

REPUBLIC
OF
SOUTH AFRICA



REPUBLIEK
VAN
SUID-AFRIKA

Government Gazette Staatskoerant

Regulation Gazette

No. 5639

Regulasiekoerant

Vol. 368

PRETORIA, 16 FEBRUARY
FEBRUARIE 1996

No. 16980

GOVERNMENT NOTICES GOEWERMENTSKENNISGEWINGS

DEPARTMENT OF FINANCE DEPARTEMENT VAN FINANSIES

No. R. 210

16 February 1996

CUSTOMS AND EXCISE ACT, 1964

AMENDMENT OF SCHEDULE No. 4 (No. 4/186)

Under section 75 of the Customs and Excise Act, 1964, Schedule No. 4 of the said Act is hereby amended to the extent set out in the Schedule hereto.

A. ERWIN

Deputy Minister of Finance

SCHEDULE

I Rebate Item	II				III Extent of Rebate	Annota- tions
	Tariff Heading	Rebate Code	C. D.	Description		
460.04	"22.07	01.04	48	By the insertion after tariff heading No. 16.04 of the following: Ethyl alcohol, entered for use for the same purpose as provided for in any rebate item in Schedule No. 6	The duty in Part 2 of Schedule No. 1 less the amount not rebated in Schedule No. 6"	

No. R. 210

16 Februarie 1996

DOEANE- EN AKSYNSWET, 1964

WYSIGING VAN BYLAE No. 4 (No. 4/186)

Kragtens artikel 75 van die Doeane- en Aksynswet, 1964, word Bylae No. 4 by genoemde Wet hiermee gewysig in die mate in die Bylae hiervan aangetoon.

A. ERWIN

Adjunkminister van Finansies

BYLAE

I Korting- item	II				III Mate van Korting	Annota- sies
	Tarief- pos	Korting- kode	T. S.	Beskrywing		
460.04	"22.07	01.04	48	Deur na tariefpos No. 16.04 die volgende in voeg: Etielalkohol, geklaar vir gebruik vir dieselfde doel soos in enige kortingitem in Bylae No. 6 voorsien	Die reg in Deel 2 van Bylae No. 1 min die bedrag wat nie in Bylae No. 6 gekort word nie"	

No. R. 211

16 February 1996

CUSTOMS AND EXCISE ACT, 1964

AMENDMENT OF SCHEDULE No. 6 (No. 6/81)

Under section 75 of the Customs and Excise Act, 1964, Schedule No. 6 to the said Act is hereby amended, with retrospective effect to 15 June 1995, to the extent set out in the Schedule hereto.

A. ERWIN

Deputy Minister of Finance

SCHEDULE

I Rebate Item	II Tariff Item	III Code	C. D.	IV Description	V Extent of Rebate	VI Extent of Refund	Annota- tions
609.04 ".55	104.20	01.00	55	By the insertion after rebate item 609.04.50 of the following: Plain spirits, in such quantities and at such times as the Commissioner may allow by specific permit, entered for use by hospitals, blood transfusion services and scientific or educational institutions for experimental, research, burning, preserving, cleaning or sterilizing purposes or for use in and essential for X-ray and similar equipment	Full duty"		

No. R. 211

16 Februarie 1996

DOEANE- EN AKSYNSWET, 1964

WYSIGING VAN BYLAE No. 6 (No. 6/81)

Kragtens artikel 75 van die Doeane- en Aksynswet, 1964, Bylae No. 6 by genoemde Wet hiermee gewysig, met terugwerkende krag tot 15 Junie 1995, in die mate in die Bylae hiervan aangetoon.

A. ERWIN

Adjunkminister van Finansies

BYLAE

I Korting- item	II Tarief- item	III Kode	T. S.	IV Beskrywing	V Mate van Korting	VI Mate van terug- betaling	Annota- sies
609.04 ".55	104.20	01.00	55	Deur na kortingitem 609.04.50 die volgende in te voeg: Skoon spiritus, in die hoeveelhede en op die tye wat die Kommissaris by bepaalde permit toelaat, geklaar vir gebruik deur hospitale, bloedoortappingsdienste en wetenskaplike of opvoedkundige inrigtings vir eksperimentele, navorsings-, verbranding-, preserving-, reinigings- of steriliseringsdoeleindes of vir gebruik met en noodsaaklik vir X-straal- en dergelike toerusting	Volle reg"		

DEPARTMENT OF HEALTH
DEPARTEMENT VAN GESONDHEID

No. R. 270

16 February 1996

REGULATIONS UNDER THE MEDICINES AND RELATED SUBSTANCES CONTROL ACT, 1965
(ACT No. 101 OF 1965): AMENDMENT

The Minister of Health has, in terms of section 35 of the Medicines and Related Substances Control Act, 1965 (Act No. 101 of 1965), on the recommendation of the Medicines Control Council, made the regulations contained in the Schedule hereto.

SCHEDULE

Definition

1. In this Schedule "the Regulations" means the regulations published by Government Notice No. R. 352 of 21 February 1975, as amended.

Substitution of regulation 35 of the Regulations

2. The following is hereby substituted for regulation 35 of the Regulations:

"FEES

35. The following fees shall be payable to the Registrar:

(a) In respect of the submission of—

- (i) an application for the registration of a medicine contemplated in section 14 (3) (referred to as an old medicine): R100;
- (ii) an application for the registration of new chemical entities or highly technological products which have been processed by the abbreviated registration process (first strength, first dosage form): R10 000;

- (iii) an application for the registration of strengths and dosage forms other than those referred to in subparagraph (ii): R5 000;
 - (iv) an application for the registration of new chemical entities, including highly technological products (first strength, first dosage form): R6 000;
 - (v) an application for the registration of strengths and dosage forms other than those referred to in subparagraph (iv): R4 500;
 - (vi) an application for the registration of all other products clinically evaluated: R4 500;
 - (vii) an application for the registration of the first strengths, and first dosage forms of biological and veterinary products: R4 500;
 - (viii) an application for the registration of generic products (pharmaceutical, analytical and bio-availability evaluated), all other biological and veterinary products and all homeopathic, dental and radio-pharmaceutical products: R2 000;
 - (ix) any other medicine, per application (in the case of medicines in minute-dose form, the fee encompasses different dilutions and different volumes simultaneously for the same indications or intended use): R2 000.
- (b) In respect of the registration of a medicine, the registration of which has been approved by the Council in terms of section 15 (3) (in the case of medicines in minute-dose form, the fee encompasses different dilutions and different volumes simultaneously for the same indications or intended use): R400.
- (c) Annually, in respect of the retention of the registration of a medicine, the registration of which has been approved by the Council in terms of section 15 (3) (in the case of medicines in minute-dose form, the fee encompasses different dilutions and different volumes simultaneously for the same indications or intended use): R350: Provided that this provision shall come into effect one year after the date on which the registration of the said medicine was approved by the Council in terms of section 15 (3): Provided further that the said fees payable during a particular calendar year shall be payable on or before the last working day of June of that year, failing which the registration shall be cancelled in terms of section 16 (4).
- (d) In respect of all applications for the amendment of an entry in the register, including the transfer of a certificate of registration: R150 per application."

N. C. D. ZUMA
Minister of Health

No. R. 270

16 Februarie 1996

**REGULASIES KRAGTENS DIE WET OP DIE BEHEER VAN MEDISYNE EN VERWANTE STOWWE, 1965
(WET No. 101 VAN 1965): WYSIGING**

Die Minister van Gesondheid het kragtens artikel 35 van die Wet op die Beheer van Medisyne en Verwante Stowwe, 1965 (Wet No. 101 van 1965), op aanbeveling van die Medisynebeheerraad, die regulasies vervat in die Bylae hiervan, uitgevaardig.

BYLAE

Woordomskrywing

1. In hierdie Bylae beteken "die Regulasies" die regulasies afgekondig by Goewermentskennisgewing No. R. 352 van 21 Februarie 1975, soos gewysig.

Vervanging van regulasie 35 van die Regulasies

2. Regulasie 35 van die Regulasies word hierby deur die volgende vervang:

"GELDE

35. Die volgende gelde is aan die Registrateur betaalbaar:

(a) Ten opsigte van die indiening van—

- (i) 'n aansoek om registrasie van 'n medisyne bedoel in artikel 14 (3) ('n ou medisyne genoem): R100;
- (ii) 'n aansoek om registrasie van nuwe chemiese entiteite of hoogs tegnologiese produkte wat deur die verkorte registrasieproses gaan (eerste sterkte, eerste doseervorm): R10 000;
- (iii) 'n aansoek om registrasie van ander sterktes en doseervorme as die in subparagraaf (ii) bedoel: R5 000;
- (iv) 'n aansoek om registrasie van nuwe chemiese entiteite, insluitende hoogs tegnologiese produkte (eerste sterkte, eerste doseervorm): R6 000;

- (v) 'n aansoek om registrasie van ander sterktes en doseervorme as die in subparagraaf (iv) bedoel: R4 500;
 - (vi) 'n aansoek om registrasie van alle ander produkte wat klinies geëvalueer word: R4 500;
 - (vii) 'n aansoek om registrasie van die eerste sterkte en eerste doseervorm van biologiese en veterinerêre middels: R4 500;
 - (viii) 'n aansoek om registrasie van generiese produkte (farmaseuties, analities en biobeskikbaar geëvalueer), alle ander biologiese en veterinerêre middels en alle homeopatiese, tandheelkundige en radiofarmaseutiese middels: R2 000;
 - (ix) enige ander medisyne, per aansoek (in die geval van medisyne in geringedosisvorm, sluit die fooi verskillende verdunnings en verskillende volumes tegelykertyd in vir dieselfde indikasies of voorgenome gebruik): R2 000.
- (b) Ten opsigte van die registrasie van 'n medisyne waarvan die registrasie ingevolge artikel 15 (3) deur die Raad goedgekeur is (in die geval van medisyne in geringedosisvorm, sluit die fooi verskillende verdunnings en verskillende volumes tegelykertyd in vir dieselfde indikasies of voorgenome gebruik): R400.
- (c) Jaarliks, ten opsigte van die behoud van die registrasie van 'n medisyne waarvan die registrasie ingevolge artikel 15 (3) deur die Raad goedgekeur is (in die geval van medisyne in geringedosisvorm, sluit die fooi verskillende verdunnings en verskillende volumes tegelykertyd in vir dieselfde indikasies of voorgenome gebruik): R350: Met dien verstande dat hierdie bepaling een jaar na die datum waarop die registrasie van bedoelde medisyne ingevolge artikel 15 (3) deur die Raad goedgekeur is, in werking tree: Met dien verstande voorts dat bedoelde gelde wat gedurende 'n spesifieke kalenderjaar betaalbaar is, voor of op die laaste werksdag van Junie van daardie jaar betaal moet word, by versuim waarvan die registrasie ingevolge artikel 16 (4) ingetrek sal word.
- (d) Ten opsigte van alle aansoeke om die wysiging van 'n inskrywing in die register, met inbegrip van die oordrag van 'n registrasiesertifikaat: R150 per aansoek."

N. C. D. ZUMA

Minister van Gesondheid

DEPARTMENT OF LABOUR DEPARTEMENT VAN ARBEID

No. R. 208

16 February 1996

MANPOWER TRAINING ACT, 1981

APPRENTICE TRAINING BOARD FOR LOCAL AUTHORITIES: DESIGNATION OF TRADES AND PRESCRIPTION OF CONDITIONS OF APPRENTICESHIP

I, Tito Titus Mboweni, Minister of Labour, acting in terms of section 13 (1) of the Manpower Training Act, 1981, hereby—

(a) designate for the Local Authority Undertaking in the Republic of South Africa the trade Road Worker as additional trade to which the provisions of the abovementioned Act shall apply;

(b) prescribe, in terms of section 13 (2) of the Act, the conditions of apprenticeship, as prescribed by Government Notice No. R. 1631 of 12 July 1991, as amended by Government Notices Nos. R. 339 of 5 March 1993, R. 137 of 28 January 1994, R. 2165 of 9 December 1994, R. 903 of 23 June 1995, R. 1217 of 18 August 1995 and R. 1460 of 29 September 1995, as conditions of apprenticeship which shall apply to the trade and area mentioned in paragraph (a);

(c) determine hereby that the provisions contained in paragraphs (a) and (b) of this notice shall apply with effect from the second Monday after the date of publication of this notice.

T. T. MBOWENI

Minister of Labour

No. R. 208

16 Februarie 1996

WET OP MANNEKRAGOPLEIDING, 1981

VAKLEERLINGOPLEIDINGSRAAD VIR PLAASLIKE OWERHEDE: AANWYSING VAN AMBAGTE EN
VOORSKRYWING VAN LEERVOORWAARDES

Ek, Tito Titus Mboweni, Minister van Arbeid, handelende kragtens artikel 13 (1) van die Wet op Mannekragopleiding, 1981—

(a) wys hierby vir die Plaaslike Owerheidsonderneming in die Republiek van Suid-Afrika die ambag Padwerker aan as addisionele ambag waarop die bepalings van bovermelde Wet van toepassing is;

(b) skryf hierby, kragtens artikel 13 (2) van die Wet, die leervoordes soos voorgeskryf by Goewermmentskennigsewing No. R. 1631 van 12 Julie 1991, soos gewysig by Goewermmentskennigsewings Nos. 339 van 5 Maart 1993, R. 137 van 28 Januarie 1994, R. 2165 van 9 Desember 1994, R. 903 van 23 Junie 1995, R. 1217 van 18 Augustus 1995 en R. 1460 van 29 September 1995, voor as leervoordes wat op die ambag en gebied in paragraaf (a) gemeld, van toepassing is,

(c) bepaal hierby dat die bepalings vervat in paragrafe (a) en (b) na hierdie kennisgewing op die tweede Maandag na die datum van publikasie van hierdie kennisgewing in werking sal tree.

T. T. MBOWENI

Minister van Arbeid

No. R. 209

16 February 1996

MANPOWER TRAINING ACT, 1981

SUGAR MILLING AND REFINING INDUSTRY ARTISAN TRAINING BOARD: DESIGNATION OF TRADE AND
AMENDMENT OF CONDITIONS OF APPRENTICESHIP

I, Tito Titus Mboweni, Minister of Labour, acting in terms of section 13 of the Manpower Training Act, 1981, hereby—

(a) designate in the Sugar Milling and Refining Industry in the Republic of South Africa, the trade "Millwright" as a trade in respect of which the Act shall apply with effect from the second Monday after the date of publication of this notice;

(b) amend Government Notice No. R. 1188 of 8 July 1994, with effect from the second Monday after the date of publication of this notice by—

(i) substituting for clause 2 (a) of the following:

"2. (a) the minimum period of two years shall exclude time spent undergoing theoretical studies and all forms of leave (annual, sick, compassionate, public holidays etc.);";

(ii) substituting for clause 2 (b) of the following:

"2. (b) the maximum period of four years shall include time spent undergoing theoretical studies, and, if necessary, the time taken for trade tests as provided for in clause 8, and also the minimum of 104 weeks of practical experience;"

(iii) substituting for clause 3 of the following:

"3. WORKING HOURS

An apprentice shall be required to work the normal hours of work of the business or training centre whilst he/she is being provided with practical training.

No employer shall require or permit an apprentice to work overtime in excess of 10 hours in any week during the first phase of apprenticeship. Thereafter, overtime may be worked by mutual agreement between the apprentice and his/her employer."

(iv) substituting for clause 5 of the following:

"5. WAGES

(1) An employer shall remunerate an apprentice at not less than, the rate specified thereunder—

1st phase—40% of the relevant Industrial Council Agreement C2 minimum;

2nd phase—45% of the relevant Industrial Council Agreement C2 minimum;

3rd phase—55% of the relevant Industrial Council Agreement C2 minimum;

4th phase—100% of the relevant Industrial Council Agreement C2 minimum"

Clause (5) 2 is deleted as a whole and subclause (3) renumbered as subclause (2).

- (2) An employer shall pay an educational allowance in addition to the basic wage prescribed in this clause in respect of every apprentice who is in possession of or obtains any of the educational qualifications scheduled below, or equivalent qualifications, by an amount not less than that indicated in the schedule. The amounts so payable shall not be cumulative but shall be payable in respect of only one qualification, i.e. the highest certificate or diploma obtained. Any amount to which an apprentice is entitled in terms of this subclause shall, if the certificate or diploma is obtained during apprenticeship, be payable from the date of issue thereof: Provided that no employer shall be required to increase the wage of an apprentice to an amount in excess of the wage prescribed for an apprentice in his/her fourth phase of apprenticeship"; and
- (c) declare that the above-mentioned amendments to Government Notice No. R. 1188 of 8 July 1994 shall not be binding in respect of apprentices already indentured prior to the coming into operation of this notice.

T. T. MBOWENI
Minister of Labour

No. R. 209

16 Februarie 1996

WET OP MANNEKRAGOPLEIDING, 1981

**OPLEIDINGSRAAD VIR AMBAGSLUI IN DIE SUIKERMEULENAARS- EN RAFFINERINGSNYWERHEID:
AANWYSING VAN 'N AMBAG EN WYSIGING VAN LEERVOORWAARDES**

Ek, Tito Titus Mboweni, Minister van Arbeid, handelende kragtens artikel 13 van die Wet op Mannekragopleiding, 1981 —

- (a) wys hierby in die Suikermeulenaars- en raffineringsnywerheid in die Republiek van Suid-Afrika, die ambag "Meulmaker" as 'n ambag ten opsigte waarvan die Wet met ingang van die tweede Maandag na die datum van publikasie van hierdie kennisgewing van toepassing is;
- (b) wysig Goewermentskennisgewing No. R. 1188 van 8 Julie 1994, met ingang van die tweede Maandag na die datum van publikasie van hierdie kennisgewing deur—

- (i) klousule 2 (a) deur die volgende paragraaf te vervang:

"2. (a) die minimum leertyd van twee jaar sluit nie tyd gespandeer aan teoretiese studies ondergaan en alle vorme van verlof (Jaarlikse, siek, menslikheidsverlof, publieke vakansiedae ens.) in nie;"

- (ii) klousule 2 (b) deur die volgende paragraaf te vervang:

"2. (b) sluit die maksimum leertyd van vier jaar tyd gespandeer aan teoretiese studies ondergaan en, indien nodig, die tyd gebruik vir ambagstoetse soos bedoel in klousule 8 asook die minimum van 104 weke vir praktiese ondervinding in;"

- (iii) klousule 3 deur die volgende paragraaf te vervang:

"3. WERKURE

Van 'n vakleerling word vereis om die normale werkure van die firma of opleidingsentrum te werk terwyl praktiese opleiding aan hom/haar verskaf word.

Geen werkgewer mag vereis of toelaat nie dat 'n vakleerling oortyd werk wat tien (10) uur oorskry in enige week gedurende die eerste fase van vakleerlingskap. Daarna mag oortyd gewerk word soos onderling ooreengekom tussen die vakleerling en sy/haar werkgewer;"

- (iv) klousule 5 deur die volgende paragrawe te vervang:

"5. LONE

- (1) 'n Werkgewer moet 'n vakleerling besoldig teen nie minder nie as die tarief hieronder uiteengesit—

1ste fase—40% van die betrokke Nywerheidsraadooreenkoms C2 minimum;

2de fase—45% van die betrokke Nywerheidsraadooreenkoms C2 minimum;

3de fase—55% van die betrokke Nywerheidsraadooreenkoms C2 minimum;

4de fase—100% van die betrokke Nywerheidsraadooreenkoms C2 minimum".

Klousule 5 (2) word as geheel geskrap en subklousule (3) word hernoem na subklousule (2).

- (2) 'n Werkgewer moet, benewens die basiese loon voorgeskryf in hierdie klousule, 'n opvoedkundige toelae betaal ten opsigte van elke vakleerling wat in besit is van enige van die opvoedkundige kwalifikasies genoem in ondergenoemde Bylae, of gelykwaardige kwalifikasies of dit verwerf, van 'n bedrag nie minder nie as die aangedui in die Bylae. Die bedrae aldus betaalbaar is nie kumulatief nie maar is betaalbaar ten opsigte van net een kwalifikasie, naamlik die hoogste sertifikaat of diploma verwerf. Enige bedrag waarop 'n vakleerling geregtig is kragtens hierdie subklousule, is, indien die sertifikaat of diploma verwerf word gedurende die tydperk van vakleerlingskap, betaalbaar vanaf die datum van uitreiking daarvan: Met dien verstande dat daar van geen werkgewer vereis word om die loon van 'n vakleerling te verhoog tot 'n bedrag wat die loon voorgeskryf vir 'n vakleerling in die vierde fase van sy/haar vakleerlingskap oorskry nie;" en

- (c) verklaar dat bovermelde wysigings van Goewermentskennisgewing No. R. 1188 van 8 Julie 1994 nie bindend sal wees ten opsigte van vakleerlinge alreeds ingeboek voor die datum van inwerkingtreding van hierdie kennisgewing nie.

T. T. MBOWENI
Minister van Arbeid

No. R. 271**16 February 1996****LABOUR RELATIONS ACT, 1956****DIAMOND CUTTING INDUSTRY OF SOUTH AFRICA: RENEWAL OF SICK BENEFIT FUND AGREEMENT**

I, Dennis van der Walt, Director: Collective Bargaining, duly authorised thereto by the Minister of Labour, hereby, in terms of section 48 (4) (a) (ii) of the Labour Relations Act, 1956, declare the provisions of Government Notice No. R. 1650 of 12 June 1992, to be effective from the date of publication of this notice and for the period ending 3 January 1997.

D. VAN DER WALT**Director: Collective Bargaining****No. R. 271****16 Februarie 1996****WET OP ARBEIDSVERHOUDINGE, 1956****DIAMANTSLYPNYWERHEID VAN SUID-AFRIKA: HERNUWING VAN SIEKTEBYSTANDSFONDSOOREENKOMS**

Ek, Dennis van der Walt, Direkteur: Kollektiewe Bedinging, behoorlik daartoe gemagtig deur die Minister van Arbeid, verklaar hierby, kragtens artikel 48 (4) (a) (ii) van die Wet op Arbeidsverhoudinge, 1956, dat die bepalings van Goewermentskennisgewing No. R. 1650 van 12 Junie 1992, van krag is vanaf die datum van publikasie van hierdie kennisgewing en vir die tydperk wat op 3 Januarie 1997 eindig.

D. VAN DER WALT**Direkteur: Kollektiewe Bedinging.****No. R. 272****16 February 1996****LABOUR RELATIONS ACT, 1956****DIAMOND CUTTING INDUSTRY OF SOUTH AFRICA: RENEWAL OF UNEMPLOYMENT BENEFIT FUND AGREEMENT**

I, Dennis van der Walt, Director: Collective Bargaining, duly authorised thereto by the Minister of Labour, hereby, in terms of section 48 (4) (a) (ii) of the Labour Relations Act, 1956, declare the provisions of Government Notice No. R. 1652 of 12 June 1992, to be effective from the date of publication of this notice and for the period ending 3 January 1997.

D. VAN DER WALT**Director: Collective Bargaining****No. R. 272****16 Februarie 1996****WET OP ARBEIDSVERHOUDINGE, 1956****DIAMANTSLYPNYWERHEID VAN SUID-AFRIKA: HERNUWING VAN WERKLOOSHEIDSBYSTANDSFONDSOOREENKOMS**

Ek, Dennis van der Walt, Direkteur: Kollektiewe Bedinging, behoorlik daartoe gemagtig deur die Minister van Arbeid, verklaar hierby, kragtens artikel 48 (4) (a) (ii) van die Wet op Arbeidsverhoudinge, 1956, dat die bepalings van Goewermentskennisgewing No. R. 1652 van 12 Junie 1992, van krag is vanaf die datum van publikasie van hierdie kennisgewing en vir die tydperk wat op 3 Januarie 1997 eindig.

D. VAN DER WALT**Direkteur: Kollektiewe Bedinging.****No. R. 273****16 February 1996****LABOUR RELATIONS ACT, 1956****DIAMOND CUTTING INDUSTRY OF SOUTH AFRICA: RENEWAL OF SICK PAY FUND AGREEMENT**

I, Dennis van der Walt, Director: Collective Bargaining, duly authorised thereto by the Minister of Labour, hereby, in terms of section 48 (4) (a) (ii) of the Labour Relations Act, 1956, declare the provisions of Government Notice No. R. 1649 of 12 June 1992 to be effective from the date of publication of this notice and for the period ending 3 January 1997.

D. VAN DER WALT**Director: Collective Bargaining**

No. R. 273**16 Februarie 1996****WET OP ARBEIDSVERHOUDINGE, 1956****DIAMANTSLYPNYWERHEID VAN SUID-AFRIKA: HERNUWING VAN
SIEKTEBESOLDIGINGSFONDSOOREENKOMS**

Ek, Dennis van der Walt, Direkteur: Kollektiewe Bedinging, behoorlik daartoe gemagtig deur die Minister van Arbeid, verklaar hierby, kragtens artikel 48 (4) (a) (ii) van die Wet op Arbeidsverhoudinge, 1956, dat die bepalings van Goewermmentskennisgewing No. R. 1649 van 12 Junie 1992, van krag is vanaf die datum van publikasie van hierdie kennisgewing en vir die tydperk wat op 3 Januarie 1997 eindig.

D. VAN DER WALT**Direkteur: Kollektiewe Bedinging****No. R. 274****16 February 1996****LABOUR RELATIONS ACT, 1956****FURNITURE MANUFACTURING INDUSTRY, BORDER: RENEWAL OF MAIN AGREEMENT**

I, Dennis van der Walt, Director: Collective Bargaining, duly authorised thereto by the Minister of Labour, hereby, in terms of section 48 (4) (a) (ii) of the Labour Relations Act, 1956, declare the provisions of Government Notices Nos. R. 1227 of 22 June 1984, R. 859 of 19 April 1985, R. 1454 of 11 July 1986, R. 847 of 16 April 1987, R. 787 of 22 April 1988, R. 1242 of 16 June 1989, R. 2083 of 31 August 1990, R. 2078 of 23 August 1991, R. 2117 of 24 July 1992, R. 1180 of 2 July 1993, R. 1428 of 19 August 1994 and R. 1432 of 29 September 1995, to be effective from 21 Maart 1996 and for the period ending 20 March 1998.

D. VAN DER WALT**Director: Collective Bargaining****No. R. 274****16 Februarie 1996****WET OP ARBEIDSVERHOUDINGE, 1956****MEUBELNYWERHEID, GRENS: HERNUWING VAN HOOFOOREENKOMS**

Ek, Dennis van der Walt, Direkteur: Kollektiewe Bedinging, behoorlik daartoe gemagtig deur die Minister van Arbeid, verklaar hierby, kragtens artikel 48 (4) (a) (ii) van die Wet op Arbeidsverhoudinge, 1956, dat die bepalings van Goewermmentskennisgewing Nos. R. 1227 van 22 Junie 1984, R. 859 van 19 April 1985, R. 1454 van 11 Julie 1986, R. 847 van 16 April 1987, R. 787 van 22 April 1988, R. 1242 van 16 Junie 1989, R. 2083 van 31 Augustus 1990, R. 2078 van 23 Augustus 1991, R. 2117 van 24 Julie 1992, R. 1180 van 2 Julie 1993, R. 1428 van 19 Augustus 1994 en R. 1432 van 29 September 1995, van krag is vanaf 21 Maart 1996 en vir die tydperk wat op 20 Maart 1998 eindig.

D. VAN DER WALT**Direkteur: Kollektiewe Bedinging****No. R. 275****16 February 1996****LABOUR RELATIONS ACT, 1956****FURNITURE MANUFACTURING INDUSTRY, BORDER: RENEWAL OF PROVIDENT FUND AGREEMENT**

I, Dennis van der Walt, Director: Collective Bargaining, duly authorised thereto by the Minister of Labour, hereby, in terms of section 48 (4) (a) (ii) of the Labour Relations Act, 1956, declare the provisions of Government Notices Nos. R. 913 of 26 April 1985, R. 1455 of 11 July 1986, R. 952 of 30 April 1987, R. 1244 of 16 June 1989, R. 2084 of 31 August 1990, R. 1706 of 26 June 1992 and R. 929 of 28 May 1993, to be effective from 21 March 1996 and for the period ending 20 March 1998.

D. VAN DER WALT**Director: Collective Bargaining**

No. R. 275**16 Februarie 1996****WET OP ARBEIDSVERHOUDINGE, 1956****MEUBELNYWERHEID, GRENS: HERNUWING VAN VOORSORGFONDSOOREENKOMS**

Ek, Dennis van der Walt, Direkteur: Kollektiewe Bedinging, behoorlik daartoe gemagtig deur die Minister van Arbeid, verklaar hierby, kragtens artikel 48 (4) (a) (ii) van die Wet op Arbeidsverhoudinge, 1956, dat die bepalings van Goewermements-kennisgewings Nos. R. 913 van 26 April 1985, R. 1455 van 11 Julie 1986, R. 952 van 30 April 1987, R. 1244 van 16 Junie 1989, R. 2084 van 31 Augustus 1990, R. 1706 van 26 Junie 1992 en R. 929 van 28 Mei 1993, van krag is vanaf 21 Maart 1996 en vir die tydperk wat op 20 Maart 1998 eindig.

D. VAN DER WALT**Direkteur: Kollektiewe Bedinging****No. R. 276****16 February 1996****LABOUR RELATIONS ACT, 1956****FURNITURE MANUFACTURING INDUSTRY, BORDER: RENEWAL OF SICK BENEFIT SOCIETY AGREEMENT**

I, Dennis van der Walt, Director: Collective Bargaining, duly authorised thereto by the Minister of Labour, hereby, in terms of section 48 (4) (a) (ii) of the Labour Relations Act, 1956, declare the provisions of Government Notices Nos. R. 1457 of 11 July 1986, R. 848 of 16 April 1987, R. 1243 of 16 June 1989, R. 1889 of 9 August 1991, R. 1704 of 26 June 1992 and R. 966 of 4 June 1993, to be effective from 21 March 1996 and for the period ending 20 March 1998.

D. VAN DER WALT**Director: Collective Bargaining****No. R. 276****16 Februarie 1996****WET OP ARBEIDSVERHOUDINGE, 1956****MEUBELNYWERHEID, GRENS: HERNUWING VAN SIEKTEBYSTANDSVERENIGINGOOREENKOMS**

Ek, Dennis van der Walt, Direkteur: Kollektiewe Bedinging, behoorlik daartoe gemagtig deur die Minister van Arbeid, verklaar hierby, kragtens artikel 48 (4) (a) (ii) van die Wet op Arbeidsverhoudinge, 1956, dat die bepalings van Goewermements-kennisgewings Nos. R. 1457 van 11 Julie 1986, R. 848 van 16 April 1987, R. 1243 van 16 Junie 1989, R. 1889 van 9 Augustus 1991, R. 1704 van 26 Junie 1992 en R. 966 van 4 Junie 1993, van krag is vanaf 21 Maart 1996 en vir die tydperk wat op 20 Maart 1998 eindig.

D. VAN DER WALT**Direkteur: Kollektiewe Bedinging****No. R. 277****16 February 1996****LABOUR RELATIONS ACT, 1956****LIQUOR, CATERING AND ACCOMMODATION TRADES, SOUTH COAST, NATAL:
RENEWAL OF PROVIDENT FUND AGREEMENT**

I, Dennis van der Walt, Director: Collective Bargaining, duly authorised thereto by the Minister of Labour, hereby, in terms of section 48 (4) (a) (ii) of the Labour Relations Act, 1956, declare the provisions of Government Notices Nos. R. 833 of 20 May 1977, R. 750 of 3 April 1981 and R. 308 of 15 February 1985, to be effective from 1 March 1996 and for the period ending 30 June 1996.

D. VAN DER WALT**Director: Collective Bargaining**

No. R. 277

16 Februarie 1996

WET OP ARBEIDSVERHOUDINGE, 1956

DRANK-, VERVERSINGS- EN AKKOMMODASIEBEDRYF, SUIDKUS, NATAL:
HERNUWING VAN VOORSORGFONDSOOREENKOMS

Ek, Dennis van der Walt, Direkteur: Kollektiewe Bedinging, behoorlik daartoe gemagtig deur die Minister van Arbeid, verklaar hierby, kragtens artikel 48 (4) (a) (ii) van die Wet op Arbeidsverhoudinge, 1956, dat die bepalings van Goewermments-kennissgewings Nos. R. 833 van 20 Mei 1977, R. 750 van 3 April 1981 en R. 308 van 15 Februarie 1985, van krag is vanaf 1 Maart 1996 en vir die tydperk wat op 30 Junie 1996 eindig.

D. VAN DER WALT

Direkteur: Kollektiewe Bedinging

No. R. 278

16 February 1996

LABOUR RELATIONS ACT, 1956

LIQUOR, CATERING AND ACCOMMODATION TRADES, SOUTH COAST, NATAL: RENEWAL OF MAIN AGREEMENT

I, Dennis van der Walt, Director: Collective Bargaining, duly authorised thereto by the Minister of Labour, hereby, in terms of section 48 (4) (a) (ii) of the Labour Relations Act, 1956, declare the provisions of Government Notices Nos. R. 315 of 24 February 1978, R. 748 of 3 April 1981, R. 843 of 12 April 1985 and R. 1587 of 20 October 1995, to be effective from the date of publication of this notice and for the period ending 30 June 1996.

D. VAN DER WALT

Director: Collective Bargaining

No. R. 278

16 Februarie 1996

WET OP ARBEIDSVERHOUDINGE, 1956

DRANK-, VERVERSINGS- EN AKKOMMODASIEBEDRYF, SUIDKUS, NATAL: HERNUWING VAN HOOFOOREENKOMS

Ek, Dennis van der Walt, Direkteur: Kollektiewe Bedinging, behoorlik daartoe gemagtig deur die Minister van Arbeid, verklaar hierby, kragtens artikel 48 (4) (a) (ii) van die Wet op Arbeidsverhoudinge, 1956, dat die bepalings van Goewermments-kennissgewings Nos. R. 315 van 24 Februarie 1978, R. 748 van 3 April 1981, R. 843 van 12 April 1985 en R. 1587 van 20 Oktober 1995, van krag is vanaf datum van publikasie van hierdie kennisgewing en vir die tydperk wat op 30 Junie 1996 eindig.

D. VAN DER WALT

Direkteur: Kollektiewe Bedinging

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

No. R. 229

16 February 1996

STANDARDS ACT, 1993

COMPULSORY SPECIFICATION FOR REPLACEMENT BRAKE FRICTION COMPONENTS FOR ROAD VEHICLES OF
CATEGORIES O₁, O₂, O₃ AND O₄

I, Trevor A. Manuel, Minister of Trade and Industry, hereby under section 22 (1) (a) (i) of the Standards Act, 1993 (Act No. 29 of 1993), and on the recommendation of the Council of the South African Bureau of Standards, declare the specification for replacement brake friction components for road vehicles of categories O₁, O₂, O₃ and O₄, as set out in the Schedule to be compulsory with effect from the date 2 (two) months after publication of this notice.

SCHEDULE**COMPULSORY SPECIFICATION FOR REPLACEMENT BRAKE FRICTION COMPONENTS FOR ROAD VEHICLES OF CATEGORIES O₁, O₂, O₃ AND O₄****1. Scope**

1.1 This specification covers the requirements for replacement brake friction components intended for use on road vehicles of categories O₁, O₂, O₃ and O₄.

1.2 The specification applies to components intended for installation on vehicle models that were already in production on 15 July 1987, and on subsequent models. It does not apply to brake friction components installed as original equipment.

1.3 The requirements of the specification shall, in so far as the parts are concerned, apply in respect of a replacement brake friction component supplied for further manufacture by one manufacturer to another and the entire specification shall apply to the replacement brake friction component after completion thereof by the last-mentioned manufacturer.

2. Definitions

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

2.1 Category O₁ vehicle, hereinafter referred to as a trailer: A trailer, including a semi-trailer, having a maximum mass not exceeding 750 kg.

2.2 Category O₂ vehicle, hereinafter referred to as a trailer: A trailer, including a semi-trailer, having a maximum mass of more than 750 kg but not more than 3,5 t.

2.3 Category O₃ vehicle, hereinafter referred to as a trailer: A trailer, including a semi-trailer, having a maximum mass of more than 3,5 t but not more than 10 t.

2.4 Category O₄ vehicle, hereinafter referred to as a trailer: A trailer, including a semi-trailer, having a maximum mass exceeding 10 t.

2.5 Replacement brake friction component: A disc brake pad assembly or a drum brake shoe assembly (new or reconditioned) that is intended to replace the original component in a foundation brake of a vehicle.

3. Requirements**3.1 Compliance requirements**

Replacement brake friction components shall comply with the laboratory test requirements given in 3.4.1, 3.4.2 and 3.4.3, the requirements for packing and marking given in clause 4, and the requirements for inspection given in clause 5. Alternatively, the replacement brake friction components shall comply with the road test requirements given in 3.2 and 3.3, the requirements for ultimate shear strength given in 3.4.3, the requirements for packing and marking given in clause 4 and the requirements for inspection given in clause 5. In the event of a discrepancy between a laboratory test and a road test, the laboratory test will be deemed the accepted result.

3.2 Characteristics during road tests

When replacement brake friction components are tested in accordance with 6.3 and 6.4, they shall not, during the braking of the test vehicle, cause—

- (a) the wheels of the test vehicle to lock;
- (b) the test vehicle to deviate from a lane width of 3,5 m;
- (c) the test vehicle to vibrate to a greater extent than with the original equipment fitted; and
- (d) the brakes of the test vehicle to grab or, at the discretion of the South African Bureau of Standards, cause continuous juddering or squealing.

3.3 Performance during road tests**3.3.1 Braking performance**

When replacement brake friction components are tested in accordance with 6.3—

- (a) the stopping distance shall, within 15%, be equal to that obtained when the original equipment components are tested in the same way, i.e. with the same applied force;
- (b) safe control of the movement of the vehicle shall be possible; and
- (c) the braking action shall be smooth and gradually variable.

3.3.2 Residual performance

When replacement brake friction components are tested in accordance with 6.4—

- (a) the mean fully developed deceleration shall, within 15%, be equal to that obtained when the original equipment components are tested in the same way;
- (b) the actuator stroke used in any cycle during the test shall not exceed by more than 25% the actuator stroke used when the original equipment components are tested in the same way;
- (c) at no time during the test shall vaporization of the brake fluid occur at a lesser number of applications than are obtained with components identical with those originally installed by the vehicle manufacturer, that have been tested in the same way;

(d) the average pad or lining wear on any one friction component shall not exceed by more than 60% the wear measured when components identical with those originally installed by the vehicle manufacturer are tested in the same way (e.g. if the wear measured on the original equipment component is 1 mm, then the wear on the replacement component shall not exceed 1,6 mm).

The initial measurement shall be taken after bedding-in; and

(e) on completion of the test, there shall be no evidence of cracking or separation in any of the test components which, at the discretion of the South African Bureau of Standards, is in excess of that occurring on components identical with the components originally installed by the vehicle manufacturer, that have been tested in the same way.

3.4 Performance in laboratory tests

3.4.1 Braking performance

When replacement brake friction components are tested in accordance with 7.1.3, the mean braking torque recorded shall, within 15%, be equal to that recorded when components identical with those originally installed by the vehicle manufacturer are tested in the same way.

3.4.2 Residual performance and condition

When, at the discretion of the South African Bureau Standards, replacement brake friction components are tested in accordance with 7.1.4—

(a) the average wear, the resistance to vaporization and the physical condition of the components shall comply with the relevant requirements given in 3.3.2;

(b) the pedal travel or its equivalent shall not exceed that occurring when samples identical with those originally installed by the vehicle manufacturer are tested in the same way; and

(c) the mean braking torque shall be at least 90% of that measured in 7.1.3.

3.4.3 Ultimate shear strength

When replacement brake friction component is tested in accordance with 7.2, it shall comply with the requirements given in (a) and (b) below—

(a) failure shall not occur before the shearing force reaches the appropriate of the following values:

(1) Disc brake pad assembly: 3,5 N per square millimetre of pad surface area; and

(2) drum brake shoe assembly: 1,4 N per square millimetre of lining surface area; and

(b) the failure pattern of the sheared surface shall comply with the following requirements:

(1) disc brake pad assembly: If the ultimate shearing force is less than 1,8 times the minimum value given in (a) above, the bond shall not have failed over at least 70% of the interface between the friction material and the abutment plate. The bond shall not have failed anywhere at the edge; and

(2) drum brake bonded shoe assembly: If the ultimate shearing force is less than twice the minimum value given in (a) above, the bond shall not have failed over at least 65% of the interface between the friction material and the shoe platform, and no single area of failed adhesion shall exceed 15% of the total area. The bond shall not have failed anywhere at the edge.

4. Packing and marking

4.1 Packing

Replacement brake friction components shall be adequately so packed as to prevent damage and contamination during transportation and storage.

4.2 Marking

Replacement brake friction components shall be so marked as to clearly identify their manufacturer, the vehicle manufacturer and vehicle model, and the derivative for which the components are intended.

NOTE: A parts numbering system corresponding to the vehicle parts list shall be deemed to meet this requirement.

5. Inspection

Inspect the replacement brake friction components for compliance with all the requirements of the specification for which tests are not given in clause 6 and clause 7.

6. Vehicle braking performance road tests

6.1 Testing of conditions

The tests shall be carried out—

(a) on a test track that has no slope exceeding 1,5%, and that has a transversely brushed concrete surface; and

(b) when the wind speed does not exceed 10 m/s.

6.2 Apparatus

6.2.1 Test trailer, of the type and model for which the replacement brake friction components are intended. The condition of the braking system of the test trailer shall be in accordance with the specifications of the trailer manufacturer. The trailer shall be tested in the following conditions:

- (a) Laden condition: The trailer shall be laden to the gross vehicle mass (GVM) and axle loading specified by the trailer manufacturer.
- (b) Unladen condition: The unladen trailer mass and axle mass shall be as specified by the trailer manufacturer.

6.2.2 Drawing vehicle, suitable for the type of trailer to be tested.

6.2.3 Measuring apparatus, accurate to a minimum of 2,5% of the greatest value to be measured, shall be provided to measure the following:

- (a) Time, speed, distance and deceleration;
- (b) control and feed line pressures;
- (c) brake drum temperatures;
- (d) brake lining thickness;
- (e) trailer and axle mass; and
- (f) actuator stroke.

6.3 Braking performance test

6.3.1 Conditioning

So bed-in the brake as to obtain a contact area of at least 80% of the area of the friction material. Do not allow the temperature of the friction material to exceed 150 °C.

6.3.2 Procedure

Carry out the test as follows:

- (a) Couple the trailer, in the laden condition, to the drawing vehicle and check that the pressure in the feedline to the trailer does not exceed 650 kPa. Check that when the trailer brake control is fully operated, the pressure in the control line does not exceed 650 kPa. Ensure that the brakes are cold (below 100 °C, measured on the outside of the drum);
- (b) drive the vehicle combination at a speed slightly in excess of 60 km/h, disengage the gear and when the speed drops to 60 km/h, apply the trailer brake control up to the maximum possible without wheel locking occurring. Record the pressure used. Measure and record the actuator stroke;
- (c) from the results of (b) above obtain the mean fully developed deceleration;
- (d) repeat steps (a) and (b) above with the trailer unladen; and
- (e) check for compliance with 3.2 and 3.3.1.

6.4 Braking fade test

6.4.1 Procedure

Carry out the test on the vehicle combination equipped and tested as in 6.3, as follows:

- (a) Calculate the towing force necessary to simulate a 7% gradient. With brake drum temperatures initially below 100 °C, make trial runs to establish the pressure necessary to achieve the required force;
- (b) verify that the towing vehicle is capable of maintaining this effort at a steady speed of 40 km/h. If not, the test speed may be reduced and the distance increased in accordance with table 1;

TABLE 1

1	2
Speed km/h	Distance m
40	1 700
30	1 950
20	2 500
15	3 100

- (c) ensure that the brake drum temperatures are below 100 °C and zero the actuator stroke indicators;
- (d) drive the combination at 40 km/h for 1,7 km, or as ascertained in (b) above, keeping the towing force equivalent to a 7% gradient by varying the pressure as necessary. Note the line pressure at the start and at the completion of this heating run;
- (e) carry out a braking performance test as in 6.3 as soon as possible, using a constant control force no greater than the mean force actually used in the test in 6.3;

- (f) note the time elapsed from the end of the heating run to the braking performance test;
- (g) measure and record the external brake drum temperatures and the actual stroke; and;
- (h) check for compliance with 3.3.2.

6.4.2 Mechanical inspection

Remove the replacement brake friction components and—

- (a) determine the average thickness of the friction material and check for compliance with 3.3.2 (d); and
- (b) examine the components and check for compliance with 3.3.2 (e).

7. Laboratory tests

7.1 Deceleration and braking torque tests

7.1.1 Apparatus

Inertia dynamometer that is fitted with a brake of the type for which the friction components are intended, and that has the following characteristics:

- (a) Rotary inertia that is equivalent, within 10%, to that portion of the mass of the vehicle that is braked by the relevant brake, and that is calculated by using the formula—

$$I = M \times R^2$$

where—

M is the mass braked, in kilograms, calculated in accordance with the vehicle manufacturer's design braking distribution; and

R is the rolling radius of the tyre, in metres;

- (b) instrumentation to record rotational speed, temperature, brake control line pressure and braking torque.

7.1.2 Conditioning

So bed-in the brake as to obtain a contact area of at least 80% of the area of the friction material. Do not allow the temperature of the friction material to exceed 150 °C.

7.1.3 Braking performance test

Fit the replacement brake friction components to the original equipment brake assembly installed on the inertia dynamometer, carry out a test programme equivalent to that described in 6.3.2 (a) and 6.3.2 (b) and check for compliance with 3.4.1.

7.1.4 Braking fade and recovery test

Using the replacement brake friction components already installed on the dynamometer for the test in 7.1.3, carry out the test as follows:

- (a) Measure the average thickness of the disc brake pad or the drum brake lining and adjust the brake in accordance with the manufacturer's recommendations;
- (b) carry out a test programme equivalent to that described in 6.4.1 (a) and 6.4.1 (b); and
- (c) check for compliance with 3.4.2.

7.2 Ultimate shear strength test

7.2.1 Apparatus

7.2.1.1 Testing machine, that is capable of applying to the pad or lining secured in the fixture (see 7.2.1.2) a shearing force great enough to detach the pad from its abutment plate or the lining from its shoe.

7.2.1.2 Fixture

as follows:

- (a) For a disc brake pad assembly: a fixture capable of so securing a disc brake pad assembly that the shearing force is applied perpendicular to the top edge of the friction material over its entire length and within 1,5 mm of the abutment plate face. The fixture shall be such as to maintain a compressive force of 0,5 N per square millimetre of area, over the entire pad face area; and
- (b) for a drum brake shoe assembly: a fixture capable of so securing a drum brake shoe assembly that the shearing force is applied perpendicular to the side edge of the shoe lining over its entire length and within 0,2 mm to 0,5 mm of the shoe platform.

7.2.2 Procedure

Carry out the test as follows:

- (a) Secure the sample disc assembly or brake shoe assembly in the fixture and apply an increasing shearing force until the pad is separated from its abutment plate or the lining from its shoe. Record the maximum force attained when shearing occurs and assess the condition of the sheared surface; and
- (b) check for compliance with 3.4.3.

WET OP STANDAARDE, 1993

VERPLIGTE SPESIFIKASIE VIR VERVANGINGSREMWRIFKOMPONENTE VIR PADVOERTUIG VAN
KATEGORIEË O₁, O₂, O₃ EN O₄

Ek, Trevor A. Manuel, Minister van Handel en Nywerheid, verklaar hierby ingevolge artikel 22 (1) (a) (i) van die Wet op Standaarde, 1993 (Wet No. 29 van 1993), en op aanbeveling van die Raad van die Suid-Afrikaanse Buro vir Standaarde, die spesifikasie vir vervangingsremwryfkomponente vir padvoertuig van kategorieë O₁, O₂, O₃ en O₄, soos in die Bylae vervat, tot 'n verpligte spesifikasie met ingang van die datum 2 (twee) maande na die datum van publikasie van hierdie kennisgewing.

BYLAE

VERPLIGTE SPESIFIKASIE VIR VERVANGINGSREMWRIFKOMPONENTE VIR PADVOERTUIG VAN
KATEGORIEË O₁, O₂, O₃ EN O₄

1. Bestek

1.1 Hierdie spesifikasie dek die vereistes vir vervangingsremwryfkomponente bedoel vir gebruik op motorvoertuig van kategorieë O₁, O₂, O₃ en O₄.

1.2 Die spesifikasie is van toepassing op komponente wat bedoel is vir installering op voertuigmodelle wat reeds op 15 Julie 1987 in produksie was en op daaropvolgende modelle. Dit is nie van toepassing op remwryfkomponente wat as oorspronklike toerusting geïnstalleer word nie.

1.3 Die vereistes van die spesifikasie geld, sover dit die dele betref, vir vervangingsremwryfkomponente wat deur een fabrikant aan 'n ander gelewer word vir verdere vervaardiging, en die spesifikasie in sy geheel geld vir die vervangingsremwryfkomponent na voltooiing daarvan deur laasgenoemde fabrikant.

2. Woordbepaling

Die volgende woordbepalings geld vir die doel van hierdie spesifikasie:

2.1 **Kategorie O₁-voertuig, hierna sleepwa genoem:** 'n Sleepwa met inbegrip van 'n leunwa, met 'n maksimum massa van hoogstens 750 kg.

2.2 **Kategorie O₂-voertuig, hierna sleepwa genoem:** 'n Sleepwa met inbegrip van 'n leunwa, met 'n maksimum massa van meer as 750 kg maar hoogstens 3,5 t.

2.3 **Kategorie O₃-voertuig, hierna sleepwa genoem:** 'n Sleepwa met inbegrip van 'n leunwa, met 'n maksimum massa van meer as 3,5 t maar hoogstens 10 t.

2.4 **Kategorie O₄-voertuig, hierna sleepwa genoem:** 'n Sleepwa met inbegrip van 'n leunwa, met 'n maksimum massa van meer as 10 t.

2.5 **Vervangingsremwryfkomponent:** 'n Skyfremkussingsamestel of 'n trommelremskoensamestel (nuut of vernieu) wat bedoel is om die oorspronklike komponent in 'n fondamentrem van 'n voertuig te vervang.

3. Vereistes

3.1 Voldoeningsvereistes

Vervangingsremwryfkomponente moet aan die laboratoriumtoetsvereistes in 3.4.1, 3.4.2 en 3.4.3, die vereistes vir verpakking en merke in kousule 4 en die vereistes vir ondersoek in kousule 5 voldoen. So nie, moet die vervangingsremwryfkomponente aan die padtoetsvereistes in 3.2 en 3.3, die vereistes vir breekskuijskeursterkte in 3.4.3, die vereistes vir verpakking en merke in kousule 4 en die vereistes vir ondersoek in kousule 5 voldoen. In geval van teenstrydigheid tussen 'n laboratoriumtoets en 'n padtoets, word die laboratoriumtoets as die aanvaarde resultaat beskou.

3.2 Eienskappe tydens padtoetse

Volgens 6.3 en 6.4 getoets, mag vervangingsremwryfkomponente tydens remming van die toetsvoertuig nie veroorsaak dat—

- (a) die wiele van die toetsvoertuig vasslaan nie;
- (b) die toetsvoertuig van 3.5 m breedte afwyk nie;
- (c) die toetsvoertuig meer vibreer as wanneer die oorspronklike toerusting daarop aangebring is nie; en
- (d) die remme van die toetsvoertuig vasgryp of, na die oordeel van die Suid-Afrikaanse Buro vir Standaarde, aanhoudend sidder of skreeu nie.

3.3 Werkverrigting tydens padtoetse

3.3.1 Remwerkverrigting

By die toets van vervangingsremwryfkomponente volgens 6.3—

- (a) moet die stilhouafstand binne 15% gelyk wees aan dié wat verkry word wanneer die oorspronklike toerustingskomponente op dieselfde manier, m.a.w. met dieselfde toegepaste krag, getoets word;
- (b) moet veilige beheer oor die beweging van die voertuig moontlik wees; en
- (c) moet die remaksie glad wees en graadsgewys beheer kan word.

3.3.2 Residuele werkverrigting

By die toets van vervangingsremwryfkomponente volgens 6.4—

(a) moet die gemiddelde ten volle ontwikkelde spoedvermindering binne 15% gelyk wees aan dié wat verkry word wanneer oorspronklike toerustingskomponente op dieselfde wyse getoets word;

(b) mag die aktueerderslag wat tydens enige siklus van die toets gebruik word, nie die aktueerderslag wat gebruik word wanneer die oorspronklike toerustingskomponente op dieselfde wyse getoets word, met meer as 25% oorskry nie;

(c) mag daar op geen tydstip tydens die toets verdamping van die remvloeistof voorkom na 'n kleiner getal remaksies as wat die geval is wanneer komponente wat identies is aan dié wat die voertuigfabrikant oorspronklik geïnstalleer het, op dieselfde wyse getoets word nie;

(d) mag die gemiddelde kussing- of voeringslytasie op enige enkele wryfkomponent hoogstens 60% meer wees as die slytasie wat gemeet word wanneer komponente wat identies is aan dié wat die voertuigfabrikant oorspronklik geïnstalleer het, op dieselfde wyse getoets word (indien die slytasie wat op die oorspronklike uitrustingskomponent gemeet word, byvoorbeeld 1 mm is, mag die slytasie op die vervangingskomponent hoogstens 1,6 mm wees).

Die aanvanklike meting moet na inloop gedoen word; en

(e) mag daar, na afloop van die toets, geen teken wees van barsvorming of skeiding van enige van die toetskomponente wat, na die oordeel van die Suid-Afrikaanse Buro vir Standaarde, groter is as dié wat ontstaan wanneer komponente wat identies is aan die komponente wat die voertuigfabrikant oorspronklik geïnstalleer het, op dieselfde wyse getoets word nie.

3.4 Werkverrigting tydens laboratoriumtoets**3.4.1 Remwerkverrigting**

By die toets van vervangingsremwryfkomponente volgens 7.1.3, moet die gemiddelde remwringkrag wat geregistreer word, binne 15% gelyk wees aan dié wat geregistreer word wanneer komponente wat identies is aan dié wat die voertuigfabrikant oorspronklik geïnstalleer het, op dieselfde wyse getoets word.

3.4.2 Residuele werkverrigting en toestand

By die toets, na goeddunke van die Suid-Afrikaanse Buro vir Standaarde, van vervangingsremwryfkomponente volgens 7.1.4—

(a) moet die gemiddelde slytasie, die verdampingstraagheid en die fisiese toestand van die komponente aan die toepaslike vereistes in 3.3.2 voldoen;

(b) mag die pedaalbeweegafstand of die ekwivalent daarvan nie groter wees as dié wat voorkom wanneer monsters wat identies is aan dié wat die voertuigfabrikant oorspronklik geïnstalleer het, op dieselfde wyse getoets word nie; en

(c) moet die gemiddelde remwringkrag minstens 90% wees van dié wat volgens 7.1.3 gemeet is.

3.4.3 Breekskuifskuursterkte

Volgens 7.2 getoets, moet 'n vervangingsremwryfkomponent aan die vereistes in (a) en (b) hieronder voldoen—

(a) faling mag nie plaasvind voordat die skuifskuurkrag die toepaslike van die volgende waardes bereik nie:

(1) skyfremkussingsamestel: 3,5 N per vierkante millimeter van die kussingoppervlakte; en

(2) trommelremskoensamestel: 1,4 N per vierkante millimeter van die voeringoppervlakte; en

(b) die falingspatroon van die geskeurde oppervlak moet aan die volgende vereistes voldoen:

(1) Skyfremkussingsamestel: Indien die breekskuifskuurkrag minder is as 1,8 maal die minimum waarde wat in (a) hierbo aangegee word, mag die binding oor minstens 70% van die koppelvlak tussen die wryfmateriaal en die stootplaat nie gefaal het nie. Die binding mag nêrens by die rand gefaal het nie; en

(2) trommelgebinde remskoensamestel: Indien die breekskuifskuurkrag minder is as twee maal die minimum waarde wat in (a) hierbo aangegee word, mag die binding oor minstens 65% van die koppelvlak tussen die wryfmateriaal en die skoenplatform nie gefaal het nie en mag die oppervlakte van geen enkele plek waar die binding gefaal het, 15% van die totale oppervlakte oorskry nie. Die binding mag nêrens naby aan die rand gefaal het nie.

4. Verpakking en merke**4.1 Verpakking**

Vervangingsremwryfkomponente moet op toereikende wyse so verpak wees dat hulle nie tydens vervoer en bewaring beskadig of gekontamineer sal raak nie.

4.2 Merke

Vervangingsremwryfkomponente moet so gemerk wees dat die fabrikant van die komponent, die voertuigfabrikant en voertuigmodel, en die modelvariant waarvoor hulle bedoel is, duidelik geïdentifiseer kan word.

OPMERKING: 'n Onderdeelnommeringstelsel wat met die voertuigonderdeellys ooreenstem, word geag aan hierdie vereiste te voldoen.

5. Onderzoek

Onderzoek die vervangingsremwryfkomponente vir voldoening aan al die vereistes van die spesifikasie waarvoor toetse nie in klousule 6 of klousule 7 aangegee word nie.

6. Padtoets vir voertuigremwerkverrigting

6.1 Toetstoestande

Die toetse moet uitgevoer word—

- (a) op 'n toetsbaan wat geen helling van meer as 1,5% het nie, en wat 'n dwarsgeborselde betonoppervlakte het; en
- (b) wanneer die windspoed nie 10 m/s oorskry nie.

6.2 Apparaat

6.2.1 Toetssleepwa, van die tipe en model waarvoor die vervangingsremwryfkomponente bedoel is. Die toestand van die remstelsel van die toetssleepwa moet in ooreenstemming met die spesifikasies van die sleepwafabrikant wees. Die sleepwa moet in die volgende toestande getoets word:

- (a) Belaste toestand: Die sleepwa word belas tot die bruto voertuigmassa (BVM) en aslas wat die sleepwafabrikant spesifiseer.
- (b) Onbelaste toestand: Die onbelaste sleepwa- en asmassa moet wees soos die sleepwafabrikant spesifiseer.

6.2.2 Sleepvoertuig, geskik vir die tipe sleepwa wat getoets moet word.

6.2.3 Meetapparaat, noukeurig tot minstens 2,5% van die grootste waarde wat gemeet moet word, moet vir die meet van die volgende voorsien word:

- (a) Tyd, spoed, afstand en spoedvermindering;
- (b) beheer- en toevoerleidingdruk;
- (c) remtrommeltemperatuur;
- (d) dikte van die remvoering;
- (e) sleepwa- en asmassa; en
- (f) aktueerderslaglengte.

6.3 Remwerkverrigtingstoets

6.3.1 Kondisionering

Laat die rem so inloop dat 'n kontakoppervlakte van minstens 80% van die oppervlakte van die wryfmateriaal verkry word. Maak seker dat die temperatuur van die wryfmateriaal nie 150 °C oorskry nie.

6.3.2 Prosedure

Voer die toets soos volg uit:

- (a) Koppel die sleepwa, in die belaste toestand, aan die sleepvoertuig en gaan na dat die druk in die toevoerleiding na die sleepwa hoogstens 650 kPa is. Gaan na dat die druk in die beheerleiding nie 650 kPa oorskry wanneer die sleepwaremkontrole ten volle in werking gestel is nie. Maak seker dat die remme koud is (onder 100 °C, gemeet op die buitekant van die trommel);
- (b) bestuur die voertuigsaamstel teen 'n spoed van net meer as 60 km/h, skakel die rat uit en sodra die spoed tot 60 km/h verminder, stel die sleepwaremkontrole in werking tot die maksimum wat moontlik is sonder dat die wiele vasslaan. Teken die druk wat gebruik is, aan. Meet die aktueerderslaglengte en teken dit aan;
- (c) gebruik die resultate verky in (b) hierbo om die gemiddelde ten volle ontwikkelde spoedvermindering te bepaal;
- (d) herhaal stap (a) en (b) hierbo met die sleepwa onbelas; en
- (e) gaan na vir voldoening aan 3.2 en 3.3.1.

6.4 Remverswaktoets

6.4.1 Prosedure

Voer die toets soos volg op die voertuigsaamstel wat volgens 6.3 toegerus en getoets is, uit:

- (a) Bereken die sleepkrag wat nodig is om 'n 7%-helling na te boots. Voer proeflopieë uit terwyl die remtrommeltemperatuur aanvanklik laer is as 100 °C, ten einde die druk vas te stel wat nodig is om die verlangde krag te verkry;
- (b) verifieer dat die sleepvoertuig daartoe in staat is om hierdie prestasie teen 'n bestendige spoed van 40 km/h vol te hou. Indien nie, kan die toetsspoed verminder word en die afstand in ooreenstemming met tabel 1 verleng word;

TABEL 1

1	2
Speed km/h	Afstand m
40	1 700
30	1 950
20	2 500
15	3 100

- (c) maak seker dat die remtrommeltemperatuur onder 100 °C is, en stel die aktueerderslagaanwysers na hul;
- (d) bestuur die samestel teen 40 km/h vir 1,7 km, of soos in (b) hierbo bepaal, en hou die sleepkrag gelyk aan 'n 7%-helling deur die druk soos nodig te varieer. Teken die leidingdruk aan die begin en na afloop van hierdie verhittingsfase aan;
- (e) voer so gou moontlik 'n remwerkverrigtingstoets soos in 6.3 uit, deur 'n konstante krag op die kontrole uit te oefen wat nie groter is as die gemiddelde krag wat werklik in die toets in 6.3 gebruik is nie;
- (f) teken die tyd wat verloop tussen die einde van die verhittingsfase en die remwerkverrigtingstoets aan;
- (g) meet die eksterne remtrommeltemperatuur en die werklike slaglengte en teken dit aan; en
- (h) gaan na vir voldoening aan 3.3.2.

6.4.2 Meganiese ondersoek

Verwyder die vervangingsremwryfkomponente en—

- (a) bepaal die gemiddelde dikte van die wryfmateriaal en gaan na vir voldoening aan 3.3.2 (d); en
- (b) ondersoek die komponente en gaan na vir voldoening aan 3.3.2 (e).

7. Laboratoriumtoetse

7.1 Spoedvermindering- en remwringkragtoetse

7.1.1 Apparaat

Inersiedinamometer wat toegerus is met 'n rem van die tipe waarvoor die wryfkomponente bedoel is, en wat die volgende eienskappe het:

- (a) Draaitraagheid wat binne 10% ekwivalent is aan dié gedeelte van die massa van die voertuig wat deur die toepaslike rem gerem word, en wat bereken word aan die hand van die volgende formule:

$$I = M \times R^2$$

waar—

M die massa wat gerem word, bereken volgens die voertuigfabrikant se ontwerpverspreiding, in kilogram, is; en

R die rolradius van die band, in meter, is.

- (b) instrumentasie waarmee die draaispoed, temperatuur, rembeheerleidingdruk en remwringkrag geregistreer kan word.

7.1.2 Kondisionering

Laat die rem so inloop dat 'n kontakoppervlakte van minstens 80% van die oppervlakte van die wryfmateriaal verkry word. Maak seker dat die temperatuur van die wryfmateriaal nie 150 °C oorskry nie.

7.1.3 Remwerkverrigtingstoets

Bring die vervangingsremwryfkomponente aan op die oorspronklike remsamestel wat op die inersiedinamometer geïnstalleer is, en voer 'n toetsprogram uit wat ekwivalent is aan dié wat in 6.3.2 (a) en 6.3.2 (b) beskryf word en gaan na vir voldoening aan 3.4.1.

7.1.4 Remverswak-en-hersteltoets

Gebruik die vervangingsremwryfkomponente wat reeds vir die toets in 7.1.3 op die dinamometer geïnstalleer is, en voer die toets soos volg uit:

- (a) Meet die gemiddelde dikte van die skyfremkussing of die trommelremvoering en stel die rem volgens die fabrikant se aanbevelings in;
- (b) voer 'n toetsprogram uit wat ekwivalent is aan dié wat in 6.4.1 (a) en 6.4.1 (b) beskryf word; en
- (c) gaan na vir voldoening aan 3.4.2.

7.2 Breekskuifskuursterktetoets**7.2.1 Apparaat**

7.2.1.1 Toetsmasjien, waarmee 'n skuifskuurkrag wat groot genoeg is om die kussing van die stootplaat of die voering van die skoen los te trek, op die kussing of voering in die setapparaat (kyk 7.2.1.2) uitgeoefen kan word.

7.2.1.2 Setapparaat, soos volg:

(a) In die geval van 'n skryfremkussingsamestel: 'n setapparaat waarin 'n skryfremkussingsamestel so bevestig kan word dat die skuifskuurkrag binne 1,5 mm van die voorvlak van die stootplaat loodreg op die borand van die wryfmateriaal, oor die volle lengte daarvan, uitgeoefen word. Die setapparaat moet sodanig wees dat 'n saamdrukkrug van 0,5 N per vierkante millimeter oor die hele kussingvoorvlak uitgeoefen word; en

(b) in die geval van 'n trommelremskoensamestel: 'n setapparaat waarin 'n trommelremskoensamestel so bevestig kan word dat die skuifskuurkrag binne 0,2 mm tot 0,5 mm van die skoenplatform loodreg op die syrand van die skoenvoering, oor die volle lengte daarvan, uitgeoefen word.

7.2.2 Prosedure

Voer die toets soos volg uit:

(a) Bevestig die monsterskyfsamestel of -remskoensamestel in die setapparaat en oefen 'n toenemende skuifskuurkrag uit totdat die kussing van die stootplaat of die voering van die skoen losskeur. Teken die maksimum krag aan wat tydens skeuring voorkom en beoordeel die toestand van die geskeurde oppervlak; en

(b) gaan na vir voldoening aan 3.4.3.

DEPARTMENT OF TRANSPORT DEPARTEMENT VAN VERVOER

No. R. 228

16 February 1996

ROAD TRAFFIC ACT, 1989 (ACT No. 29 OF 1989)

AMENDMENT OF THE ROAD TRAFFIC REGULATIONS

The Minister of Transport has under section 132 of the Road Traffic Act, 1989 (Act No. 29 of 1989), made the regulations in the Schedule.

SCHEDULE**Definition**

1. In this Schedule, unless the context otherwise indicates, the expression "the Regulations" means the Road Traffic Regulations published by Government Notice No. R. 910 of 26 April 1990, as amended by Government Notices Nos. R. 1312 of 13 June 1990, R. 1954 of 17 August 1990, R. 2066 of 31 August 1990, R. 2982 of 14 December 1990, R. 125 of 14 February 1991, R. 1059 of 4 June 1991, R. 2694 of 15 November 1991, R. 1695 of 15 June 1992, R. 2803 of 1 October 1992, R. 2895 of 8 October 1992, R. 3172 of 20 November 1992, R. 766 of 30 April 1993, R. 1214 of 1 July 1993, R. 1767 of 20 September 1993, R. 1878 of 18 October 1993, R. 2448 of 24 December 1993, R. 792 of 29 April 1994, R. 1048 of 3 June 1994, R. 1081 of 7 June 1994, R. 1447 of 26 August 1994, R. 1835 of 28 October 1994, R. 352 of 28 February 1995, R. 926 of 30 June 1995, R. 1036 of 14 July 1995, R. 1135 of 28 July 1995 and R. 1930 of 15 December 1995.

Amendment of regulation 1 of the Regulations

2. Regulation 1 of the Regulations is hereby amended by the insertion after the definition of "service break" of the following definitions:

"**'steering axle'** means an axle the wheels of which are attached in such a manner that it enables the vehicle concerned to be steered thereby;

'steering axle unit' means an axle unit the wheels of which are attached in such a manner that it enables the vehicle concerned to be steered thereby;"

Amendment of regulation 362A of the Regulations

3. Regulation 362A of the Regulations is hereby amended by the substitution for paragraph (c) of subregulation (2) of the following paragraph:

"(c) regulation 365 (1) (a), (b) and (c)."

Amendment of regulation 362B of the Regulations

4. Regulation 362B of the Regulations is hereby amended by the substitution for paragraph (c) of subregulation (2) of the following paragraph:

"(c) regulation 365 (1) (d), (e), (f) and (g)."

Amendment of regulation 362C of the Regulations

5. Regulation 362C of the Regulations is hereby amended by the addition to subregulation (2) after paragraph (e) of the following proviso:

“: Provided that the permissible maximum vehicle mass of such vehicle shall not exceed 56 000 kilograms.”.

Amendment of regulation 362D of the Regulations

6. Regulation 362D of the Regulations is hereby amended by the addition to subregulation (2) after paragraph (e) of the following proviso:

“: Provided that the permissible maximum combination mass of such combination shall not exceed 56 000 kilograms.”.

Substitution of regulation 365 of the Regulations

7. The following regulation is hereby substituted for regulation 365 of the Regulations:

“Massload carrying capacity of the road

365. (1) No person shall operate on a public road a motor vehicle or a combination of motor vehicles, the wheels of which are fitted with pneumatic tyres, if—

(a) the wheel massload of wheels—

- (i) which are fitted to a steering axle, exceeds 3 850 kilograms; or
- (ii) which are fitted to axles other than a steering axle, exceeds 4 000 kilograms;

(b) the axle massload of an axle fitted with two or three wheels and—

- (i) which is a steering axle, exceeds 7 700 kilograms; or
- (ii) which is an axle other than a steering axle, exceeds 8 000 kilograms;

(c) the axle massload of an axle fitted with four wheels and—

- (i) which is fitted to a vehicle designed to compact refuse and which is carrying such refuse, exceeds 10 200 kilograms;
- (ii) which is fitted to a breakdown vehicle, exceeds 10 200 kilograms;
- (iii) which is placed in the rear or middle of a bus-train, exceeds 10 200 kilograms;
- (iv) which is fitted to a bus, other than a bus-train, exceeds 10 200 kilograms; or
- (v) which is not mentioned in subparagraphs (i) to (iv), exceeds 9 000 kilograms;

(d) the axle massload of an axle unit which consists of two axles, each of which are fitted with two or three wheels, and—

- (i) which is a steering axle unit, exceeds 15 400 kilograms; or
- (ii) which is an axle unit other than a steering axle unit, exceeds 16 000 kilograms;

(e) the axle massload of an axle unit which consists of two axles, each of which are fitted with four wheels, and—

- (i) which is fitted to a vehicle, except a trailer designed to compact refuse and which is carrying such refuse, exceeds 20 400 kilograms;
- (ii) which is fitted to a breakdown vehicle, exceeds 20 400 kilograms; or
- (iii) which is not mentioned in subparagraphs (i) and (ii), exceeds 18 000 kilograms;

(f) the axle massload of an axle unit which consists of three axles, each of which are fitted with two or three wheels, and—

- (i) which is a steering axle unit, exceeds 23 100 kilograms; or
- (ii) which is an axle unit other than a steering axle unit, exceeds 24 000 kilograms;

(g) the axle massload of an axle unit which consists of three axles, each of which are fitted with four wheels, exceeds 24 000 kilograms.

(2) Notwithstanding the provisions of subregulation (1), three axles which are adjoined more than two comma five metres apart shall, for purposes of this regulation, be deemed to be three single axles.”.

Amendment of regulation 365A of the Regulations

8. Regulation 365A of the Regulations is hereby amended—

(a) by the substitution for subregulation (1) of the following subregulation:

“(1) No person shall operate on a public road a vehicle or combination of vehicles, the wheels of which are fitted with pneumatic tyres, if the total axle massload of any group of axles of such vehicle or combination of vehicles exceeds the mass in kilograms determined by multiplying the dimension of such group measured as referred to in subregulation (3) by 2 100 and adding 18 000.”; and

(b) by the substitution for subregulation (2) of the following subregulation:

“(2) A group of axles referred to in subregulation (1) may comprise any series of axles, but shall not consist of one axle unit referred to in regulation 365 (1)(d), (e), (f) or (g) alone.”.

Information plates on certain vehicles

9. Notwithstanding the provisions of these regulations, the information plates which have already been affixed to vehicles in terms of regulation 369 of the Regulations on the date of coming into operation of these regulations, do not have to reflect the information as determined in that regulation before 31 December 1996.

Short title and commencement

10. These regulations shall be called the Twenty-Fifth Amendment to the Road Traffic Regulations, and shall come into operation on 1 March 1996.

No. R. 228**16 Februarie 1996**

PADVERKEERSWET, 1989 (WET No. 29 VAN 1989)

WYSIGING VAN DIE PADVERKEERSREGULASIES

Die Minister van Vervoer het kragtens artikel 132 van die Padverkeerswet, 1989 (Wet No. 29 van 1989), die regulasies in die Bylae uitgevaardig.

BYLAE**Woordomskrywing**

1. In hierdie Bylae, tensy uit die samehang anders blyk, beteken die uitdrukking “die Regulasies” die regulasies uitgevaardig by Goewermmentskennisgewing No. R. 910 van 26 April 1990, soos gewysig by Goewermmentskennisgewings Nos. R. 1312 van 13 Junie 1990, R. 1954 van 17 Augustus 1990, R. 2066 van 31 Augustus 1990, R. 2982 van 14 Desember 1990, R. 125 van 14 Februarie 1991, R. 1059 van 4 Junie 1991, R. 2694 van 15 November 1991, R. 1695 van 15 Junie 1992, R. 2803 van 1 Oktober 1992, R. 2895 van 8 Oktober 1992, R. 3172 van 20 November 1992, R. 766 van 30 April 1993, R. 1214 van 1 Julie 1993, R. 1767 van 20 September 1993, R. 1878 van 18 Oktober 1993, R. 2448 van 24 Desember 1993, R. 792 van 29 April 1994, R. 1048 van 3 Junie 1994, R. 1081 van 7 Junie 1994, R. 1447 van 26 Augustus 1994, R. 1835 van 28 Oktober 1994, R. 352 van 28 Februarie 1995, R. 926 van 30 Junie 1995, R. 1036 van 14 Julie 1995, R. 1135 van 28 Julie 1995 en R. 1930 van 15 Desember 1995.

Wysiging van regulasie 1 van die Regulasies

2. Regulasie 1 van die Regulasies word hierby gewysig deur na die omskrywing van “stoplamp” die volgende omskrywings in te voeg:

“‘**stuuras**’ beteken ‘n as waarvan die wiele op so ‘n wyse vasgeheg is dat dit die betrokke voertuig in staat stel om daardeur gestuur te word;

‘**stuuraseenheid**’ beteken ‘n aseenheid waarvan die wiele op so ‘n wyse vasgeheg is dat dit die betrokke voertuig in staat stel om daardeur gestuur te word;”.

Wysiging van regulasie 362A van die Regulasies

3. Regulasie 362A van die Regulasies word hierby gewysig deur paragraaf (c) van subregulasie (2) deur die volgende paragraaf te vervang:

“(c) regulasie 365 (1) (a), (b) en (c).”.

Wysiging van regulasie 362B van die Regulasies

4. Regulasie 362B van die Regulasies word hierby gewysig deur paragraaf (c) van subregulasie (2) deur die volgende paragraaf te vervang:

“(c) regulasie 365 (1) (d), (e), (f) en (g).”.

Wysiging van regulasie 362C van die Regulasies

5. Regulasie 362C van die Regulasies word hierby gewysig deur die volgende voorbehoudsbepaling by subregulasie (2) na paragraaf (e) by te voeg:

“: Met dien verstande dat die toelaatbare maksimum voertuigmassa van sodanige voertuig nie 56 000 kilogram oorskry nie.”.

Wysiging van regulasie 362D van die Regulasies

6. Regulasie 362D van die Regulasies word hierby gewysig deur die volgende voorbehoudsbepaling by subregulasie (2) na paragraaf (e) by te voeg:

“: Met dien verstande dat die toelaatbare maksimum kombinasiemassa van sodanige kombinasie nie 56 000 kilogram oorskry nie.”.

Vervanging van regulasie 365 van die Regulasies

7. Regulasie 365 van die Regulasies word hierby deur die volgende regulasie vervang:

“Massalas dra vermoë van die pad

365. (1) Niemand mag 'n motorvoertuig of 'n kombinasie van motorvoertuie op 'n openbare pad gebruik nie, waarvan die wiele met lugbande toegerus is, indien—

(a) die wielmassalas van wiele—

- (i) waarmee 'n stuuras toegerus is, 3 850 kilogram oorskry; of
- (ii) waarmee 'n as, uitgesonderd 'n stuuras, toegerus is, 4 000 kilogram oorskry;

(b) die asmassalas van 'n as wat met twee of drie wiele toegerus is en—

- (i) wat 'n stuuras is, 7 700 kilogram oorskry; of
- (ii) wat 'n as, uitgesonderd 'n stuuras, is, 8 000 kilogram oorskry;

(c) die asmassalas van 'n as wat met vier wiele toegerus is, en—

- (i) waarmee 'n voertuig, uitgesonderd 'n sleepwa wat ontwerp is om vullis saam te pers en wat sodanige vullis vervoer, toegerus is, 10 200 kilogram oorskry;
- (ii) waarmee 'n teëspoedwa toegerus is, 10 200 kilogram oorskry;
- (iii) wat agter of in die middel van 'n bustrein geplaas is, 10 200 kilogram oorskry;
- (iv) waarmee 'n bus, uitgesonderd 'n bustrein, toegerus is, 10 200 kilogram oorskry; of
- (v) wat nie in paragrafe (i) tot (iv), vermeld word nie, 9 000 kilogram oorskry;

(d) die asmassalas van 'n aseenhed wat uit twee asse bestaan, elk waarvan toegerus is met twee of drie wiele, en—

- (i) wat 'n stuuraseenhed is, 15 400 kilogram oorskry; of
- (ii) wat 'n aseenhed, uitgesonderd 'n stuuraseenhed, is, 16 000 kilogram oorskry;

(e) die asmassalas van 'n aseenhed wat uit twee asse bestaan, elk waarvan toegerus is met vier wiele, en—

- (i) waarmee 'n voertuig wat ontwerp is om vullis saam te pers en wat sodanige vullis vervoer, toegerus is, 20 400 kilogram oorskry;
- (ii) waarmee 'n teëspoedwa toegerus is, 20 400 kilogram oorskry; of
- (iii) wat nie in paragrafe (i) en (ii) vermeld word nie, 18 000 kilogram oorskry;

(f) die asmassalas van 'n aseenhed wat uit drie asse bestaan, elk waarvan toegerus is met twee of drie wiele, en—

- (i) wat 'n stuuraseenhed, is, 23 100 kilogram oorskry; of
- (ii) wat 'n aseenhed, uitgesonderd 'n stuuraseenhed, is, 24 000 kilogram oorskry;

(g) die asmassalas van 'n aseenhed wat bestaan uit drie asse, elk waarvan toegerus is met vier wiele, 24 000 kilogram oorskry.

(2) Ondanks die bepalings van subregulasie (1), word drie asse wat meer as twee komma vyf meter van mekaar af vasgeheg is, vir doeleindes van hierdie regulasie, geag drie afsonderlike asse te wees.”.

Wysiging van regulasie 365A van die Regulasies

8. Regulasie 365A van die Regulasies word hierby gewysig—

(a) deur subregulasie (1) deur die volgende subregulasie te vervang:

“(1) Niemand gebruik op 'n openbare pad 'n voertuig of kombinasie van voertuie, waarvan die wiele van lugbande voorsien is, indien die totale asmassalas van enige groep asse van sodanige voertuig of kombinasie van voertuie, die massa in kilogram, bepaal deur die vermenigvuldiging van die afmeting van sodanige groep, gemeet soos bedoel in subregulasie (3), met 2 100 en 18 000 daarby te tel.”; en

(b) deur subregulasie (2) deur die volgende subregulasie te vervang:

"(2) 'n Groep asse soos bedoel in subregulasie (1) kan bestaan uit enige reeks asse, maar mag nie uit 'n aseenhed soos bedoel in regulasie 36 (1) (d), (e), (f) of (g) alleen bestaan nie."

Inligtingsplate vir sekere voertuie

9. Ondanks die bepalings van hierdie regulasies, hoef die inligtingsplate wat alreeds aan voertuie ingevolge regulasie 369 van die Regulasies aangeheg is op die datum van inwerkingtreding van hierdie regulasies, nie die inligting soos bepaal in daardie regulasie voor 31 Desember 1996 te weerspieël nie.

Kort titel en inwerkingtreding

10. Hierdie regulasies heet die Vyf-en-twintigste Wysiging van die Padverkeersregulasies, en tree op 1 Maart 1996 in werking.

DEPARTMENT OF SAFETY AND SECURITY DEPARTEMENT VAN VEILIGHEID EN SEKURITEIT

No. R. 237

16 February 1996

REGULATIONS FOR THE SECRETARIAT FOR SAFETY AND SECURITY

The Minister of Safety and Security has, under section 3 (3), read with section 3 (4), of the South African Police Service Act, 1995 (Act No. 68 of 1995), made the regulation contained in the Schedule hereto.

F. S. MUFAMADI

Minister of Safety and Security

SCHEDULE

REGULATIONS FOR THE SECRETARIAT FOR SAFETY AND SECURITY

APPOINTMENT CERTIFICATE

"1. For the purpose of subsection (3) of section 4 of the Act a certificate of appointment in the form contained in Schedule A with the person's photo affixed thereto, shall be issued to every member of the personnel of the secretariat and such certificate may be replaced as often as the Secretary may deem necessary.

SCHEDULE A

SECRETARIAT FOR SAFETY AND SECURITY

APPOINTMENT CERTIFICATE

Section 3, Act 68/1995

It is hereby certified that
with ID has on
been appointed as a member of the
Secretariat for Safety and Security and holds the position of since

Signed on at

SECRETARY: SECRETARIAT FOR SAFETY AND SECURITY."

No. R. 237

16 Februarie 1996

REGULASIES VIR DIE SEKRETARIAAT VIR VEILIGHEID EN SEKURITEIT

Die Minister van Veiligheid en Sekuriteit het kragtens artikel 3 (3), gelees met artikel 3 (4), van die Wet op die Suid-Afrikaanse Polisiediens, 1995 (Wet No. 68 van 1995), die regulasie in die Bylae uitgevaardig.

F. S. MUFAMADI

Minister van Veiligheid en Sekuriteit

BYLAE

REGULASIES VIR DIE SEKRETARIAAT VIR VEILIGHEID EN SEKURITEIT

AANSTELLINGCERTIFIKAAT

"1. Vir die toepassing van subartikel (3) van artikel 4 van die Wet word 'n aanstellingcertifikaat, in die vorm vervat in Bylae A met die persoon se foto daarop aangebring, aan elke lid van die personeel van die sekretariaat uitgereik en so 'n sertifikaat kan so dikwels vervang word as wat die Sekretaris nodig ag.

BYLAE A**SEKRETARIAAT VIR VEILIGHEID EN SEKURITEIT****AANSTELLINGSERTIFIKAAT**

Artikel 3, Wet 68/1995

Hierby word gesertifiseer dat
met ID op
aangestel is as lid van die
Sekretariaat vir Veiligheid en Sekuriteit en die pos van sedert
beklee.

Geteken op te

SEKRETARIS: SEKRETARIAAT VIR VEILIGHEID EN SEKURITEIT."

IMPORTANT ANNOUNCEMENT

Closing times **PRIOR TO PUBLIC HOLIDAYS** for LEGAL NOTICES 1996 GOVERNMENT NOTICES 1996

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

- ▶ **14 March**, Thursday, for the issue of Friday **22 March**
- ▶ **28 March**, Thursday, for the issue of Thursday **4 April**
- ▶ **3 April**, Wednesday, for the issue of Friday **12 April**
- ▶ **25 April**, Thursday, for the issue of Friday **3 May**
- ▶ **13 June**, Thursday, for the issue of Friday **21 June**
- ▶ **1 August**, Thursday, for the issue of Thursday **8 August**
- ▶ **19 September**, Thursday, for the issue of Friday **27 September**
- ▶ **12 December**, Thursday, for the issue of Friday **20 December**
- ▶ **17 December**, Wednesday, for the issue of Friday **27 December**

Late notices will be published in the subsequent issue, if under special circumstances, a late notice is being 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

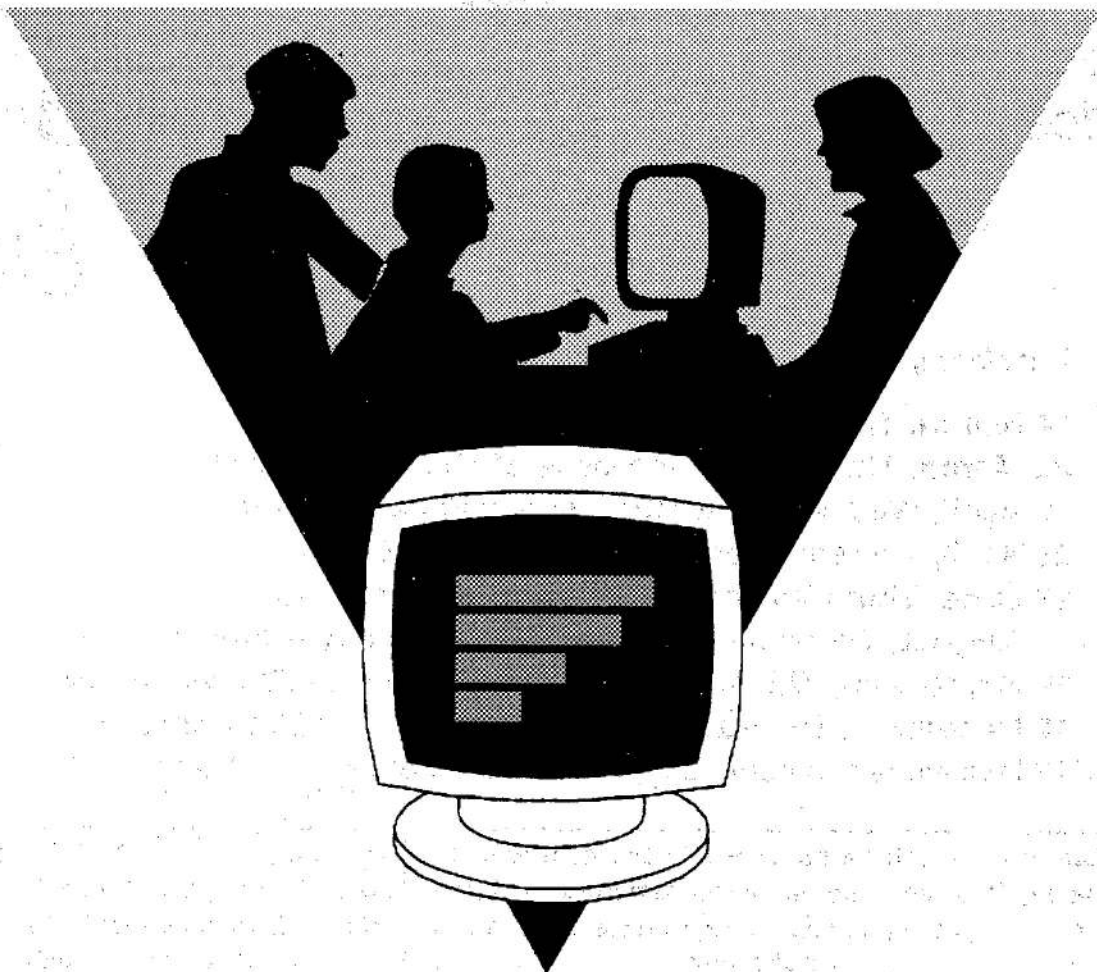
Sluitingstye **VOOR VAKANSIEDAE** vir WETLIKE KENNISGEWINGS 1996 GOEWERMENTSKENNISGEWINGS 1996

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

- ▶ **14 Maart**, Donderdag, vir die uitgawe van Vrydag **22 Maart**
- ▶ **28 Maart**, Donderdag, vir die uitgawe van Donderdag **4 April**
- ▶ **3 April**, Woensdag, vir die uitgawe van Vrydag **12 April**
- ▶ **25 April**, Donderdag, vir die uitgawe van Vrydag **3 Mei**
- ▶ **13 Junie**, Donderdag, vir die uitgawe van Vrydag **21 Junie**
- ▶ **1 Augustus**, Donderdag, vir die uitgawe van Donderdag **8 Augustus**
- ▶ **19 September**, Donderdag, vir die uitgawe van Vrydag **27 September**
- ▶ **12 Desember**, Donderdag, vir die uitgawe van Vrydag **20 Desember**
- ▶ **17 Desember**, Woensdag, vir die uitgawe van Vrydag **27 Desember**

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



Electronic Government Gazette

- ✓ Online version of the Gazette dating back to January 1994
- ✓ Available via a number of public electronic networks including Internet, Easy Access and Beltel
- ✓ Information available within two working days of publication
- ✓ Flexible tariff structure - various options to suit individual needs

Why an Electronic Government Gazette?

- ✓ Eliminate unnecessary paper storage and wading through stacks of paper copies
- ✓ Provides immediate access to the information you are looking for - search by topic or notice type
- ✓ User friendly application - quick and effective with context sensitive online help



Contact Details:

Tel: (012) 663-6873

Tel: (012) 663-4954

E-mail:

gentel@info1.sabinet.co.za

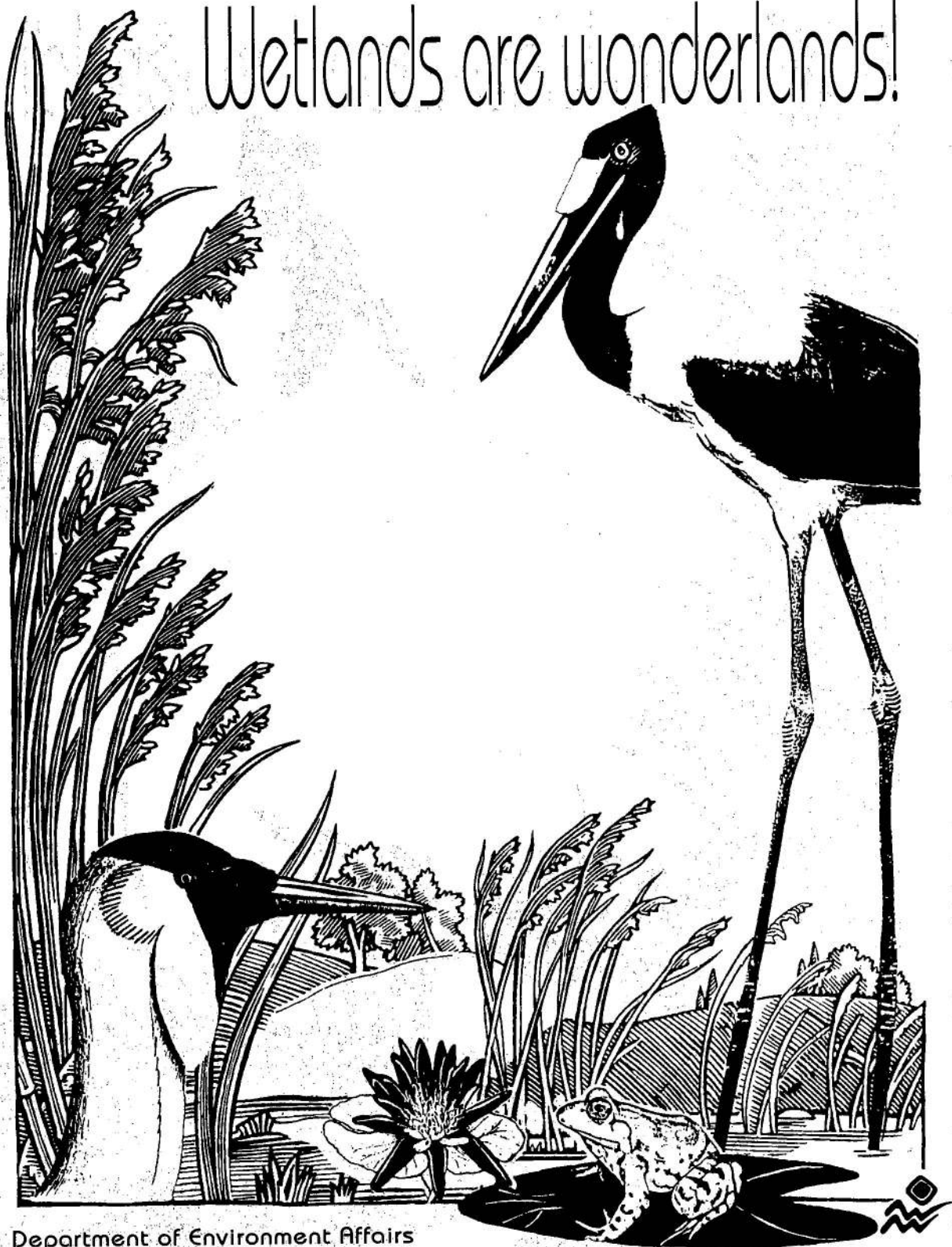


A joint venture between GENTEL and SABINET





Wetlands are wonderlands!



Department of Environment Affairs

Vleiland-wonderwêreld!



Departement van Omgewingsake

CONTENTS

INHOUD

No.	Page No.	Gazette No.	No.	Bladsy No.	Koerant No.
GOVERNMENT NOTICES			GOEWERMENSKENNISGEWINGS		
Finance, Department of			Arbeid, Departement van		
<i>Government Notices</i>			<i>Goewermentskennisgewings</i>		
R. 210 Customs and Excise Act (91/1964): Amendment of Schedule No. 4 (No. 4/186)	1	16980	R. 208 Wet op Mannekrasopleiding (56/1981): Vakleerlingopleidingsraad vir Plaaslike Owerhede: Aanwysing van ambagte en voorskrywing van leervooraardes	6	16980
R. 211 do.: Amendment of Schedule No. 6 (No. 6/81)	2	16980	R. 209 do.: Opleidingsraad vir Ambagslui in die Suikermeulenaars- en raffineringstrywerheid: aanwysing van 'n ambag en wysiging van leervooraardes	7	16980
Health, Department of			R. 271 Wet op Arbeidsverhoudinge (28/1956): Diamantslypnywerheid van Suid-Afrika: Hernuwing van Siektebystandsfonds-ooreenkoms	8	16980
<i>Government Notice</i>			R. 272 do.: do.: Hernuwing van Werkloosheidsbystandsfondsooreenkoms	8	16980
R. 270 Medicines and Related Substances Control Act (101/1965): Regulations: Amendment: Fees payable	3	16980	R. 273 do.: do.: Hernuwing van Siektebesoldigingsfondsooreenkoms	9	16980
Labour, Department of			R. 274 do.: Meubelnywerheid, Grens: Hernuwing van Hoofdooreenkoms	9	16980
<i>Government Notices</i>			R. 275 do.: do.: Hernuwing van Voorsorgfondsooreenkoms	10	16980
R. 208 Manpower Training Act (56/1981): Apprentice Training Board for Local Authorities: Designation of trades and prescription of conditions of apprenticeship	5	16980	R. 276 do.: do.: Hernuwing van Siektebystandsverenigingsooreenkoms	10	16980
R. 209 do.: Sugar Milling and Refining Industry Artisan Training Board: Designation of trade and amendment of conditions of apprenticeship	6	16980	R. 277 do.: Drank-, Verversings- en Akkommodasiebedryf, Suidkus, Natal: Hernuwing van Voorsorgfondsooreenkoms	11	16980
R. 271 Labour Relations Act (28/1956): Diamond Cutting Industry of South Africa: Renewal of Sick Benefit Fund Agreement	8	16980	R. 278 do.: do.: Hernuwing van Hoofdooreenkoms	11	16980
R. 272 do.: do.: Renewal of Unemployment Benefit Fund Agreement	8	16980	Finansies, Departement van		
R. 273 do.: do.: Renewal of Sick Pay Fund Agreement	8	16980	<i>Goewermentskennisgewings</i>		
R. 274 do.: Furniture Manufacturing Industry, Border: Renewal of Main Agreement	9	16980	R. 210 Doeane- en Aksynswet (91/1964): Wysiging van Bylae No. 4 (No. 4/186)	2	16980
R. 275 do.: do.: Renewal of Provident Fund Agreement	9	16980	R. 211 do.: Wysiging van Bylae No. 6 (No. 6/81)	3	16980
R. 276 do.: do.: Renewal of Sick Benefit Society Agreement	10	16980	Gesondheid, Departement van		
R. 277 do.: Liquor, Catering and Accommodation Trades, South Coast, Natal: Renewal of Provident Fund Agreement	10	16980	<i>Goewermentskennisgewing</i>		
R. 278 do.: do.: Renewal of Main Agreement	11	16980	R. 270 Wet op die Beheer van Medisyne en Verwante Stowwe (101/1965): Regulasies: Wysiging: Gelde betaalbaar	4	16980
Trade and Industry, Department of			Handel en Nywerheid, Departement van		
<i>Government Notice</i>			<i>Goewermentskennisgewing</i>		
R. 229 Standards Act (29/1993): Compulsory specification for replacement brake friction components for road vehicles of categories O ₁ , O ₂ , O ₃ and O ₄	11	16980	R. 229 Wet op Standaard (29/1993): Verpligte spesifikasie vir vervangingsremwryfkomponente vir padvoertuie van kategorie O ₁ , O ₂ , O ₃ en O ₄	16	16980
Safety and Security, Department of			Veiligheid en Sekuriteit, Departement van		
<i>Government Notice</i>			<i>Goewermentskennisgewing</i>		
R. 237 South African Police Service Act (68/1995): Regulations: Secretariat for Safety and Security	24	16980	R. 237 Wet op die Suid-Afrikaanse Polisiediens (68/1995): Regulasies: Sekretariaat vir Veiligheid en Sekuriteit	24	16980
Transport, Department of			Vervoer, Departement van		
<i>Government Notice</i>			<i>Goewermentskennisgewing</i>		
R. 228 Road Traffic Act (29/1989): Amendment: Road Traffic Regulations	20	16980	R. 228 Padverkeerswet (29/1989): Wysiging: Padverkeerregulasies	22	16980