\text{max.}} = 0,725 t$$

Figure 2(a) — Vertical limitations



$$\frac{a}{b} \leq 0,96$$

$$a_{\text{max.}} = 0,96 b$$

Figure 2(b) — Longitudinal limitations

4.1.4 Rear overhang of a trailer

The ratio of the rear overhang of a trailer to the effective drawbar length (the horizontal distance from the centre line of the axle or axle unit to the centre of the ball coupling) shall not exceed 0,7 (see figure 3), provided that the rear overhang shall not exceed 50 % of the length of the trailer body.

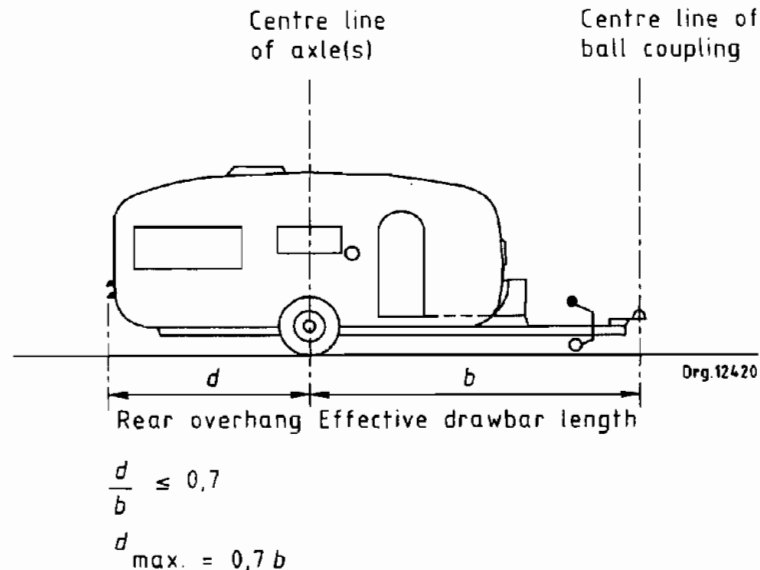


Figure 3 — Rear overhang limitations of a caravan

4.1.5 Minimum payload of a caravan

To ensure sufficient carrying capacity for movable property, the payload of the caravan (GVM minus tare) shall be not less than the total mass of user effects normally expected to be carried by the caravan (taken to be at least 15 % of the GVM), plus allowances of at least 15 kg for LPG (liquid petroleum gas) cylinders and at least 30 kg for a refrigerator, if such items are not fitted as standard equipment by the manufacturer.

4.2 Information plates

4.2.1 Data plates

A trailer shall have a data plate or data plates permanently affixed to it, or to the trailer drawbar, in a conspicuous position and visible from the left-hand side of the trailer. The information stated in the relevant regulations of the National Road Traffic Act, 1996 (Act 93 of 1996) and the wording "For public road operation" shall be legibly and permanently imprinted or stamped on the data plate(s).

4.2.2 Vehicle Identification Number (VIN)

4.2.2.1 General

A trailer shall have a vehicle identification number that complies with the relevant requirements given in SANS 3779/ISO 3779 (SABS ISO 3779:1983), *Road vehicles – Vehicle identification number (VIN) – Content and structure*, and in SANS 4030/ISO 4030 (SABS ISO 4030:1983), *Road vehicles – Vehicle identification number (VIN) – Location and attachment*, except for clause 5 of the said SANS 4030, which shall be amended in accordance with the requirements in 4.2.2.2 to 4.2.2.4.

4.2.2.2 The VIN shall be marked directly on an 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.

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

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

- a) at least 7 mm if marked in accordance with 4.2.2.2 (frame, body, etc.) on trailers; and
- b) at least 3 mm if marked in accordance with 4.2.2.3 (data plates).

4.2.3 Axle data

4.2.3.1 Each axle on a trailer shall be provided with a data plate as given in 4.2.3.2 or 4.2.3.3, where relevant. The particulars of the information on the data plate shall be permanently and legibly imprinted or stamped and the data plate shall be permanently affixed in a conspicuous position on the axle.

4.2.3.2 Each axle of a trailer shall have a data plate that gives the following information:

- a) the axle make and serial number;
- b) the load capacity of the axle; and
- c) the maximum rolling radius.

4.2.3.3 Where a braking system is fitted, the axle(s) of a trailer shall have a data plate that gives the information given in 4.2.3.2 and the following information:

- a) the type/size of the shoe/pad, and the grade of the brake lining material, and
- b) in the case of cam brakes operated by air, the brake chamber size and the brake lever length .

4.3 Measuring units

All gauges, indicators and instruments that are fitted to a trailer 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).

4.4 Load-carrying capacity of tyres

Tyres for trailers shall comply with the *Compulsory specification for pneumatic tyres for passenger cars and their trailers* or the *Compulsory specification for pneumatic tyres for commercial vehicles and their trailers*, as published by Government Notice No. R1125 (Government Gazette No. 22822) of 16 November 2001 (as amended from time to time), where applicable.

5 Requirements for the control of environmental interference

5.1 Suppression of radio and television interference

All components, accessories or equipment that are fitted to a trailer and that generate and radiate electromagnetic energy shall comply with the current applicable regulations relating to interference with communications promulgated under the Telecommunications Act, 1996 (Act 103 of 1996).

5.2 Suppression of atmospheric pollution

All engines, accessories or equipment that are fitted to a trailer and that generate smoke emissions shall comply with the current regulations promulgated under the Atmospheric Pollution Prevention Act, 1965 (Act 45 of 1965).

6 Requirements for caravan equipment and components

6.1 Liquid petroleum gas containers

6.1.1 General

Provision shall be made to ensure that any LPG container(s), carried inside or outside a caravan or tent trailer, are adequately secured to prevent movement in any direction when the caravan or tent trailer is being drawn.

6.1.2 Ventilation

Permanent ventilation at a low floor level shall be provided to the outside atmosphere. The area of ventilation shall be at least the greater of 4 % of the floor area of the housing or compartment or 10 000 mm². The ventilation area shall have no obstruction.

6.1.3 Location

Access to the LPG container(s) shall be from the outside of a caravan or tent trailer and no LPG vapour shall be allowed to penetrate into the interior of the caravan or tent trailer.

6.1.4 Fuel storage

No component or fixture that, in normal use, could damage the LPG installation or that might ignite escaping gas, shall be installed in a fuel storage housing or a fuel storage compartment.

6.2 Provision of fire extinguishers

A caravan or tent trailer shall be provided with one or more portable 1 kg dry powder fire extinguisher(s) securely stowed in a readily accessible position which, in the case of a caravan, shall be adjacent to the main entrance door.

The fire extinguisher(s) shall comply with the relevant requirements given in SANS 810 (SABS 810:1992), *Portable rechargeable fire extinguishers – Dry powder type extinguishers*, or in SANS 1322 (SABS 1322:1988), *Portable, non-refillable fire extinguishers (general purpose type)*.

7 Compliance requirements

7.1 Homologation

Registered manufacturers, importers and builders (MIBs) shall have each model of motor vehicle, from a specific source, covered by the scope of this compulsory specification, homologated by the regulatory authority in accordance with the requirements of Annexure A.

7.1 Rights of homologation approval

The rights of homologation approval, so granted for a vehicle model in 7.1, shall lie with the registered MID that obtained the approval, only. This may be only transferable, on request to, and be authorized by, to another registered MIB under the following circumstances:

i) the ownership to the manufacturing rights changes, but the manufacturing source remains the same, and an agreement, in writing, of the current homologation approval holder is given. A transference fee shall be paid to the regulatory authority, and shall be 33% of the current homologation fee applicable, as published by notice in the Government Gazette.

8 Equivalent requirements

The requirements of any national standards stated in the appropriate parts given in table 2 shall be deemed to have been met if compliance with the equivalent standards given in columns 5, 6 or 7 of the same table, or any of their later amendment levels, is achieved.

Where an EEC Directive is quoted in column 5, and an amendment level is quoted in column 6, this shall mean that the Directive and its amendment up to, and including the quoted level (in column 6) is the minimum level that is acceptable.

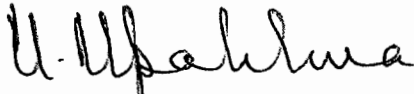
No. R. 1396

24 December 2008

STANDARDS ACT, 1993**PROPOSED INTRODUCTION OF A COMPULSORY SPECIFICATION FOR SINGLE –
CAPPED FLUORESCENT LAMPS**

It is hereby made known under section 22(1)(a)(i) of the Standards Act, (Act No. 29 of 1993), that the Minister of Trade and Industry, on the recommendation of the Council of the SABS, intends to introduce a compulsory specification for *Single-Capped Fluorescent Lamps*, as set out in the attached Schedule.

Any person who wishes to object to the intention of the Minister to thus introduce 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

PROPOSED COMPULSORY SPECIFICATION FOR SINGLE-CAPPED FLUORESCENT LAMPS

1 SCOPE

This compulsory specification covers the energy efficiency, safety, performance and interchangeability requirements of single-capped tubular fluorescent lamps and other discharge lamps with integrated means for controlling starting and stable operation (self-ballasted lamps), intended for general lighting purposes that have

- A rated wattage up to 60 W;
- A rated voltage of 100 to 250 V a.c.; and
- 2G7, 2GX7, GR8, 2G10, G10q, GR10q, GX10q, GY10q, 2G11, G23, GX23, G24, GX24 and GX32 Edison screw or bayonet caps.

2 DEFINITIONS

For the purpose of this compulsory specification, the following definitions apply:

- 2.1 Single-capped fluorescent lamps: The definition in SANS 60968 *Self-ballasted lamps for general lighting purposes* shall apply.
- 2.2 Applicant: The manufacturer or importer seeking approval of Single-capped fluorescent lamps. The applicant shall be an established legal entity within the Republic of South Africa.
- 2.3 Regulator: The body appointed by the Minister of Trade and Industries to administer compulsory specifications.
- 2.4 Proof of conformity: Documented evidence of conformity with the requirements of this compulsory specification.
- 2.5 Conformity of production: Proof that Single-capped fluorescent lamps have been manufactured to the approved design and continue to comply with the requirements of this compulsory specification.
- 2.6 Valid certificate of conformity: Authentic copy of an original certificate of conformity issued within 12 months prior to date of submission to the Regulator.

2.7 Valid test certificate: Authentic copy of an original test certificate issued within 36 months prior to date of submission to the Regulator.

2.8 Minister: The Minister of Trade and Industry.

3 REQUIREMENTS

3.1 Single-capped fluorescent lamps for general use when supplied by single phase mains current without isolating transformer shall be rated at the national standard low voltage, i.e. 230V a.c. single phase, 50Hz, or shall have a rated voltage range that includes 230V a.c., and be capable of operating safely within the range +/- 10% of the standard voltage.

3.2 Single-capped fluorescent lamps shall comply with the safety requirements of SANS 60968 (IEC 60968) *Self-ballasted lamps for general lighting purposes*.

3.3 In addition to the safety requirements, single-capped fluorescent lamps shall comply with the requirements of Annex AA of SANS 60901 (IEC 60901 with a National Amendment) *Single-capped fluorescent lamps – Performance specifications*.

3.4 The manufacturer or importer shall apply to the Regulator for approval of every type and model of single-capped fluorescent lamps before offering it for sale, in accordance with the requirements of Annexure A.

3.5 The manufacturer and/or importer shall inform the Regulator of any change in design or components affecting any mandatory requirement in terms of this compulsory specification. In the event of such change/s the Regulator may, at its discretion, demand the submission of fresh evidence of conformity or a new application for approval.

3.6 The manufacturer and/or importer shall on request provide the Regulator within 2 working days with satisfactory proof of approval in respect of any single-capped fluorescent lamps included in the scope of this compulsory specification.

3.7 The manufacturer and/or importer shall on request provide the Regulator within 5 working days with satisfactory proof of ongoing conformity with the requirements of this compulsory specification.

3.8 Failure to provide such proof shall constitute reasonable grounds for suspicion of non-compliance with the requirements of this compulsory specification.

4 EQUIVALENCE OF STANDARDS

Standards issued by different standardization bodies (for example, ISO, IEC, EN) that can be proved technically identical to a SA National Standard are deemed the equivalent of that SA National Standard. Proof of conformity with such a standard shall be accepted as conformity with the corresponding SA National Standard.

5 CONFORMITY WITH STANDARDS REFERRED TO BY EDITION AND DATE OF PUBLICATION

5.1 For purposes of this compulsory specification a new edition of a standard shall become effective on the effective date of that edition of the standard.

5.2 New products, or products resubmitted for approval because of a change in design or materials shall in all cases be evaluated against the requirements of the latest edition of any referenced standard.

6 ASSESSMENT OF CONFORMITY

6.1 Test reports and/or certificates where required shall be in IEC format and issued by a test laboratory recognized by the Regulator that is appropriately accredited by an internationally recognized body being a member of an ILAC mutual recognition scheme.

6.2 The Regulator shall, at its discretion, accept test reports issued up to 36 months prior to the date of submission.

6.3 The manufacturer shall appoint a conformity assessment body recognized by the Regulator and accredited by an internationally recognized body being a member of an ILAC mutual recognition scheme, to certify the conformity of single-capped fluorescent lamps with all the requirements of this compulsory specification.

6.4 The certification scheme shall meet all requirements of ISO Guide 67 for a Type 5 product certification scheme.

6.5 The certification scheme shall not permit any deviation from the compulsory requirements.

6.6 The manufacturer and certification body shall immediately inform the Regulator of any deviation from the mandatory requirements.

6.7 In the event that non-conforming products are discovered the manufacturer and/or importer shall immediately recall them and inform the Regulator accordingly.

6.8 Evidence of conformity shall be traceable to the specific model and type of single-capped fluorescent lamp in question.

ANNEXURE A

APPROVAL OF SINGLE-CAPPED FLUORESCENT LAMPS

1 APPLICATION FOR APPROVAL

1.1 An application for approval of each type of single-capped fluorescent lamps that it intends to sell shall include:

1.1.1 Details of the type and model of single-capped fluorescent lamps for which approval is sought and the standard/s to which it is claimed to conform;

1.1.2 Details of the manufacturing plant/s in which the single-capped fluorescent lamps is produced.

1.1.3 Complete authentic test reports and/or certificates in IEC format proving conformity with all the requirements of the relevant compulsory specification including standards and test methods referred to;

1.1.4 Markings and other information appearing on the product;

1.1.5 Samples of the product and its packaging;

1.1.6 Any reasonable additional information requested by the Regulator.

2 APPROVAL

2.1 The Regulator shall assess the evidence of conformity supplied by the applicant. Additional information or evidence may be requested, or validation of evidence, at its sole discretion.

2.2 The Regulator shall approve the single-capped fluorescent lamps when all the requirements have been met to its satisfaction.
