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GOVERNMENT NOTICES GOEWERMENTSKENNISGEWINGS

DEPARTMENT OF AGRICULTURE DEPARTMENT VAN LANDBOU

No. R. 453

3 April 1998

MARKETING OF AGRICULTURAL PRODUCTS ACT, 1996 (ACT No. 47 OF 1996)

WINTER CEREAL SCHEME: AMENDMENT

I, Derek André Hanekom, Minister of Agriculture, acting under section 27 (2) (c) of the Marketing of Agricultural Products Act, 1996 (Act No. 47 of 1996), hereby—

(a) publish the amendment set out in the Schedule, of the Winter Cereal Scheme published by Proclamation No. R. 162 of 1974, as amended; and

(b) declare that the said amendment shall come into operation on the date of the publication hereof.

D. A. HANEKOM

Minister of Agriculture

SCHEDULE

Definitions

1. Any word or expression in this Schedule to which a meaning has been assigned in the Scheme shall have that meaning, and "the Scheme" means the Winter Cereal Scheme published by Proclamation No. R. 162 of 1974, as amended by Proclamation Nos. R. 188 of 1974, R. 1 of 1978, R. 136 of 1978, R. 124 of 1979 and R. 162 of 1980 and Government Notices Nos. R. 1469 of 11 July 1986, R. 2312 of 7 November 1986, R. 1105 of 22 May 1987 (as corrected by Government Notice No. R. 1246 of 5 June 1987), R. 2216 of 2 October 1987, R. 2533 of 13 November 1987, R. 1934 of 23 September 1988, R. 1730 of 11 August 1989, R. 2206 of 13 October 1989, R. 89 of 19 January 1990, R. 1621 of 12 July 1991, R. 661 of 28 February 1992, R. 1367 of 15 May 1992, R. 2021 of 25 November 1994 and R. 1939 of 22 December 1995.

Insertion of section 31A

2. The following section is hereby inserted after section 31:

"Auditing of financial statements"

31A. The Board shall cause proper records of all its transactions to be kept and such records shall be audited within six months of the end of each financial year by the Auditor-General."

No. R. 453**3 April 1998**

WET OP BEMARKING VAN LANDBOUPRODUKTE, 1996 (WET No. 47 VAN 1996)

WINTERGRAANSKEMA: WYSIGING

Ek, Derek André Hanekom, Minister van Landbou, handelende kragtens artikel 27 (2) (c) van die Wet op Bemarking van Landbouprodukte, 1996 (Wet No. 47 van 1996)—

- (a) publiseer hierby die wysiging in die Bylae uiteengesit, van die Wintergraanskema gepubliseer by Proklamasie No. R. 162 van 1974, soos gewysig; en
- (b) verklaar hierby dat genoemde wysiging op die datum van publikasie hiervan in werking tree.

D. A. HANEKOM**Minister van Landbou****BYLAE****Woordomskrywing**

1. In hierdie Bylae het enige woord of uitdrukking waaraan 'n betekenis in die Skema geheg is, daardie betekenis, en beteken "die Skema" die Wintergraanskema gepubliseer by Proklamasie No. R. 162 van 1974, soos gewysig deur Proklamasies Nos. R. 188 van 1974, R. 1 van 1978, R. 136 van 1978, R. 124 van 1979 en R. 162 van 1980 en Goewermentskennisgewings Nos. R. 1469 van 11 Julie 1986, R. 2312 van 7 November 1986, R. 1105 van 22 Mei 1987 (soos verbeter by Goewermentskennisgewing No. R. 1246 van 5 Junie 1987), R. 2216 van 2 Oktober 1987, R. 2533 van 13 November 1987, R. 1934 van 23 September 1988, R. 1730 van 11 Augustus 1989, R. 2206 van 13 Oktober 1989, R. 89 van 19 Januarie 1990, R. 1621 van 12 Julie 1991, R. 661 van 28 Februarie 1992, R. 1367 van 15 Mei 1992, R. 2021 van 25 November 1994 en R. 1939 van 22 Desember 1995.

Invoeging van artikel 31A

2. Die volgende artikel word hierby na artikel 31 ingevoeg:

"Ouditering van finansiële state"

31A. Die Raad sal behoorlike rekords van al sy transaksies hou en sodanige rekords sal binne ses maande na die einde van elke finansiële jaar deur die Ouditeur-generaal geouditeer word."

No. R. 454**3 April 1998**

MARKETING OF AGRICULTURAL PRODUCTS ACT, 1996 (ACT No. 47 OF 1996)

ESTABLISHMENT OF STATUTORY MEASURE: REGISTRATION RELATING TO OILSEEDS

I, Derek André Hanekom, Minister of Agriculture, acting under sections 13 and 19 of the Marketing of Agricultural Products Act, 1996 (Act No. 47 of 1996), hereby establish the statutory measure set out in the Schedule.

D. A. HANEKOM**Minister of Agriculture****SCHEDULE****Definitions**

1. In this Schedule any word or expression to which a meaning has been assigned in the Act shall have that meaning, and unless the context otherwise indicates—

"canola" means the seed of the rapeseed plant *Brassicca Napus* and *B. campestris*;

"groundnuts" means the underground fruit of the groundnut plant *Arachis hypogaeae*; whether shelled or unshelled;

"oilseeds" means canola, groundnuts, soya beans, kor sunflower seed;

"processor" means any person who processes oilseeds for the purpose of manufacturing products for the purpose of the sale of the resulting products;

"purchaser" means any person who purchases oilseeds directly from the producer thereof, and also means a trader;

"SAGIS" means the South African Grain Information Service, an association not for gain incorporated under section 21 of the Companies Act, 1973 (Act No. 61 of 1973);

"soya beans" means the seed of the soya bean plant, *Glycine soya*;

"sunflower seed" means the seed of the sunflower plant *Helianthus annuus*;

"trader" means any person who handles oilseeds in the process of trade; and

"the Act" means the Marketing of Agricultural Products Act, 1996 (Act No. 47 of 1996).

Purpose and aims of statutory measure and the relation thereof to objectives to the Act

2. The purpose and aims statutory measure are to compel processors and purchaser of oilseeds to register with SAGIS. Registration is necessary to assist SAGIS in ensuring that continuous, timeous and accurate marked information relating to oilseeds is made available to all roleplayers. Marked information is deemed essential for all roleplayers in a deregulated market, in order for them to be able to make informed decisions. By combining the compulsory registration with the furnishing of monthly returns on an individual basis, marked information for the whole of the country can be processed and disseminated.

The establishment of this statutory measure will not only assist in enhancing market access for all market participants but should also assist in promoting the efficiency of the marketing of oilseeds. The viability of the oilseeds industry will thus be enhanced.

This statutory measure will be administered by SAGIS, a company incorporated under section 21 of the Companies Act, 1973 (Act No. 61 of 1973). SAGIS was specifically established for the purpose of registration and information gathering, collation and distribution in respect of the various grain and oilseed industries in South Africa.

Product to which statutory measure applies

3. This statutory measure shall apply to oilseeds.

Area in which statutory measure applies

4. This statutory measure shall apply within the geographical area of the Republic of South Africa.

Registration of purchaser and processors of oilseeds

5. (1) All purchasers and processors of oilseeds shall register as such with SAGIS in the manner set out in clause 6.

(2) An application for registration in terms of subclause (1) shall be made within 30 days from the date of commencement of this statutory measure and, in the case of a person becoming a processor or purchaser after such date of commencement, within 30 days of him or her becoming a purchaser or a processor.

(3) Upon registration a certificate of registration shall be issued to the applicant.

(4) A registration certificate issued in terms of subclause (3) shall lapse—

- (a) after a period of two years from the date of issue thereof; or
- (b) upon the cancellation thereof in terms of subclause (6).

(5) (a) An application for continued registration shall be lodged at least 30 days before the termination date referred to in subclause (4) (a).

(b) The provisions of clause 6 shall *mutatis mutandis* apply to an application for continued registration.

(6) Each processor and each purchaser shall within 30 days of ceasing to be a processor or purchaser notify SAGIS in writing thereof, whereupon his or her registration shall be cancelled.

Application for registration as processor or purchaser

6. (1) Application for registration in terms of clause 5 shall be made on the application form, copies of which are obtainable free of charge from SAGIS.

(2) The application form shall be completed in ink, signed by a person duly authorised thereto and shall be accompanied by the substantiating documentation specified in the form.

(3) The application form shall—

- (a) when forwarded by post, be addressed to—

The Director: SAGIS
P.O. Box 669
PRETORIA
0001; or

- (b) when delivered by hand, be delivered to—

The Director: SAGIS
Maize Board Building
503 Belvedere Street
Arcadia
PRETORIA.

Commencement and period of validity

7. This statutory measure shall come into operation on the date of publication hereof and shall lapse on 28 February 2002.

No. R. 454

3 April 1998

WET OP DIE BEMARKING VAN LANDBOUPRODUKTE, 1996 (WET No. 47 VAN 1996)

INSTELLING VAN STATUTÊRE MAATREËL: REGISTRASIE MET BETREKKING TOT OLIESADE

Ek, Derek André Hanekom, Minister van Landbou, handelende kragtens artikels 13 en 19 van die Wet op die Bemaking van Landbouprodukte, 1996 (Wet No. 47 van 1996), stel hiermee die statutêre maatreël in die Bylae uiteengesit, in.

D. A. HANEKOM

Minister van Landbou

BYLAE**Woordomskrywing**

1. In hierdie Bylae het enige woord of uitdrukking waaraan 'n betekenis in die Wet geheg is, daardie betekenis en, tensy uit die samehang anders blyk, beteken—

“canola” die saad van die raapsaad plant *Brassica Napus* en *B. capestris*;

“die Wet” die Wet op die Bemaking van Landbouprodukte, 1996 (Wet No. 47 van 1996);

“grondbone” die ondergrondse vrug van die grondboonplant *Arachis hypogaeae*, gedop of ongedop;

“handelaar” ’n persoon wat met oliesade as ’n besigheid handel;

“koper” ’n persoon wat oliesade direk van die produsent daarvan aankoop, en word ook geag as handelaar;

“oliesade” canola, grondbone, soja bone of sonneblomsaad;

“SAGIS” die Suid-Afrikaanse Graaninligtingsdiens, ’n vereniging sonder winsoogmerk ingelyf kragtens artikel 21 van die Maatskappywet, 1973 (Wet No. 61 van 1973);

“soja bone” die saad van die soja boon plant, *Glycine soya*;

“sonneblomsaad” die saad van die sonneblomplant *Helianthus annuus*; en

“verwerker” ’n persoon wat oliesade verwerk vir die vervaardiging van oliesadeprodukte met die doel om die resulterende produkte te verkoop.

Oogmerk en doelwitte van statutêre maatreël en die verband daarvan met die oogmerke van die Wet

2. Die oogmerk en doelwitte van hierdie statutêre maatreël is om verwerkers en kopers van oliesade te verplig om by SAGIS te registreer. Registrasie is nodig om SAGIS te help om te verseker dat deurlopende, tydige en akkurate markinligting aangaande oliesade vir alle rolspelers beskikbaar gestel word. Markinligting word noodsaaklik geag vir alle rolspelers in ’n gedereguleerde mark ten einde hulle in staat te stel om ingeligte besluite te kan neem. Deur die kombinerende verpligte registrasie met die verskaffing van maandelikse opgawes op ’n individuele basis, kan markinligting vir die hele land verwerk en versprei word.

Die instelling van hierdie statutêre maatreël sal nie slegs help om marktoegang vir alle markdeelnemers te verbeter nie, maar behoort ook te help om die doeltreffendheid van die bemaking van oliesade te bevorder. Die lewensvatbaarheid van die oliesadebedryf word sodoende bevorder.

Hierdie statutêre maatreël sal geadministreer word deur SAGIS, ’n maatskappy geïnkorporeer ingevolge artikel 21 van die Maatskappywet, 1973 (Wet No. 61 van 1973). SAGIS is spesifiek gestig vir die doel van registrasie en inligtingversameling, -sortering en -verspreiding met betrekking tot die verskillende graan- en oliesaadbedrywe in Suid-Afrika.

Produk waarop statutêre maatreël van toepassing is

3. Hierdie statutêre maatreël is op oliesade van toepassing.

Gebied waarin statutêre maatreël van toepassing is

4. Hierdie statutêre maatreël is in die geografiese gebied van die Republiek van Suid-Afrika van toepassing.

Registrasie van kopers en verwerkers van oliesade

5. (1) Alle kopers en verwerkers van oliesade moet as sulks registreer by SAGIS op die wyse in klousule 6 uiteengesit.

(2) ’n Aansoek om registrasie ingevolge subklousule (1) moet binne 30 dae na die datum van inwerkingtreding van hierdie statutêre maatreël gedoen word en, in die geval van ’n persoon wat ’n verwerker of koper word na sodanige datum van inwerkingtreding, binne 30 dae nadat hy of sy ’n verwerker of koper geword het.

(3) By registrasie word ’n sertifikaat van registrasie aan die applikant uitgereik.

(4) ’n Registrasiesertifikaat ingevolge subklousule (3) uitgereik, verval—

(a) na ’n tydperk van twee jaar vanaf die datum van uitreiking daarvan; of

(b) wanneer dit gekanselleer word ooreenkomstig subklousule (6).

(5) (a) ’n Aansoek om voortgesette registrasie moet minstens 30 dae voor die vervaldatum ingevolge subklousule (4) ingedien word.

(b) Die bepalings van klousule 6 is *mutatis mutandis* van toepassing op ’n aansoek om voortgesette registrasie.

(6) Elke koper en elke verwerker moet SAGIS binne 30 dae nadat hy of sy ophou om 'n verwerker of koper te wees skriftelik daarvan in kennis stel, waarop sy of haar registrasie gekanselleer word.

Aansoek om registrasie as koper of verwerker

6. (1) Aansoek om registrasie ingevolge klousule 5 moet gedoen word op die aansoekvorm, afskrifte van welke aansoekvorm gratis van SAGIS verkrygbaar is.

(2) Die aansoekvorm moet in ink ingevul word, onderteken word deur 'n persoon wat behoorlik daartoe gemagtig is en moet vergesel word deur die stawende dokumentasie in die vorm gespesifiseer.

(3) Die aansoekvorm moet—

(a) wanneer dit per pos gestuur word, geadresseer wees aan—

**Die Direkteur: SAGIS
Posbus 669
PRETORIA
0001; of**

(b) wanneer per hand afgelewer, afgelewer word by—

**Die Direkteur: SAGIS
Mielieraadgebou
Belvederestraat 503
Arcadia
PRETORIA.**

Inwerkingtreding en tydperk van geldigheid

7. Hierdie statutêre maatreël tree in werking op die datum van publikasie hiervan en verval op 28 Februarie 2002.

No. R. 455

3 April 1998

MARKETING OF AGRICULTURAL PRODUCTS ACT, 1996 (ACT No. 47 OF 1996)

ESTABLISHMENT OF STATUTORY MEASURE: RECORDS AND RETURNS RELATING TO OILSEEDS

I, Derek André Hanekom, Minister of Agriculture, acting under sections 13 and 18 of the Marketing of Agricultural Products, 1996 (Act No. 47 of 1996), hereby establish the statutory measure set out in the Schedule.

D. A. HANEKOM

Minister of Agriculture

SCHEDULE

Definitions

1. In this Schedule any word or expression to which a meaning has been assigned in the Act shall have meaning, and unless the context otherwise indicates—

“**canola**” means the seed of the rapeseed plant *Brassicca Napus* and *B. campestris*;

“**exporter**” means any person who exports oilseeds from the Republic of South Africa, and is also regarded as trader;

“**groundnuts**” means the underground fruit of the groundnut plant *Arachis hypogaeae*, whether shelled or unshelled;

“**importer**” means any person who imports oilseeds into the Republic of South Africa, and is also regarded as trader;

“**oilseeds**” means canola, groundnuts, soya beans or sunflower seed;

“**own premises**” means premises of which the person referred to is the owner, lessee, or otherwise have the control of and, where such person has more than one such premises, includes all such premises;

“**processor**” means any person who processes oilseeds for the purpose of manufacturing oilseeds products, for the purpose of the sale of the resulting products;

“**producer**” means any person concerned in the production of oilseeds;

“**purchase**” means every purchase of oilseeds by the buyer where the oilseeds has been delivered in terms of a contract between the seller and the buyer, irrespective of whether the oilseeds has been thus delivered to the buyer's own premises or to the premises of other persons;

“**purchaser**” means any person who purchases oilseeds directly from the producer thereof, and also means a trader;

“**SAGIS**” means the South African Grain Information Service, an association not for gain incorporated under section 21 of the Companies Act, 1973 (Act No. 61 of 1973);

“**soya beans**” means the seed of the soya bean plant, *Glycine soya*;

“**storer**” means any person who stores oilseeds, excluding the producer of those oilseeds;

“**sunflower seed**” means the seed of the sunflower plant *Helianthus annuus*;

“**trader**” means any person who handles oilseeds in the process of trade; and

“**the Act**” means the Marketing of Agricultural Products Act, 1996 (Act No. 47 of 1996).

Purpose and aims of statutory measure and the relation thereof to objectives of the Act

2. The purpose and aims of this statutory measure are, to compell traders and processors of oilseeds to keep record and furnish returns to SAGIS. This is deemed necessary to ensure that continuous, timeous and accurate market information relating to oilseeds is made available for all roleplayers. Information gathered by SAGIS from the records and returns will be freely distributed to the market place. Market information is deemed essential for all roleplayers in a deregulated market, in order for them to be able to make informed decisions. By the compulsory furnishing of monthly returns on an individual basis, market information for the whole of the country can be processed and disseminated.

The establishment of this statutory measure will not only enhance market access for all market participants but should also promote the efficiency of the marketing of oilseeds. Furthermore, proper market information will enhance the viability of the oilseeds industry and the agricultural sector at large.

This statutory measure will be administered by SAGIS, a company incorporated under section 21 of the Companies Act, 1973 (Act No. 61 of 1973). SAGIS was specifically established for the purpose of information gathering, collation and distribution in respect of the various grain and oilseeds industries in South Africa.

It is envisaged that SAGIS will distribute macro generic market information to the oilseeds industry and other interested parties on a monthly basis. This information will be obtained from the returns rendered to SAGIS on a national basis. The information will be made known in a manner suitable to reach the majority of the role-players in the oilseeds industry.

Product to which statutory measure applies

3. This statutory measure shall apply to oilseeds.

Area in which statutory measure applies

4. This statutory measure shall apply within the geographical area of the Republic of South Africa.

Records to be kept by traders, processors and storers of oilseeds

5. (1) Each trader, processor and storer of oilseeds shall keep the following records with regard to oilseeds that he or she has in his or her possession or under his or her control:

- (a) The opening stock of oilseeds physically on his or her own premises at the beginning of each calendar month;
- (b) the quantity of oilseeds purchased by him or her from producers thereof during each calendar month;
- (c) the quantity of oilseeds purchased by him or her from other persons than the producers thereof during each calendar month;
- (d) in respect of the purchases in (b) and (c) above, the quantity of each that was purchased on his or her own premises and the quantity of each that was purchased on other persons' premises;
- (e) the quantity of oilseeds owned by him or her that was transferred from other persons' premises to his or her own premises during each calendar month;
- (f) the quantity of oilseeds owned by him or her that was transferred from his or her own premises to other persons' premises during each calendar month;
- (g) the quantity of oilseeds imported by him or her during each calendar month: Provided that separate records shall be kept for—
 - (i) imports from Africa-countries;
 - (ii) imports from overseas;
 - (iii) imports received on his or her own premises; and
 - (iv) imports received on other persons' premises;
- (h) the quantity of oilseeds owned by him or her processed into oilseeds products for the domestic market on his or her own premises during each calendar month: Provided that separate records shall be kept for oilseeds products intended for—
 - (i) oil and oilcake;
 - (ii) for human consumption;
 - (iii) processed full-fat soya; and
 - (iv) peanut butter market;
- (i) the quantity of oilseeds owned by him or her sold and delivered to the domestic market during each calendar month: Provided that separate records shall be kept for—
 - (i) sales delivered from his or her own premises;
 - (ii) sales delivered from other persons' premises;
 - (iii) sales delivered to trade;
 - (iv) sales delivered for planting purposes; and
 - (v) sales delivered for human consumption;

- (j) the quantity of oilseeds owned by him or her exported during each calendar month: Provided that separate records shall be kept for—
 - (i) exports from his or her own premises;
 - (ii) exports from other persons' premises;
 - (iii) exports to Africa-countries; and
 - (iv) exports overseas;
- (k) the quantity of oilseeds owned by him or her processed into oilseeds products for export purposes during each calendar month: Provided that separate records shall be kept for—
 - (i) oilseeds processed on his or her own premises;
 - (ii) oilseeds processed on other persons' premises;
 - (iii) oilseeds products intended for export to Africa-countries; and
 - (iv) oilseeds products intended for export overseas;
- (l) the quantity of oilseeds owned by him or her physically in stock at his or her own premises at the end of each calendar month and the quantity of his or her own oilseeds physically in stock at other persons' premises at the end of each calendar month;
- (m) the quantity of oilseeds physically stored on his or her own premises on behalf of the producers thereof at the end of each calendar month: Provided that separate records shall be kept for—
 - (i) oilseeds stored for the producer's own account; and
 - (ii) oilseeds stored in terms of a pool system operated by him or her;
- (n) the quantity of oilseeds physically stored on his or her own premises on behalf of other South African owners at the end of each calendar month: Provided that separate records shall be kept for—
 - (i) oilseeds produced in South Africa; and
 - (ii) oilseeds imported from other countries;
- (o) the quantity of oilseeds physically stored on his or her own premises on behalf of owners from other African countries at the end of each calendar month;
- (p) the total quantity of oilseeds physically stored on his or her own premises at the end of each calendar month;
- (2) The records referred to in subclause (1) shall—
 - (a) be kept separately in respect of groundnuts intended for the edible market and groundnuts classified as crushing grade groundnuts;
 - (b) be recorded on a computer, or with ink in a book; and
 - (c) be kept at the head office or usual place of business of the person required to keep it for a period of at least four years after the end of the period for which such records must be kept.

Returns to be rendered by traders, processors and storers of oilseeds

- 6. (1) Each trader, processor and storer of oilseeds shall within 12 days after the end of each calendar month, furnish an accurate return to SAGIS in respect of his or her acquisition, utilisation and storage of oilseeds.
- (2) The return shall be furnished on the form as determined and agreed upon by SAGIS, the SA Soya Bean, SA Sunflower Seed and SA Groundnut Forums as well as the Oilseeds Advisory Committee, copies of which form are obtainable free of charge from SAGIS, and shall be completed in ink.
- (3) The return shall—
 - (a) *when forwarded by post, be addressed to—*

The Director: SAGIS
P.O. Box 669
PRETORIA
0001; or
 - (b) *when delivered by hand, be delivered to—*

The Director: SAGIS
Maize Board Building
503 Belvedere Street
Arcadia
PRETORIA
- (4) The return shall be forwarded or delivered so as to reach the Director of SAGIS before or on the return date mentioned in subclause (1).
- (5) The return shall be rendered even if there is nothing to be reported thereon.

Commencement and period of validity

- 7. This statutory measure shall come into operation on the date of publication hereof and shall lapse on 28 February 2002.

No. R. 455

3 April 1998

WET OP DIE BEMARKING VAN LANDBOUPRODUKTE, 1996 (WET No. 47 VAN 1996)

INSTELLING VAN STATUTÊRE MAATREËL: AANTEKENINGE EN OPGAWES MET BETREKKING TOT OLIESADE

Ek, Derek André Hanekom, Minister van Landbou, handelende kragtens artikels 13 en 18 van die Wet op die Bemarking van Landbouprodukte, 1996 (Wet No. 47 van 1996), stel hiermee die statutêre maatreël in die Bylae uiteengesit, in.

D. A. HANEKOM

Minister van Landbou

BYLAE**Woordomskrywing**

1. In hierdie Bylae het enige woord of uitdrukking waaraan 'n betekenis in die Wet geheg is, daardie betekenis en, tensy uit die samehang anders blyk, beteken—

“aankoop” elke aankoop van oliesade deur die koper waar die oliesade in terme van 'n kontrak tussen die koper en die verkoper gelewer is, ongeag of die oliesade aldus gelewer is op die koper se eie perseel of op die perseel van 'n ander persoon;

“canola” die saad van die raapsaad plant *Brassica Napus* en *B. capestris*;

“die Wet” die Wet op die Bemarking van Landbouprodukte, 1996 (Wet No. 47 van 1996);

“eie perseel” 'n perseel waarvan die persoon waarna verwys word die eienaar of huurder is of andersins die beheer oor het en, waar sodanige persoon meer as een so 'n perseel het, sluit dit al sulke persele in;

“grondbone” die ondergrondse vrug van die grondboonplant *Archis hypogaeae*, gedop of ongedop;

“handelaar” 'n persoon wat met oliesade as 'n besigheid handel;

“invoerder” 'n persoon wat oliesade in die Republiek van Suid-Afrika invoer, en word ook geag as handelaar;

“koper” 'n persoon wat oliesade direk van die produsent daarvan aankoop, en word ook geag as handelaar;

“oliesade” canola, grondbone, soja bone en sonneblomsaad;

“opberger” 'n persoon wat oliesade opberg, uitgesonderd die produsent van daardie oliesade;

“produsent” enige persoon betrokke by die produksie van oliesade;

“SAGIS” die Suid-Afrikaanse Graaninligtingsdiens, 'n vereniging sonder winsoogmerk ingelyf kragtens artikel 21 van die Maatskappywet, 1973 (Wet No. 61 van 1973);

“soja bone” die saad van die soja boon plant, *Glycine soya*;

“sonneblomsaad” die saad van die sonneblomplant *Helianthus annuus*;

“uitvoerder” 'n persoon wat oliesade uit die Republiek van Suid-Afrika uitvoer, en word ook geag as handelaar; en

“verwerker” 'n persoon wat oliesade verwerk vir die vervaardiging van oliesadeprodukte met die doel om die resulterende produkte te verkoop.

Oogmerk en doelwitte van statutêre maatreël en die verband daarvan met die oogmerke van die Wet

2. Die oogmerk en doelwitte van hierdie statutêre maatreël is om handelaars en verwerkers van oliesade te verplig om aantekeninge te hou en opgawes aan SAGIS te verstrek. Dit word noodsaaklik geag ten einde te verseker dat deurlopende, tydige en akkurate markinligting aangaande oliesade vir alle rolspelers beskikbaar gestel word. Inligting wat deur SAGIS van die aantekeninge en opgawes versamel word, sal vrylik in die markplek versprei word. Markinligting word noodsaaklik geag vir alle rolspelers in 'n gedereguleerde mark ten einde hulle in staat te stel om ingeligte besluite te kan neem. Deur die verpligte verskaffing van maandelikse opgawes op 'n individuele basis, kan markinligting vir die hele land verwerk en versprei word.

Die instelling van hierdie statutêre maatreël sal nie slegs marktoegang vir alle markdeelnemers verbeter nie, maar behoort ook die doeltreffendheid van die bemarking van oliesade te bevorder. Behoorlike markinligting sal voorts ook die lewensvatbaarheid van die oliesadebedryf en die landbousektor in die breë bevorder.

Hierdie statutêre maatreël sal geadministreer word deur SAGIS, 'n maatskappy geïnkorporeer ingevolge artikel 21 van die Maatskappywet, 1973 (Wet No. 61 van 1973). SAGIS is spesifiek gestig vir inligtingversameling, -sortering en -verspreiding met betrekking tot die verskillende graan- en oliesaadbedrywe in Suid-Afrika.

Dit word voorsien dat SAGIS makrogeneriese markinligting op 'n maandelikse basis aan die oliesadebedryf en ander belanghebbende partye sal versprei. Hierdie inligting sal verkry word uit die opgawes wat aan SAGIS verstrek word op 'n nasionale basis. Die inligting sal bekendgemaak word op 'n wyse wat geskik is om die meerderheid van die rolspelers in die oliesadebedryf te bereik.

Produk waarop statutêre maatreël van toepassing is

3. Hierdie statutêre maatreël is op oliesade van toepassing.

Gebied waarin statutêre maatreël van toepassing is

4. Hierdie statutêre maatreël is in die geografiese gebied van die Republiek van Suid-Afrika van toepassing.

Aantekeninge wat gehou moet word deur handelaars, verwerkers en opbergers van oliesade

5. (1) Elke handelaar, verwerker en opberger van oliesade moet die volgende aantekeninge hou in verband met oliesade wat hy of sy in sy of haar besit of onder sy of haar beheer het:

- (a) Die beginvoorraad oliesade fisies op sy of haar eie perseel aan die begin van elke kalendermaand;
- (b) die hoeveelheid oliesade deur hom of haar van die produsente daarvan aangekoop gedurende elke kalendermaand;
- (c) die hoeveelheid oliesade deur hom of haar van ander persone as die produsente daarvan aangekoop gedurende elke kalendermaand;
- (d) met betrekking tot die aankope in (b) en (c) hierbo, die hoeveelheid van elk wat op sy of haar eie perseel aangekoop is en die hoeveelheid van elk wat op ander persone se persele aangekoop is;
- (e) die hoeveelheid oliesade waarvan hy of sy die eienaar is en wat van ander persone se persele na sy of haar eie perseel oorgeplaas is gedurende elke kalendermaand;
- (f) die hoeveelheid oliesade waarvan hy of sy die eienaar is en wat van sy of haar eie perseel na ander persone se persele oorgeplaas is gedurende elke kalendermaand;
- (g) die hoeveelheid oliesade deur hom of haar ingevoer gedurende elke kalendermaand: Met dien verstande dat afsonderlike aantekeninge gehou moet word vir—
 - (i) invoere vanaf Afrika-lande;
 - (ii) invoere van oorsee;
 - (iii) invoere op sy of haar eie perseel ontvang; en
 - (iv) invoere op ander persone se persele ontvang;
- (h) die hoeveelheid oliesade waarvan hy of sy die eienaar is wat gedurende elke kalendermaand op sy of haar eie perseel verwerk is tot oliesadeprodukte vir die binnelandse mark: Met dien verstande dat afsonderlike aantekeninge gehou moet word vir oliesadeprodukte bestem vir—
 - (i) olie en oliekoek;
 - (ii) vir menslike verbruik;
 - (iii) geprosseseerde volvet soja; en
 - (iv) grondbone botter mark;
- (i) die hoeveelheid oliesade waarvan hy of sy die eienaar is wat gedurende elke kalendermaand verkoop en gelewer is in die binnelandse mark: Met dien verstande dat afsonderlik aantekeninge gehou moet word van—
 - (i) verkope gelewer van sy of haar eie perseel;
 - (ii) verkope gelewer van ander persone se persele;
 - (iii) verkope gelewer aan handel;
 - (iv) verkope gelewer vir plantdoeleindes; en
 - (v) verkope gelewer vir menslike verbruik;
- (j) die hoeveelheid oliesade waarvan hy of sy die eienaar is gedurende elke kalendermaand uitgevoer: Met dien verstande dat afsonderlike aantekeninge gehou moet word van—
 - (i) uitvoere van sy of haar eie perseel;
 - (ii) uitvoere van ander persone se persele;
 - (iii) uitvoere na Afrika-lande; en
 - (iv) uitvoere oorsee;
- (k) die hoeveelheid oliesade waarvan hy of sy die eienaar is gedurende elke kalendermaand verwerk tot oliesadeprodukte vir die uitvoerdoeleindes: Met dien verstande dat afsonderlike aantekeninge gehou moet word van—
 - (i) oliesade verwerk op sy of haar eie perseel;
 - (ii) oliesade verwerk op ander persone se persele;
 - (iii) oliesadeprodukte bestem vir uitvoer na Afrika-lande; en
 - (iv) oliesadeprodukte bestem vir uitvoer oorsee;
- (l) die hoeveelheid oliesade waarvan hy of sy die eienaar is fisies in voorraad op sy of haar eie perseel aan die einde van elke kalendermaand en die hoeveelheid van sy of haar eie oliesade fisies in voorraad op ander persone se persele aan die einde van elke kalendermaand;
- (m) die hoeveelheid oliesade wat fisies aan die einde van elke kalendermaand op sy of haar eie perseel ten behoeve van die produsente daarvan opgeberg word: Met dien verstande dat afsonderlike aantekeninge gehou moet word van—
 - (i) oliesade geberg vir die produsent se eie rekening; en
 - (ii) oliesade geberg ingevolge 'n poelsisteem deur hom of haar bedryf;

- (n) die hoeveelheid oliesade wat fisies aan die einde van elke kalender maand op sy of haar eie perseel ten behoeve van ander Suid-Afrikaanse eienaars opgeberg word: Met dien verstande dat afsonderlike aantekeninge gehou moet word van—
- (i) vir oliesade geproduseer in Suid-Afrika; en
 - (ii) oliesade ingevoer uit ander lande;
- (o) die hoeveelheid oliesade wat fisies aan die einde van elke kalender maand op sy of haar eie perseel ten behoeve van eienaars van ander Afrika-lande opgeberg word;
- (p) die totale hoeveelheid oliesade wat fisies aan die einde van elke kalender maand op sy of haar eie perseel opgeberg word.
- (2) Die aantekeninge genoem in subklousule (1) moet—
- (a) afsonderlik gehou word ten opsigte van grondbone bedoel vir die eetmark en grondbone geklassifiseer as persgraad grondbone;
 - (b) aangeteken word op 'n rekenaar, of met ink in 'n boek; en
 - (c) by die hoofkantoor of gewone plek van besigheid van die persoon van wie vereis word om dit te hou, gehou word vir 'n tydperk van ten minste vier jaar na die einde van die tydperk ten opsigte waarvan sodanige aantekeninge gehou moet word.

Opgawes wat verstrek moet word deur handelaars, verwerkers en opbergers van oliesade

6. (1) Elke handelaar, verwerker en opberger van oliesade moet binne 12 dae na die einde van elke kalendermaand, 'n akkurate opgawe aan SAGIS verstrek ten opsigte van sy of haar verkryging, aanwending en opberging van oliesade.
- (2) Die opgawe moet verstrek word op die vorm soos op besluit en ooreengekom deur SAGIS, die SA Sojaboon, SA Sonneblomsaad en die SA Grondbone Forums asook die Oliesade Advieskomitee, afskrifte van welke vorm gratis van SAGIS verkrygbaar is, en moet in ink ingevul word.
- (3) Die opgawe moet—
- (a) *wanneer dit per pos gestuur word, geadresseer word aan—*
Die Direkteur: SAGIS
Posbus 669
PRETORIA
0001; of
 - (b) *wanneer per hand afgelewer word by—*
Die Direkteur: SAGIS
Mielleraadgebou
Belvederestraat 503
Arcadia
PRETORIA
- (4) Die opgawe moet gestuur of afgelewer word om die Direkteur van SAGIS te bereik voor of op die keerdatum in subklousule (1) genoem.
- (5) Die opgawe moet verstrek word selfs indien daar niks is om daarin te rapporteer nie.

Inwerkingtreding en tydperk van geldigheid

7. Hierdie statutêre maatreël tree in werking op die datum van publikasie hiervan en verval op 28 Februarie 2002.

DEPARTMENT OF HEALTH
DEPARTEMENT VAN GESONDHEID

No. R. 471

3 April 1998

HUMAN TISSUE ACT, 1983 (ACT No. 65 OF 1983)

DESIGNATION OF AN OFFICER IN TERMS OF SECTION 29 (2) (b)

The Director-General of Health has in terms of section 29 (2) (b) and (3) of the Human Tissue Act, 1983 (Act No. 65 of 1983), designated Dr Shereen Banu Akoojee to exercise any power conferred upon an inspector of anatomy by section 31 (1) (a), (b), (c), (d), (e) or (f) of the said Act in the Province of KwaZulu-Natal with effect from 1 March 1998.

No. R. 471**3 April 1998**

WET OP MENSLIKE WEEFSEL, 1983 (WET No. 65 VAN 1983)

AANWYS VAN 'N BEAMPTTE KRAGTENS ARTIKEL 29 (2) (b)

Die Direkteur-generaal: Gesondheid het kragtens artikel 29 (2) (b) en (3) van die Wet op Menslike Weefsel, 1983 (Wet No. 65 van 1983), Dr Shereen Banu Akoojee aangewys om met ingang van 1 Maart 1998 enige bevoegdheid van gemelde Wet, wat by artikel 31 (1) (a), (b), (c), (d), (e) of (f) aan 'n inspekteur van anatomie verleen word, in die provinsie KwaZulu-Natal uit te oefen.

**DEPARTMENT OF LABOUR
DEPARTEMENT VAN ARBEID**

No. R. 465**3 April 1998**

LABOUR RELATIONS ACT, 1956

MOTOR INDUSTRY: AMENDMENT OF MAIN AGREEMENT

I, Tito Titus Mboweni, Minister of Labour, hereby—

- (a) in terms of section 48 (1) (a) of the Labour Relations Act, 1956, declare that the provisions of the Agreement (hereinafter referred to as the Amending Agreement) which appears in the Schedule hereto, and which relates to the Undertaking, Industry, Trade or Occupation referred to in the heading to this notice, shall be binding, with effect from the second Monday after the date of publication of this notice and for the period ending 10 May 1998, upon the employers' organisation and the trade unions which entered into the Amending Agreement and upon the employers and employees who are members of the said organisations or unions; and
- (b) in terms of section 48 (1) (b) of the said Act, declare that the provisions of the Amending Agreement, excluding those contained in clause 1 (1) (b) of Division A, shall be binding, with effect from the second Monday after the date of publication of this notice and for the period ending 10 May 1998, upon all employers and employees, other than those referred to in paragraph (a) of this notice, who are engaged or employed in the said Undertaking, Industry, Trade or Occupation in the areas specified in clause 1 of the Amending Agreement.

T. T. MBOWENI**Minister of Labour****SCHEDULE****THE NATIONAL INDUSTRIAL COUNCIL FOR THE MOTOR INDUSTRY****MAIN AGREEMENT**

in accordance with the provisions of the Labour Relations Act, 1956, made and entered into by and between the

South African Motor Industry Employers' Association

and the

South African Vehicle Builders' and Repairers' Association

(hereinafter referred to as the "employers" or the "employers' organisations"), on the one part, and the

National Union of Metalworkers of South Africa**Motor Industry Employees' Union of South Africa**

and the

Motor Industry Staff Association

(hereinafter referred to as the "employees" or the "trade unions"), of the other part,

being the parties to the National Industrial Council for the Motor Industry,

to amend the Main Agreement published under Government Notice No. R. 838 of 23 June 1995, as amended and extended by Government Notices Nos. R. 2002 of 29 December 1995, R. 536 of 4 April 1996, R. 906 of 31 May 1996, R. 1278 of 8 August 1996, R. 1283 of 8 August 1996, R. 1400 of 28 August 1996, R. 1763 of 25 October 1996 and R. 924 of 11 July 1997.

DIVISION A**1. SCOPE OF APPLICATION**

- (1) The terms of this Agreement shall be observed in the Motor Industry—

- (a) throughout the Republic of South Africa as it existed prior to the commencement of the Constitution of the Republic of South Africa, 1993 (Act No. 200 of 1993);

- (b) by the employers and the employees in the Motor Industry who are members of the employers' organisations and the trade unions, respectively.
- (2) Notwithstanding the provisions of subclause (1), the provisions of this Agreement shall apply to—
- (a) apprentices only in so far as they are not inconsistent with the provisions of or any conditions fixed under the Manpower Training Act, 1981; and
- (b) trainees undergoing training under the Manpower Training Act, 1981, only in so far as they are not inconsistent with the provisions of or the conditions fixed under that Act.

2. CLAUSE 9: SPECIAL PROVISIONS RELATING TO WATCHMEN

- (1) In subclause (3), substitute the expression "R250,00" for the expression "R210,00".

DIVISION B

3. CLAUSE 3: WAGES

Substitute the following for the Wage Schedule in subclause (1) of these clause:

"WAGE SCHEDULE"

Class of employee	Minimum wages			
	Areas A		Other Areas	
	Per week	Per month	Per week	Per month
	R	R	R	R
(a) Shop assistant/sales person and/or clerical employee—				
during first year of experience	264,60	1 146,60	238,95	1 035,45
during second year of experience	300,15	1 300,65	263,25	1 140,75
during third year of experience	343,80	1 489,80	279,00	1 209,00
thereafter	423,90	1 836,90	351,90	1 524,90
(b) Motor vehicle sales person—				
during first year of experience	295,20	1 279,20	252,00	1 092,00
thereafter	443,70	1 922,70	368,10	1 595,10

Class of employee	All areas	
	Per week	Per month
(c) Traveler—		
during first year or of experience	343,80	1 489,80
thereafter	423,90	1 836,90
(d) Supply salesperson—		
during first year or of experience	343,80	1 489,80
during second year or of experience	411,75	1 784,25
during third year or of experience	457,20	1 981,20
thereafter	495,00	2 145,00
(e) Part-time employees	*	*

* One eleventh of the minimum weekly wage as prescribed for clerical employees in (a) hereof, for ordinary time worked on each day in any one week, or one forty-fifth or such prescribed minimum weekly wage for each hour or part of ordinary time worked in any one week, whichever is the greater."

DIVISION C: CHAPTER I

4. CLAUSE 3: WAGES

Substitute the following for the Wage Schedule in subclause (1):

"WAGE SCHEDULE

Class of employee	Minimum wages			
	A Areas		Other Areas	
	Per week	Per hour	Per week	Per hour
	R	R	R	R
Grade 1:				
Forecourt attendant.....	164,70	3,66	123,75	2,75
Char	177,30	3,94	132,75	2,95
Grade 2	273,15	6,07	204,75	4,55

Class of employee	Minimum wages			
	A areas		Other areas	
	Per week	Per hour	Per week	Per hour
	R	R	R	R
Grade 3	299,70	6,66	269,55	5,99
Grade 4	327,60	7,28	294,30	6,54
Grade 5	369,00	8,20	332,10	7,38
Grade 6	447,30	9,94	402,75	8,95

Class of employee	All areas	
	Per week	Per hour
	R	R
Grade 7	574,20	12,76
Grade 8	659,70	14,66
Watchman	250,00	(No hourly rate)"

5. CLAUSE 10: ADDITIONAL HOLIDAY PAY

(1) In subclause (1), substitute the expressions "R22,50" and "R25,00" for the expressions "R24,75" and "R27,50", respectively.

DIVISION C: CHAPTER II

6. CLAUSE 5: WAGES

Substitute the following for the Schedule to this clause:

SCHEDULE

"PART A: MISCELLANEOUS

Class of employee	Wages per week (All areas)
Grade 1	R177,30 (R3,94 per hour)
Grade 2	R273,15 (R6,07 per hour)
Grade 3	R299,70 (R6,66 per hour)
Grade 5	R369,00 (R8,20 per hour)
Grade 6	R447,30 (R9,94 per hour)
Grade 7	R574,20 (R12,76 per hour)
Grade 8	R659,70 (R14,66 per hour)

PART B: OPERATIVES

Class of employee	Wages per week (All areas)
Grade 5.....	R369,00 (R8,20 per hour)

7. CLAUSE 7: ADDITIONAL HOLIDAY PAY

(1) In subclause (1), substitute the expressions "R22,50" and "R25,00" for the expressions "R24,75" and "R27,50", respectively.

DIVISION C: CHAPTER III**8. CLAUSE 4: WAGES**

Substitute the following for the Wage Schedule to this clause:

"SCHEDULE**PART A: MISCELLANEOUS**

Class of employee	Wages per week (All areas)
Grade 1.....	R177,30 (R3,94 per hour)
Grade 2.....	R273,15 (R6,07 per hour)
Grade 8.....	R659,70 (R14,66 per hour)

PART B: OPERATIVES WHO MAY QUALIFY FOR SETTING BONUS

Class of employee	Wages per week (All areas)
Grade 3.....	R299,70 (R6,66 per hour)
Grade 4.....	R327,60 (R7,28 per hour)
Grade 5.....	R369,00 (R8,20 per hour)
Grade 6.....	R447,30 (R9,94 per hour)

9. CLAUSE 11: ADDITIONAL HOLIDAY PAY

(1) In subclause (1), substitute the expression "R25,00" for the expression "R27,50".

DIVISION C: CHAPTER IV**10. CLAUSE 4: WAGES**

(1) Substitute the following for the Wage Schedule to this clause:

"WAGE SCHEDULE

Class of employee	Minimum wages			
	A areas		Other areas	
	Per week	Per hour	Per week	Per hour
	R	R	R	R
Grade 1.....	177,30	3,94	132,75	2,95
Grade 2.....	273,15	6,07	204,75	4,55

Class of employee	Minimum wages			
	A areas		Other areas	
	Per week	Per hour	Per week	Per hour
	R	R	R	R
Grade 3	299,70	6,66	269,55	5,99
Grade 4	327,60	7,28	294,30	6,54
Grade 5	369,00	8,20	332,10	7,38
Grade 6	447,30	9,94	402,75	8,95

Class of employee	All areas	
	Per week	Per hour
	R	R
Grade 7	574,20	12,76
Grade 8	659,70	14,66
Watchman	250,00	(No hourly rate)".

(2) Substitute the following for paragraph 1 of the Note to the Wage Schedule:

"1. In the case of the wages specified for the undermentioned employees, the following special provisions apply:

Operative engine assembler:

For employees to whom subclause 2 (6) (a) of this Chapter does not apply and who have had less than 18 months' experience, the specified wage shall be—

for the first 18 months of experience: R369,00 per week (R8,20 per hour).

Thereafter: R574,20 per week (R12,76 per hour).

Operative, grade A:

For the first 12 months of experience: R369,00 per week (R8,20 per hour).

Thereafter: R447,30 per week (R9,94 per hour).

Operative, grade B:

For the first 6 months of experience: R303,30 per week (R6,74 per hour).

Thereafter: R324,45 per week (R7,21 per hour)."

11. CLAUSE 11: ADDITIONAL HOLIDAY PAY

(2) In subclause (2), substitute the expressions "R24,75" and "R27,50" for the expressions "R22,50" and "R25,00", respectively.

DIVISION C: CHAPTER V

12. CLAUSE 4: WAGES

Substitute the following for the Wage Schedule to this clause:

SCHEDULE

"PART A: MISCELLANEOUS

Class of employee	Wages per week (All areas)
Grade 1	R177,30 (R3,94 per hour)
Grade 2	R273,15 (R6,07 per hour)
Grade 3	R299,70 (R6,66 per hour)
Grade 4	R327,60 (R7,28 per hour)
Grade 5	R369,00 (R8,20 per hour)
Grade 6	R447,30 (R9,94 per hour)
Grade 7	R574,20 (R12,76 per hour)
Grade 8	R659,70 (R14,66 per hour)

PART B: OPERATIVES

Class of employee	Wages per week (All areas)
Grade 4	R327,60 (R7,28 per hour)
Grade 5	R369,00 (R8,20 per hour)".

13. CLAUSE 11: ADDITIONAL HOLIDAY PAY

(1) In subclause (1), substitute the expression "R27,50" for the expression "R25,00".

Signed at Randburg, on behalf of the parties, this 11th day of December 1997.

T. NIEUWOUDT

President of the Council

M. LOUW

Vice-President of the Council

B. G. DU PREEZ

General Secretary of the Council

No. R. 465

3 April 1998

WET OP ARBEIDSVERHOUDINGE, 1956

MOTORNYWERHEID: WYSIGING VAN HOOFOOREENKOMS

Ek, Tito Titus Mboweni, Minister van Arbeid, verklaar hierby—

- (a) kragtens artikel 48 (1) (a) van die Wet op Arbeidsverhoudinge, 1956, dat die bepalings van die Ooreenkoms (hierna die Wysigingsooreenkoms genoem) wat in die Bylae hiervan verskyn en betrekking het op die Onderneming, Nywerheid, Bedryf of Beroep in die opskrif by hierdie kennisgewing vermeld, met ingang van die tweede Maandag na die datum van publikasie van hierdie kennisgewing en vir die tydperk wat op 10 Mei 1998 eindig, bindend is vir die werkgewersorganisasies en die vakverenigings wat die Wysigingsooreenkoms aangegaan het en vir die werkgewers en werknemers wat lede van genoemde organisasies of vereniging is; en
- (b) kragtens artikel 48 (1) (b) van genoemde Wet, dat die bepalings van die Wysigingsooreenkoms, uitgesonderd dié vervat in klousule 1 (1) (b) van Afdeling A, met ingang van die tweede Maandag na die datum van publikasie van hierdie kennisgewing en vir die tydperk wat op 10 Mei 1998 eindig, bindend is vir alle ander werkgewers en werknemers as dié genoem in paragraaf (a) van hierdie kennisgewing, wat betrokke is by of in diens is in genoemde Onderneming, Nywerheid, Bedryf of Beroep in die gebiede in klousule 1 van die Wysigingsooreenkoms gespesifiseer.

T. T. MBOWENI

Minister van Arbeid

BYLAE**DIE NASIONALE NYWERHEIDSRAAD VIR DIE MOTORNYWERHEID****HOOFOOREENKOMS**

ooreenkomstig die Wet op Arbeidsverhoudinge, 1956, gesluit deur en aangegaan tussen die

South African Motor Industry Employers' Association

en die

South African Vehicle Builders' and Repairers' Association

(hierna die "werkgewers" of die "werkgewersorganisasies" genoem), aan die een kant, en die

National Union of Metalworkers of South Africa

Motor Industry Employees' Union of South Africa

en die

Motor Industry Staff Association

(hierna die "werknemers" of die "vakverenigings" genoem), aan die ander kant,

wat die partye is by die Nasionale Nywerheidsraad vir die Motornywerheid,

tot wysiging van die Ooreenkoms gepubliseer by Goewermentskennisgewing No. R. 838 van 23 Junie 1995, soos gewysig en verleng by Goewermentskennisgewings Nos. R. 2002 van 29 Desember 1995, R. 536 van 4 April 1996, R. 906 van 31 Mei 1996, R. 1278 van 8 Augustus 1996, R. 1283 van 8 Augustus 1996, R. 1400 van 28 Augustus 1996, R. 1763 van 25 Oktober 1996 en R. 924 van 11 Julie 1997.

AFDELING A

1. TOEPASSINGSBESTEK

- (1) Hierdie Ooreenkoms moet in die Motornywerheid nagekom word—
- (a) oral in die Republiek van Suid-Afrika soos dit bestaan het onmiddellik voor die inwerkingtreding van die Grondwet van die Republiek van Suid-Afrika, 1993 (Wet No. 200 van 1993);
 - (b) deur die werkgewers en werknemers in die Motornywerheid wat lede is van onderskeidelik die werkgewers-organisasie en die vakverenigings.
- (2) Ondanks subklousule (1) is hierdie Ooreenkoms van toepassing op —
- (a) vakleerlinge slegs vir sover dit nie onbestaanbaar is met die Wet op Mannekragopleiding, 1981, of voorwaardes wat daarkragtens gestel is nie; en
 - (b) kwekelinge wat opleiding ingevolge die Wet op Mannekragopleiding, 1981, ondergaan, slegs vir sover dit nie onbestaanbaar is met daardie Wet of voorwaardes wat daarkragtens gestel is nie.

2. KLOUSULE 9: SPESIALE BEPALINGS BETREFFENDE WAGTE

- (1) In subklousule (3), vervang die uitdrukking "R210,00" deur die uitdrukking "R250,00".

AFDELING B

3. KLOUSULE 3: LONE

Vervang die Loonbydrae in subklousule (1) van hierdie klousule deur die volgende:

"LOONBYLAE

Klas werknemer	Minimum loon			
	Gebied A		Ander gebiede	
	Per week	Per maand	Per week	Per maand
	R	R	R	R
(a) Winkelassistent/verkoopspersoon en/of klerk—				
gedurende eerste jaar ondervinding.....	264,60	1 146,60	238,95	1 035,45
gedurende tweede jaar ondervinding	300,15	1 300,65	263,25	1 140,75
gedurende derde jaar ondervinding.....	343,80	1 489,80	279,00	1 209,00
daarna.....	423,90	1 836,90	351,90	1 524,90
(b) Motorvoertuigverkoopspersoon—				
gedurende eerste jaar ondervinding.....	295,20	1 279,20	252,00	1 092,00
daarna.....	443,70	1 922,70	368,10	1 595,10

Klas werknemer	Alle gebiede	
	Per week	Per maand
(c) Handelsreisiger—		
gedurende eerste jaar ondervinding	343,80	1 489,80
daarna	423,90	1 836,90
(d) Leweransier-verkoopspersoon—		
gedurende eerste jaar ondervinding	343,80	1 489,80
gedurende tweede jaar ondervinding	411,75	1 784,25
gedurende derde jaar ondervinding.....	457,20	1 981,20
daarna	495,00	2 145,00
(e) Deeltydse werknemers.....	*	*

* Een elfde van die minimum weekloon wat in (a) hiervan vir klerke voorgeskryf word, vir gewone tyd gewerk op elke dag in 'n bepaalde week of een vyf-en-veertigste van sodanige voorgeskrewe minimum weekloon vir elke uur of gedeelte van 'n uur gewone tyd gewerk in 'n bepaalde week, nl. die grootste bedrag."

AFDELING C: HOOFSTUK I

4. KLOUSULE 3: LONE

Vervang die Loonbylae in subklousule (1) deur die volgende:

"LOONBYLAE

Klas werknemer	Minimum lone			
	A-gebiede		Ander gebiede	
	Per week	Per uur	Per week	Per uur
	R	R	R	R
Graad 1:				
Voorbaanassistent	164,70	3,66	123,75	2,75
Skoonmaker	177,30	3,94	132,75	2,95
Graad 2	273,15	6,07	204,75	4,55

Klas werknemer	Minimum lone			
	A-gebiede		Ander gebiede	
	Per week	Per uur	Per week	Per uur
	R	R	R	R
Graad 3	299,70	6,66	269,55	5,99
Graad 4	327,60	7,28	294,30	6,54
Graad 5	369,00	8,20	332,10	7,38
Graad 6	447,30	9,94	402,75	8,95

Klas werknemer	Alle gebiede	
	Per week	Per uur
	R	R
Graad 7	574,20	12,76
Graad 8	659,70	14,66
Wag	250,00	(Geen uur-loon)"

5. KLOUSULE 10: ADDISIONELE VAKANSIEBESOLDIGING

(1) In subklousule (1), vervang die uitdrukkings "R22,50" en "R25,00" deur onderskeidelik "R24,75" en "R27,50".

AFDELING C: HOOFSTUK II

6. KLOUSULE 5: LONE

Vervang die lone voorgeskryf in die Bylae van hierdie klousule deur die volgende:

BYLAE

"DEEL A: DIVERSE

Klas werknemer	Loon per week (Alle gebiede)
Graad 1	R177,30 (R3,94 per uur)
Graad 2	R273,15 (R6,07 per uur)
Graad 3	R299,70 (R6,66 per uur)
Graad 5	R369,00 (R8,20 per uur)
Graad 6	R447,30 (R9,94 per uur)
Graad 7	R574,20 (R12,76 per uur)
Graad 8	R659,70 (R14,66 per uur)

DEEL B: WERKMANNE

Klas werknemer	Loon per week (Alle gebiede)
Graad 5.....	R369,00 (R8,20 per uur)

7. KLOUSULE 7: ADDISIONELE VAKANSIEBESOLDIGING

(1) In subklousule (1), vervang die uitdrukkings "R22,50" en "R25,00" deur onderskeidelik "R24,75" en "R27,50".

AFDELING C: HOOFSTUK III**8. KLOUSULE 4: LONE**

Vervang die Bylae van hierdie klousule deur die volgende:

"LOONBYLAE**DEEL A: DIVERSE**

Klas werknemer	Loon per week (Alle gebiede)
Graad 1.....	R177,30 (R3,94 per uur)
Graad 2.....	R273,15 (R6,07 per uur)
Graad 8.....	R659,70 (R14,66 per uur)

DEEL B: WERKMANNE WAT VIR 'N STELBONUS IN AANMERKING KOM

Klas werknemer	Loon per week (Alle gebiede)
Graad 3.....	R299,70 (R6,66 per uur)
Graad 4.....	R327,60 (R7,28 per uur)
Graad 5.....	R369,00 (R8,20 per uur)
Graad 6.....	R447,30 (R9,94 per uur)".

9. KLOUSULE 11: ADDISIONELE VAKANSIEBESOLDIGING

(1) In subklousule (1), vervang die uitdrukking "R25,00" deur die uitdrukking "R27,50".

AFDELING C: HOOFSTUK IV**10. KLOUSULE 4: LONE**

(1) Vervang die Loonbylae by subklousule (1) van hierdie klousule deur die volgende:

"LOONBYLAE

Klas werknemer	Minimum lone			
	A-gebiede		Ander gebiede	
	Per week	Per hour	Per week	Per uur
	R	R	R	R
Graad 1.....	177,30	3,94	132,75	2,95
Graad 2.....	273,15	6,07	204,75	4,55

Klas werknemer	Minimum lone			
	A-geblede		Ander geblede	
	Per week	Per uur	Per week	Per uur
	R	R	R	R
Graad 3	299,70	6,66	269,55	5,99
Graad 4	327,60	7,28	294,30	6,54
Graad 5	369,00	8,20	332,10	7,38
Graad 6	447,30	9,94	402,75	8,95

Klas werknemer	Alle geblede	
	Per week	Per uur
	R	R
Graad 7	574,20	12,76
Graad 8	659,70	14,66
Wag	250,00	(Geen uur-loon)".

(2) Vervang paragraaf 1 van die Opmerking by die Loonbylae deur die volgende:

"1. In die geval van lone wat vir ondergenoemde werknemers voorgeskryf is, is die volgende spesiale bepaling van toepassing:

Werkman-enjinmonteur:

Vir werknemers op wie subklousule 2 (6) (a) van hierdie Hoofstuk nie van toepassing is nie, en wat minder as 18 maande ondervinding het, is die gespesifiseerde loon soos volg:

Eerste 18 maande ondervinding: R369,00 per week (R8,20 per uur).

Daarna: R574,20 per week (R12,76 per uur).

Werkman, graad A:

Eerste 12 maande ondervinding: R369,00 per week (R8,20 per uur).

Daarna: R447,30 per week (R9,94 per uur).

Werkman, graad B:

Eerste 6 maande ondervinding: R303,30 per week (R6,74 per uur).

Daarna: R324,45 per week (R7,21 per uur)."

11. KLOUSULE 11: ADDISIONELE VAKANSIEBESOLDIGING

(2) In subklousule (2), vervang die uitdrukkings "R22,50" en "R25,00" deur onderskeidelik "R24,75" en "R27,50".

AFDELING C: HOOFSTUK V

12. KLOUSULE 4: LONE

Vervang die Loonbylae by hierdie klousule deur die volgende:

BYLAE

"DEEL A: DIVERSE

Klas werknemer	Loon per week (Alle geblede)
Graad 1	R177,30 (R3,94 per uur)
Graad 2	R273,15 (R6,07 per uur)
Graad 3	R299,70 (R6,66 per uur)
Graad 4	R327,60 (R7,28 per uur)
Graad 5	R369,00 (R8,20 per uur)
Graad 6	R447,30 (R9,94 per uur)
Graad 7	R574,20 (R12,76 per uur)
Graad 8	R659,70 (R14,66 per uur)

DEEL B: WERKMANNE

Klas werknemer	Loon per week (Alle gebiede)
Graad 4.....	R327,60 (R7,28 per uur)
Graad 5.....	R369,00 (R8,20 per uur)".

13. KLOUSULE 11: ADDISIONELE VAKANSIEBESOLDIGING

(1) In subklousule (1), vervang die uitdrukking "R25,00" deur die uitdrukking "R27,50".

Namens die partye op hede die 11de dag van Desember 1997 te Randburg onderteken.

T. NIEUWOUDT

President van die Raad

M. LOUW

Vise-President van die Raad

B. G. DU PREEZ

Hoofsekretaris van die Raad

No. R. 466

3 April 1998

LABOUR RELATIONS ACT, 1956

CANVAS AND ROPEWORKING INDUSTRY (CAPE): AMENDMENT OF MAIN AGREEMENT

I, Tito Titus Mboweni, Minister of Labour, hereby—

- (a) in terms of section 48 (1) (a) of the Labour Relations Act, 1956, declare that the provisions of the Agreement (hereinafter referred to as the Amending Agreement) which appears in the Schedule hereto and which relates to the Undertaking, Industry, Trade or Occupation referred to in the heading to this notice, shall be binding, with effect from the second Monday after the date of publication of this notice and for the period ending 10 May 1998, upon the employers' organisation and the trade union which entered into the Amending Agreement and upon the employers and employees who are members of the said organisation or union; and
- (b) in terms of section 48 (1) (b) of the said Act, declare that the provisions of the Amending Agreement, excluding those contained in clause 1 (1) (b), shall be binding, with effect from the second Monday after the date of publication of this notice and for the period ending 10 May 1998, upon all employers and employees, other than those referred to in paragraph (a) of this notice, who are engaged or employed in the said Undertaking, Industry, Trade or Occupation in the areas specified in clause 1 of the Amending Agreement.

T. T. MBOWENI

Minister of Labour

SCHEDULE

INDUSTRIAL COUNCIL FOR THE CANVAS AND ROPEWORKING INDUSTRY (CAPE)

AGREEMENT

in accordance with the provisions of the Labour Relations Act, 1956, made and entered into by and between the

Cape Canvas and Ropeworking Association

(hereinafter, referred to as the "employers" or the "employers organisation"), of the one part, and the

S.A. Canvas and Ropeworkers' Union (Cape)

(hereinafter referred to as the "employees" or the "trade union"), of the other part,

being the parties to the Industrial Council for the Canvas and Ropeworking Industry (Cape),

to amend the Main Agreement published under Government Notice No. R. 484 of 11 March 1983, as renewed and amended by Government Notices Nos. R. 1934 and R. 1935 of 31 August 1984, R. 42 of 4 January 1985, R. 708 and R. 709 of 18 April 1986, R. 604 of 20 March 1987, R. 1293 of 12 June 1987, R. 253 and R. 254 of 16 February 1990, R. 2306 and R. 2307 of 28 September 1990, R. 2285 and R. 2286 of 20 September 1991, R. 1686 and R. 1687 of 19 June 1992, R. 704 of 30 April 1993 and R. 864 of 6 May 1994, R. 1164 of 1 July 1994 and R. 535 of 11 April 1997.

1. AREA AND SCOPE OF APPLICATION OF AGREEMENT

(1) The terms of this Agreement shall be observed—

- (a) in the municipal area of Cape Town as it existed on 23 August 1968;
- (b) by all members of the employers' organisation who are engaged in the Canvas and Ropeworking Industry and by all members of the trade union who are employed in the said industry.

(2) Notwithstanding the provisions of subclause (1), the terms of this Agreement shall only apply in respect of employees for whom wages are prescribed in clause 4 of the Agreement published under Government Notice No. R. 484 of 11 March 1983.

2. CLAUSE 4: WAGES

Substitute the following for subclause (1) (a):

"(1) (a) The minimum weekly wages that shall be paid to the undermentioned classes of employees shall be:

Employees, other than casual employees:

Category	From date of coming into operation of this Agreement
I.....	R 275,00
II—	
first six months of experience.....	285,58
thereafter	311,74
III—	
first six months of experience.....	323,73
thereafter	341,17
IV—	
first six months of experience.....	367,33
thereafter	404,39
V—	
first six months of experience.....	450,17
thereafter	495,95
VI.....	621,30".

Signed at Cape Town, on behalf of the parties, this 6th day of November 1997.

S. SIMPSON

Chairman

J. HEEGER

Vice-Chairman

C. ADAMS

Secretary

No. R. 466

3 April 1998

WET OP ARBEIDSVERHOUDINGE, 1956

SEILDOEK- EN TOUWERKNYWERHEID (KAAP): WYSIGING VAN HOOFDOOREENKOMS

Ek, Tito Titus Mboweni, Minister van Arbeid, verklaar hierby—

- kragtens artikel 48 (1) (a) van die Wet op Arbeidsverhoudinge, 1956, dat die bepalings van die Ooreenkoms (hierna die Wysigingsooreenkoms genoem) wat in die Bylae hiervan verskyn en betrekking het op die Onderneming, Nywerheid, Bedryf of Beroep in die opskrif by hierdie kennisgewing vermeld, met ingang van die tweede Maandag na die datum van publikasie van hierdie kennisgewing en vir die tydperk wat op 10 Mei 1998 eindig, bindend is vir die werkgewersorganisasie en die vakvereniging wat die Wysigingsooreenkoms aangegaan het vir die werkgewers en werknemers wat lede van genoemde organisasie of vereniging is; en
- kragtens artikel 48 (1) (b) van genoemde Wet, dat die bepalings van die Wysigingsooreenkoms, uitgesonderd dié vervat in klousule 1 (1) (b), met ingang van die tweede Maandag na die datum van publikasie van hierdie kennisgewing en vir die tydperk wat op 10 Mei 1998 eindig, bindend is vir alle ander werkgewers en werknemers as dié genoem in paragraaf (a) van hierdie kennisgewing, wat betrokke is by of in diens is in genoemde Onderneming, Nywerheid, Bedryf of Beroep in die gebiede in klousule 1 van die Wysigingsooreenkoms gespesifiseer.

T. T. MBOWENI

Minister van Arbeid

BYLAE

NYWERHEIDSRAAD VIR DIE SEILDOEK- EN TOUWERKNYWERHEID (KAAP)

OOREENKOMS

ooreenkomstig die Wet op Arbeidsverhoudinge, 1956, gesluit deur en aangegaan tussen die

Cape Canvas and Ropeworking Association

(hierna die "werkgewers" of die "werkgewersorganisasie" genoem), aan die een kant, en die

S.A. Canvas and Ropeworkers' Union (Cape)

(hierna die "werknemers" of die "vakvereniging" genoem), aan die ander kant,

wat die partye is by die Nywerheidsraad vir die Seildoek- en Touwerknywerheid (Kaap),

tot wysiging van die Hofooreenkoms gepubliseer by Goewermmentskennisgewing No. R. 484 van 11 Maart 1983, soos hernieu en gewysig by Goewermmentskennisgewings Nos. R. 1934 en R. 1935 van 31 Augustus 1984, R. 42 van 4 Januarie 1985, R. 708 en R. 709 van 18 April 1986, R. 604 van 20 Maart 1987, R. 1293 van 12 Junie 1987, R. 253 en R. 254 van 16 Februarie 1990, R. 2306 en R. 2307 van 28 September 1990, R. 2285 en R. 2286 van 20 September 1991, R. 1686 en R. 1687 van 19 Junie 1992, R. 704 van 30 April 1993 en R. 864 van 6 Mei 1994, R. 1164 van 1 Julie 1994 en R. 535 van 11 April 1997.

1. GEBIED EN TOEPASSINGSBESTEK VAN OOREENKOMS

(1) Hierdie Ooreenkoms moet nagekom word—

(a) in die munisipale gebied van Kaapstad soos dit op 23 Augustus 1968 bestaan het;

(b) deur alle lede van die werkgewersorganisasie wat by die Seildoek- en Touwerknywerheid betrokke is, en deur alle lede van die vakvereniging wat in genoemde Nywerheid in diens is.

(2) Ondanks subklousule (1) is hierdie Ooreenkoms van toepassing slegs ten opsigte van werknemers vir wie lone voorgeskryf word by klousule 4 van die Ooreenkoms gepubliseer by Goewermmentskennisgewing No. R. 484 van 11 Maart 1983.

2. KLOUSULE 4: LONE

Vervang subklousule (1) (a) deur die volgende:

"(1) (a) Die minimum weeklikse loon wat aan ondergenoemde klasse werknemers betaal moet word, is soos volg:

Werknemers, uitgesonderd los werknemers:

Kategorie	Vanaf datum van inwerking-treding van hierdie Ooreenkoms
I.....	R 275,00
II—	
eerste ses maande ondervinding	285,58
daarna	311,74
III—	
eerste ses maande ondervinding	323,73
daarna	341,17
IV—	
eerste ses maande ondervinding	367,33
daarna	404,39
V—	
eerste ses maande ondervinding	450,17
daarna	495,95
VI.....	621,30".

Namens die partye op hede die 6de dag van November 1997 te Kaapstad onderteken.

S. SIMPSON

Voorsitter

J. HEEGER

Ondervoorsitter

C. ADAMS

Sekretaris

No. R. 485

3 April 1998

LABOUR RELATIONS ACT, 1956

CANCELLATION OF GOVERNMENT NOTICES

CONTRACT CLEANING INDUSTRY (NATAL): MAIN AGREEMENT

I, Tito Titus Mboweni, Minister of Labour, hereby, in terms of section 48 (5) of the Labour Relations Act, 1956, cancel Government Notices Nos. R. 303 of 21 February 1997 and R. 326 of 27 February 1998, with effect from the first Monday after the date of publication of this notice.

T. T. MBOWENI

Minister of Labour

No. R. 485

3 April 1998

WET OP ARBEIDSVERHOUDINGE, 1956

INTREKKING VAN GOEWERMENTSKENNISGEWINGS

KONTRAKSKOONMAAKBEDRYF (NATAL): HOOFOOREENKOMS

Ek, Tito Titus Mboweni, Minister van Arbeid, trek hierby, kragtens artikel 48 (5) van die Wet op Arbeidsverhoudinge, 1956, Goewermentskennisgewings R. 303 van 21 Februarie 1997 en R. 326 van 27 Februarie 1998 in, met ingang van die eerste Maandag na die datum van publikasie van hierdie kennisgewing.

T. T. MBOWENI

Minister van Arbied

No. R. 486

3 April 1998

LABOUR RELATIONS ACT, 1956

CONTRACT CLEANING INDUSTRY (NATAL): RE-ENACTMENT OF MAIN AGREEMENT

I, Tito Titus Mboweni, Minister of Labour, hereby—

- (a) in terms of section 48 (1) (a) of the Labour Relations Act, 1956, declare that the provisions of the Agreement which appears in the Schedule hereto and which relates to the Undertaking, Industry, Trade or Occupation referred to in the heading to this notice, shall be binding, with effect from the first Monday after the date of publication of this notice and for the period ending 10 May 1998, upon the employers' organisation and the trade unions which entered into the said Agreement and upon the employers and employees who are members of the said organisation or unions;
- (b) in terms of section 48 (1) (b) of the said Act, declare that the provisions of the said Agreement, excluding those contained in clauses 1 (1), 2 and 3, shall be binding, with effect from the first Monday after the date of publication of this notice and for the period ending 10 May 1998, upon all employers and employees, other than those referred to in paragraph (a) of this notice, who are engaged or employed in the said Undertaking, Industry, Trade or Occupation in the areas specified in clause 1 of the Agreement.

T. T. MBOWENI

Minister of Labour

SCHEDULE**INDUSTRIAL COUNCIL FOR THE CONTRACT CLEANING INDUSTRY (NATAL)****AGREEMENT**

in accordance with the provisions of the Labour Relations Act, 1956, made and entered into by and between the

National Contract Cleaner's Association (Natal Branch)

(hereinafter referred to as the "employer's organisation"), of the one part, and the

Transport and General Workers' Union**National General Workers' Union****Black Allied Workers' Union****South African Workers' Trade Union**

(hereinafter referred to as the "employees" or the "trade unions"), of the other part, being the parties to the Industrial Council for the Contract Cleaning Industry (Natal).

1. SCOPE OF APPLICATION OF AGREEMENT

(1) The terms of this Agreement shall be observed in the Contract Cleaning Industry in the Province of Natal as it existed immediately prior to the date of promulgation of the Constitution of the Republic of South Africa, 1993 (Act No. 200 of 1993) by all employers who are members of the employers' organisation and by all employees who are members of the trade unions.

(2) Notwithstanding the provisions of subclause (1), the terms of this Agreement shall apply only in respect of employees for whom wages are prescribed in any agreement of the Council which is binding in terms of section 48 of the Act or, where such an agreement has expired and not been extended or replaced by another agreement, in such expired agreement.

2. PERIOD OF OPERATION OF AGREEMENT

This Agreement shall come into operation on such date as may be fixed by the Minister of Labour in terms of section 48 (1) of the Act, and shall remain in force for the period ending 10 May 1998 or for such period as the Minister may determine.

3. SPECIAL PROVISIONS

The provisions contained in clauses 17, 19 and 26 (1) of the Agreement published under Government Notice No. R. 307 of 26 February 1993, as amended, extended or renewed by Government Notices Nos. R. 569 of 25 March 1994, R. 620 of 31 March 1994, R. 287 and R. 288 of 24 February 1995, R. 410 of 8 March 1996, R. 672 of 19 April 1996, R. 228 of 7 February 1997, R. 303 of 21 February 1997 and R. 326 of 27 February 1998 (hereinafter referred to as the "Former Agreement"), as further amended, extended, renewed or re-enacted from time to time, shall apply to employers and employees.

4. GENERAL PROVISIONS

The provisions contained in clauses 3 to 16, 18, 20 to 25 and 26 (2) to 32, inclusive, of the Former Agreement (as further amended, extended, renewed or re-enacted from time to time), shall apply to employers and employees.

5. CLAUSE 4: REMUNERATION

Substitute the following for subclause (1):

"(1) (a) An employer shall pay his employees on an hourly rate system at the following rates:

- (i) In the Magisterial Districts of Durban, Pinetown, Inanda, Chatsworth and Stanger, at R5,55 per hour or portion thereof for all employees working from an 18-hour to a 46-hour week.
- (ii) In the rest of Natal, at R4,70 per hour or portion thereof for all employees working from an 18-hour to a 46-hour per week."

6. CLAUSE 18: EXPENSES OF THE COUNCIL

For the purposes of meeting the expenses of the Council, every employer shall deduct from the monthly wage of each of his employees (other than casual employee) an amount of R3,50. To the aggregate of the amounts so deducted the employer shall add an equal amount and forward the total sum to the Secretary of the Council not later than the 20th day of the following month.

Signed at Durban, on behalf of the parties, this 3rd day of February 1998.

L. HALSE

Chairman

S. NTSHAKALA

Vice-Chairman

M. J. BRUYNS

Secretary

No. R. 486

3 April 1998

WET OP ARBEIDSVARHOUDINGE, 1956

KONTRAKSKOONMAAKBEDRYF (NATAL): HERBEKRAKTIGING VAN HOOFOOREENKOMS

Ek, Tito Titus Mboweni, Minister van Arbeid, verklaar hierby—

- (a) kragtens artikel 48 (1) (a) van die Wet op Arbeidsverhoudinge, 1956, dat die bepalings van die Ooreenkoms wat in die Bylae hiervan verskyn en betrekking het op die Onderneming Nywerheid, Bedryf of Beroep in die opskrif by hierdie kennisgewing vermeld, met ingang van die eerste Maandag na die datum van publikasie van hierdie kennisgewing en vir die tydperk wat op 10 Mei 1998 eindig, bindend is vir die werkgewersorganisasie en die vakverenigings wat die genoemde ooreenkoms aangegaan het en vir die werkgewers en werknemers wat lede van genoemde organisasie of verenigings is; en

- (b) kragtens artikel 48 (1) (b) van genoemde Wet, dat die bepalings van die genoemde ooreenkoms, uitgesonderd dié vervat in klousules 1 (1), 2 en 3, met ingang van die eerste Maandag na die datum van publikasie van hierdie kennisgewing vir die tydperk wat op 10 Mei 1998 eindig, bindend is vir alle ander werkgewers en werknemers as dié genoem in paragraaf (a) van hierdie kennisgewing wat betrokke is by of in diens is in genoemde Onderneming, Nywerheid, Bedryf of Beroep in die gebiede in klousule 1 van die genoemde Ooreenkoms gespesifiseer.

T. T. MBOWENI

Minister van Arbeid

BYLAE

NYWERHEIDSRAAD VIR DIE KONTRAKSKOONMAAKBEDRYF (NATAL)

OOREENKOMS

ooreenkomstig die Wet op Arbeidsverhoudinge, 1956, gesluit deur en aangegaan tussen die

Nasionale Kontrakskoonmakersvereniging (Tak Natal)

(hierna die "werkgewers" of die "werkgewersorganisasie" genoem), aan die een kant, en die

Vervoer- en Algemene Werkersunie

Nasionale Algemene Werkersunie

Swart Geallieerde Werkersunie

Suid Afrikaanse Werkersunie

(hierna die "werksnemers" of die "vakvereniging" genoem), aan die ander kant, wat die partye is by die Nywerheidsraad vir die Kontrakskoonmaakbedryf (Natal).

1. TOEPASSINGSBESTEK VAN OOREENKOMS

(1) Hierdie Ooreenkoms moet in die Kontrakskoonmaakbedryf in die provinsie Natal soos dit bestaan het onmiddellik voor die inwerkingtreding van die Grondwet van die Republiek van Suid-Afrika, 1993 (Wet No. 200 van 1993), nagekom word deur alle werkgewers wat lede is van die werkgewersorganisasie en deur alle werknemers wat lede is van die vakvereniging.

(2) Ondanks die bepalings van subklousule (1) is hierdie Ooreenkoms van toepassing slegs ten opsigte van werknemers vir wie lone voorgeskryf word in enige ooreenkoms van die Raad wat kragtens artikel 48 van die Wet bindend is of, waar so 'n ooreenkoms verstryk het en nie verleng of deur 'n ander ooreenkoms vervang is nie, in sodanige verstreke ooreenkoms.

2. GELDIGHEIDSDUUR VAN OOREENKOMS

Hierdie Ooreenkoms tree in werking op die datum wat die Minister van Arbeid kragtens artikel 48 (1) van die Wet vasstel, en bly van krag vir die tydperk eindigende 10 Mei 1998 of vir sodanige tydperk wat hy bepaal.

3. SPESIALE BEPALINGS

Die bepalings soos vervat in klousules 17, 19 en 26 (1) van die Ooreenkoms gepubliseer by Goewermentskennisgewing No. 307 van 26 Februarie 1993, soos gewysig, verleng of hernieu deur Goewermentskennisgewings No. R. 569 van 25 Maart 1994, R. 620 van 31 Maart 1994, R. 287 en R. 288 van 24 Februarie 1995, R. 410 van 8 Maart 1996, R. 672 van 19 April 1996, R. 228 van 7 Februarie 1997, R. 303 van 21 Februarie 1997 en R. 326 van 27 Februarie 1998 (hierna die "Vorige Ooreenkoms" genoem) soos van tyd tot tyd verder gewysig, verleng, hernieu of herbekragtig is van toepassing op sowel werkgewers as werknemers.

4. ALGEMENE BEPALINGS

Die bepalings soos vervat in klousules 3 tot 16, 18, 20 tot 25 en 26 (2) tot en met 32, van die Vorige Ooreenkoms (soos van tyd tot tyd verder gewysig, verleng, hernieu of herbekragtig, is van toepassing op sowel werkgewers as werknemers.

5. SUBKLOUSULE 4: BESOLDIGING

Vervang subklousule (1) deur die volgende:

"(1) (a) 'n Werkgewer moet sy werknemers volgens 'n uurloonstelsel teen die volgende tariewe besoldig:

- (i) In die landdrostdistrikte Durbkan, Pinetown, Inanda, Chatsworth en Stanger, teen R5,55 per uur of gedeelte daarvan vir alle werknemers wat van 'n 18-uur tot 'n 46-uur-week werk.
- (ii) In die res van Natal, teen R4,70 per uur of gedeelte daarvan vir alle werknemers wat van 'n 18-uur- tot 'n 46-uur-week werk."

6. KLOUSULE 18: UITGAWES VAN DIE RAAD

Ten einde die uitgawes van die Raad te bestry moet elke werkgewer 'n bedrag van R3,50 van die maandloon van elke van sy werknemers (uitgesonderd los werknemers) aftrek. Die werkgewer moet 'n gelyke bedrag by die som van die bedrae aldus afgetrek voeg en die hele bedrag uiterlik op die 20ste dag van die daaropvolgende maand aan die Sekretaris van die Raad stuur.

Namens die Partye, op hede die 3de dag van Februarie 1998, te Durban onderteken.

L. HALSE

Voorsitter

S. NTSHAKALA

Ondervoorsitter

M. J. BRUYNS

Sekretaris

SOUTH AFRICAN REVENUE SERVICE SUID-AFRIKAANSE INKOMSTEDIENS

No. R. 450**3 April 1998**

CUSTOMS AND EXCISE ACT, 1964

AMENDMENT OF SCHEDULE No. 1 (No. 1/1/909)

Under section 48 of the Customs and Excise Act, 1964, Part I of Schedule No. 1 to the said Act is hereby amended to the extent set out in the Schedule hereto.

G. MARCUS**Deputy Minister of Finance****SCHEDULE**

Head= ing	Subheading	C. D.	Article Description	Statistical Unit	Rate of Duty	Anno= tations
70.05			By the substitution for subheading No. 7005.2 of the following:			
	"7005.2		- Other non-wired glass:			
	7005.21		-- Coloured throughout the mass (body tinted), opacified, flashed or merely surface ground:			
		.10 9	--- Optical glass	m ²	free	
		.13 3	--- Of a thickness not exceeding 2 mm (excluding optical glass)	m ²	10%	
		.15 2	--- Of a thickness exceeding 2 mm but not exceeding 2,5 mm (excluding optical glass)	m ²	10%	
		.17 6	--- Of a thickness exceeding 2,5 mm but not exceeding 3 mm (excluding optical glass)	m ²	10%	
		.23 0	--- Of a thickness exceeding 3 mm but not exceeding 4 mm (excluding optical glass)	m ²	10%	
		.29 1	--- Of a thickness exceeding 4 mm but not exceeding 5 mm (excluding optical glass)	m ²	10%	
		.35 4	--- Of a thickness exceeding 5 mm but not exceeding 6 mm (excluding optical glass)	m ²	10%	
		.85 0	--- Of a thickness exceeding 6 mm (excluding optical glass)	m ²	10%	

Head=ing	Subheading	C. D.	Article Description	Statistical Unit	Rate of Duty	Anno=tations
	7005.29		-- Other:			
	.10	0	--- Optical glass	m ²	10%	
	.13	4	--- Of a thickness not exceeding 2 mm (excluding optical glass)	m ²	10%	
	.15	0	--- Of a thickness exceeding 2 mm but not exceeding 2,5 mm (excluding optical glass)	m ²	10%	
	.17	7	--- Of a thickness exceeding 2,5 mm but not exceeding 3 mm (excluding optical glass)	m ²	10%	
	.23	1	--- Of a thickness exceeding 3 mm but not exceeding 4 mm (excluding optical glass)	m ²	10%	
	.25	8	--- Of a thickness exceeding 4 mm but not exceeding 5 mm (excluding optical glass)	m ²	10%	
	.35	5	--- Of a thickness exceeding 5 mm but not exceeding 6 mm (excluding optical glass)	m ²	10%	
	.85	1	--- Of a thickness exceeding 6 mm (excluding optical glass)	m ²	10%"	

No. R. 450

3 April 1998

DOEANE- EN AKSYNSWET, 1964

WYSIGING VAN BYLAE No. 1 (No. 1/1/909)

Kragtens artikel 48 van die Doeane- en Aksynswet, 1964, word Deel 1 van Bylae No. 1 by genoemde Wet hiermee gewysig in die mate in die Bylae hierby aangetoon.

G. MARCUS

Adjunkminister van Finansies

BYLAE

Pos	Subpos	T. S.	Artikel Beskrywing	Statistiese Eenheid	Skaal van Reg	Anno- tasies
70.05			Deur subpos No.7005.2 deur die volgende te vervang:			
	"7005.2		- Ander glas sonder draad:			
	7005.21		-- Deurgaans in die massa gekleur (massagekleur), ondeursigtig gemaak, gedoebeleer of bloot met die oppervlak geslyp:			
	.10	9	--- Optiese glas	m ²	vry	
	.13	3	--- Met 'n dikte van hoogstens 2 mm (uitgesonderd optiese glas)	m ²	10%	
	.15	2	--- Met 'n dikte van meer as 2 mm maar hoogstens 2,5 mm (uitgesonderd optiese glas)	m ²	10%	
	.17	6	--- Met 'n dikte van meer as 2,5 mm maar hoogstens 3 mm (uitgesonderd optiese glas)	m ²	10%	
	.23	0	--- Met 'n dikte van meer as 3 mm maar hoogstens 4 mm (uitgesonderd optiese glas)	m ²	10%	
	.29	1	--- Met 'n dikte van meer as 4 mm maar hoogstens 5 mm (uitgesonderd optiese glas)	m ²	10%	
	.35	4	--- Met 'n dikte van meer as 5 mm maar hoogstens 6 mm (uitgesonderd optiese glas)	m ²	10%	
	.85	0	--- Met 'n dikte van meer as 6 mm (uitgesonderd optiese glas)	m ²	10%	

Pos	Subpos	T. S.	Artikel Beskrywing	Statistiese Eenheid	Skaal van Reg	Anno= tasies
	7005.29		-- Ander:			
	.10	0	--- Optiese glas	m ²	10%	
	.13	4	--- Met 'n dikte van hoogstens 2 mm (uitgesonderd optiese glas)	m ²	10%	
	.15	0	--- Met 'n dikte van meer as 2 mm maar hoogstens 2,5 mm (uitgesonderd optiese glas)	m ²	10%	
	.17	7	--- Met 'n dikte van meer as 2,5 mm maar hoogstens 3 mm (uitgesonderd optiese glas)	m ²	10%	
	.23	1	--- Met 'n dikte van meer as 3 mm maar hoogstens 4 mm (uitgesonderd optiese glas)	m ²	10%	
	.25	8	--- Met 'n dikte van meer as 4 mm maar hoogstens 5 mm (uitgesonderd optiese glas)	m ²	10%	
	.35	5	--- Met 'n dikte van meer as 5 mm maar hoogstens 6 mm (uitgesonderd optiese glas)	m ²	10%	
	.85	1	--- Met 'n dikte van meer as 6 mm (uitgesonderd optiese glas)	m ²	10%	

**DEPARTMENT OF TRADE AND INDUSTRY
DEPARTEMENT VAN HANDEL EN NYWERHEID****No. R. 438****3 April 1998****STANDARDS ACT, 1993****COMPULSORY SPECIFICATION FOR MANUALLY OPERATED SWITCHES FOR FIXED INSTALLATIONS**

I, Alec Erwin, Minister of Trade and Industry, hereby under section 22 (1) (a) (ii) 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 contained in the Schedule to be a compulsory specification for manually operated switches for fixed installations with effect from the date two months after publication of this notice with the simultaneous withdrawal of the compulsory specification for appliance couplers for domestic appliances published by Schedule 1 of Government Notice No. R. 1615 of 22 October 1965.

A. ERWIN**Minister of Trade and Industry**

SCHEDULE

COMPULSORY SPECIFICATION FOR MANUALLY OPERATED SWITCHES FOR FIXED INSTALLATIONS

1 Scope

1.1 This specification covers manually operated general purpose switches for a.c. only, with a rated voltage in the range 50 V to 440 V and a rated current not exceeding 63 A, and intended for fixed electrical installations, either indoors or outdoors.

1.2 This specification also covers

- switches that incorporate pilot lights;
- electronic remote control switches;
- switches that incorporate a time-delay device;
- combinations of switches and other functions (but not for switches combined with fuses);
- electronic switches; and
- switches that have facilities for the retention of and outlet for flexible cables.

1.3 This specification does not cover

- switches for appliances;
- circuit-breakers;
- contactors; and
- isolators (disconnectors).

2 Definitions

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

2.1 manually operated switch: A switch operated by the direct use of any part of the human body.

2.2 switch: An item of electrical equipment capable of making, carrying and breaking currents in one or more electric circuits.

3 Requirements

3.1 A manually operated switch shall comply with the relevant of the following clauses of SABS IEC 669-1, *Switches for household and similar fixed electrical installations – Part 1: General requirements*, as published by Government Notice 1084 (Government Gazette No. 17287) of 5 July 1996:

- 4 General requirements
- 6 Ratings

- 7 Classification
- 8 Marking
- 10 Protection against electric shock
- 11 Provision for earthing
- 12 Terminals
- 13 Constructional requirements
- 14 Mechanism
- 15 Resistance to ageing, to harmful ingress of water and to humidity
- 16 Insulation resistance and electric strength
- 17 Temperature rise
- 18 Making and breaking capacity
- 19 Normal operation
- 20 Mechanical strength
- 21 Resistance to heat
- 22 Screws, current-carrying parts and connections
- 23 Creepage distances, clearances and distances through sealing compound
- 24 Resistance of insulating material to abnormal heat, to fire and to tracking
- 25 Resistance to rusting

No. R. 438**3 April 1998****WET OP STANDAARDE, 1993****VERPLIGTE SPESIFIKASIE VIR HANDSKAKELAARS VIR VASTE INSTALLASIES**

Ek, Alec Erwin, Minister van Handel en Nywerheid, verklaar hierby kragtens artikel 22 (1) (a) (ii) 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 in die Bylae vervat tot 'n verpligte spesifikasie vir handskakelaars vir vaste installasies met ingang van die datum twee maande na die publikasie van hierdie kennisgewing, met die gelyktydige intrekking van die verpligte spesifikasie vir hand-lugbreukskakelaars gepubliseer by Bylae 1 van Goewermentskennisgewing No. R. 615 van 22 Oktober 1965.

A. ERWIN**Minister van Handel en Nywerheid**

BYLAE

VERPLIGTE SPESIFIKASIE VIR HANDSKAKELAARS VIR VASTE INSTALLASIES

1 Bestek

1.1 Hierdie spesifikasie dek aldoelhandskakelaars slegs vir WS, met 'n aangeslane spanning in die bestek van 50 V tot 440 V en 'n aangeslane stroom van hoogstens 63 A, en bedoel vir vaste elektriese installasies, binnenshuis of buitenshuis.

1.2 Hierdie spesifikasie dek ook

- skakelaars wat kliklampe inkorporeer;
- elektroniese afstandsbeheerskakelaars;
- skakelaars wat 'n tydvertraagtoestel inkorporeer;
- kombinasies van skakelaars en ander funksies (maar nie vir skakelaars wat met sekerings gekombineer is nie);
- elektroniese skakelaars; en
- skakelaars met fasiliteite vir die retensie van en uitlaat vir buigsame kables.

1.3 Hierdie spesifikasie dek nie

- skakelaars vir toestelle;
- stroombrekers;
- kontaktors; en
- isolators (afsonderskakelaars) nie.

2 Woordbepaling

Die volgende woordbepalings geld vir die doel van hierdie spesifikasie:

2.1 handskakelaar: 'n Skakelaar wat deur die direkte gebruik van enige deel van die menslike liggaam gewerk word.

2.2 skakelaar: 'n Item elektriese toerusting wat daartoe in staat is om strome in een of meer elektriese kringe te sluit, te dra of te verbreek.

3 Vereistes

3.1 'n Handskakelaar moet voldoen aan die toepaslike van die volgende klousules van die Engelse weergawe van SABS IEC 669-1, *Switches for household and similar fixed electrical installations – Part 1: General requirements*, soos gepubliseer by Goewermentskennisgewing 1084 (Staatskoerant No 17287) van 5 Julie 1996:

- 4 General requirements
- 6 Ratings
- 7 Classification
- 8 Marking
- 10 Protection against electric shock
- 11 Provision for earthing
- 12 Terminals
- 13 Constructional requirements
- 14 Mechanism
- 15 Resistance to ageing, to harmful ingress of water and to humidity
- 16 Insulation resistance and electric strength
- 17 Temperature rise
- 18 Making and breaking capacity
- 19 Normal operation
- 20 Mechanical strength
- 21 Resistance to heat
- 22 Screws, current-carrying parts and connections
- 23 Creepage distances, clearances and distances through sealing compound
- 24 Resistance of insulating material to abnormal heat, to fire and to tracking
- 25 Resistance to rusting

No. R. 439**3 April 1998****STANDARDS ACT, 1993****AMENDMENT OF THE COMPULSORY SPECIFICATION FOR THE SAFETY OF INCANDESCENT LAMPS**

I, Alec Erwin, Minister of Trade and Industry, hereby under section 22 (1) (a) (ii) of the Standards Act, 1993 (Act No. 29 of 1993), and on the recommendation of the Council of the South African Bureau of Standards, amend the compulsory specification for the safety of incandescent lamps published by Government Notice No. R. 2719 of 23 November 1990, as set out in the Schedule, with effect from the date two months after publication of this notice.

A. ERWIN**Minister of Trade and Industry****SCHEDULE****AMENDMENT TO THE COMPULSORY SPECIFICATION
FOR THE SAFETY OF INCANDESCENT LAMPS****Subsection 3.5 (c)**

Delete the existing text and insert the following:

- (c) In the case of bayonet caps (type B15 and B22), there shall, at the end of the test, not be an internal short-circuit to the shell of the cap.
-

No. R. 439**3 April 1998****WET OP STANDAARDE, 1993****WYSIGING VAN DIE VERPLIGTE SPESIFIKASIE VIR DIE VEILIGHEID VAN GLOEILAMPE**

Ek, Alec Erwin, Minister van Handel en Nywerheid, wysig hierby kragtens artikel 22 (1) (a) (ii) van die Wet op Standaarde, 1993 (Wet No. 29 van 1993), en op aanbeveling van die Raad van die Suid-Afrikaanse Buro vir Standaarde, met ingang van die datum twee maande na die publikasie van hierdie kennisgewing, die verpligte spesifikasie vir die veiligheid van gloeilampe gepubliseer by Goewermentskennisgewing No. R. 2719 van 23 November 1990, ooreenkomstig die besonderhede in die Bylae uiteengesit.

A. ERWIN**Minister van Handel en Nywerheid****BYLAE****WYSIGING VAN DIE VERPLIGTE SPESIFIKASIE VIR DIE VEILIGHEID VAN GLOEILAMPE****Onderafdeling 3.5 (c)**

Skrap die bestaande teks en vervang dit deur die volgende:

- (c) In die geval van bajonetlampvoete (tipe B15 en B22) mag daar nie na die toets 'n interne kortsluiting na die dop van die lampvoet wees nie.
-

No. R. 440

3 April 1998

STANDARDS ACT, 1993

COMPULSORY SPECIFICATION FOR REPLACEMENT BRAKE LINING ASSEMBLIES FOR ROAD VEHICLES

I, Alec Erwin, Minister of Trade and Industry, hereby under section 22 (1) (a) (ii) 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 contained in the Schedule to be a compulsory specification for replacement brake lining assemblies for road vehicles with effect from the date six months after publication of this notice with the simultaneous withdrawal of the compulsory specification for replacement brake friction components for road vehicles of categories M₁ and N₁ and for minibuses, published by Government Notice No. 2363 of 21 August 1992; the compulsory specification for replacement brake friction components for motor vehicles of categories O₁, O₂, O₃ and O₄, published by Government Notice No. R. 229 of 16 February 1996; and the compulsory specification for replacement brake friction components for motor vehicles of categories M₂ (excluding minibuses), M₃, N₂ and N₃, published by Government Notice No. R. 375 of 8 March 1996.

A. ERWIN**Minister of Trade and Industry**

SCHEDULE

COMPULSORY SPECIFICATION FOR REPLACEMENT BRAKE LINING ASSEMBLIES FOR ROAD VEHICLES

1 Scope

1.1 This specification covers the requirements for replacement brake lining assemblies intended for use on motor vehicles of categories M, N and O.

1.2 The specification applies to replacement brake lining assemblies intended for use on vehicles that were produced on or after 1 January 1984, in the case of categories M₁ (see 2.5) and N₁ (see 2.8) motor vehicles and minibuses, and on or after 15 July 1987, in the case of all other vehicle categories that fall within the scope of this specification. It does not apply to brake lining assemblies installed as original equipment.

1.3 In so far as the parts are concerned, the specification applies in respect of a replacement brake lining assembly supplied for further manufacture by one manufacturer to another. The entire specification applies to the replacement brake lining assembly after its completion by the last-mentioned manufacturer.

2 Definitions

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

2.1 back plate: The component of a pad assembly that carries the brake lining.

2.2 brake lining: The friction material component of a brake lining assembly.

2.3 brake lining assembly: The component of a friction brake that is pressed against a drum or a disc, to produce the friction force that results in the braking action.

2.4 brake shoe: The component of a shoe assembly that carries the brake lining.

2.5 category M₁ motor vehicle: A motor vehicle that is used for the carriage of passengers, that has at least four wheels, and that has seating accommodation for not more than eight passengers in addition to the driver of the vehicle.

2.6 category M₂ motor vehicle: A 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.

2.7 category M₃ motor vehicle: A 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.

2.8 category N₁ motor vehicle: A motor vehicle that has a maximum mass not exceeding 3,5 t, and that has at least four wheels, or, provided that the maximum mass exceeds 1 t, that has at least three wheels, and that is used for the carriage of goods.

2.9 category N₂ motor vehicle: A motor 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.

2.10 category N₃ motor vehicle: A motor vehicle that is used for the carriage of goods and that has a maximum mass exceeding 12 t.

2.11 category O₁ vehicle: A trailer, including a semi-trailer, that has a maximum mass not exceeding 750 kg.

2.12 category O₂ vehicle: A trailer, including a semi-trailer, that has a maximum mass of more than 750 kg but not more than 3 500 kg.

2.13 category O₃ vehicle: A trailer, including a semi-trailer, that has a gross vehicle mass of more than 3,5 t but not more than 10 t.

2.14 category O₄ vehicle: A trailer, including a semi-trailer, that has a gross vehicle mass exceeding 10 t.

2.15 mean braking torque: The average torque recorded when the input force exceeds 90 % of the required value.

2.16 original brake lining assembly: A brake lining assembly installed as original equipment during manufacture of the vehicle.

2.17 pad assembly: A brake lining assembly that is intended for use in a disc brake and that consists of the brake lining, adhesive and the back plate.

2.18 shoe assembly: A brake lining assembly that is intended for use in a drum brake and that consists of the brake lining, the metal shoe and the rivets or adhesive.

2.19 surface area: The area of that part of a brake lining that is intended to be in contact with a drum or disc, to provide the braking force.

3 Requirements

3.1 General

Replacement brake lining assemblies shall comply with

- a) the laboratory test requirements given in 3.2,
- b) the requirements for brake lining attachments given in 3.3. and
- c) the requirements for packing and marking given in clause 6.

3.2 Laboratory test

When a replacement brake lining assembly is tested in accordance with 4.3.2 and 4.3.3:

- a) the mean braking torque recorded during the type O test (see 4.3.2), using the value of test speed 2 relevant to the category of vehicle given in table 1, shall, for the same input force, be within 15 % of the mean braking torque recorded when the original brake lining assembly is tested in the same way. The mean braking torque recorded with the original brake lining assembly is the average of the braking torques recorded during at least five tests on the original brake lining assembly;
- b) the difference in the mean braking torque recorded during the type O test (see 4.3.2) on the replacement brake lining assemblies, at the three different speeds indicated in table 1, shall be within 15 % of one another; and
- c) the residual performance after the type 1 test (see 4.3.3) shall be not less than 80 % of that prescribed in table 1 for the category in question, and not less than 60 % of the figure recorded in the type O test (see 4.3.2).

Upon completion of the test, the replacement brake lining shall be subjected to visual inspection, to check that it is in a satisfactory condition for continued use under normal working conditions.

3.3 Brake lining attachment

3.3.1 When a bonded replacement brake lining assembly is tested in accordance with clause 5:

- a) failure shall not occur before the shearing force reaches the appropriate of the following values:
 - 1) pad assembly: 3,5 N per square millimetre of surface area of the brake lining; and
 - 2) shoe assembly: 1,3 N per square millimetre of surface area of the brake lining;
- b) depending on the actual value of the ultimate shearing force, the failure pattern of the sheared surface shall comply with the following requirements:
 - 1) pad assembly: if the ultimate shearing force is less than 1,8 times the minimum value given in (a)(1) above, the bond over at least 70 % of the interface between the brake lining and the back plate shall not have failed. The bond shall not have failed anywhere at the edge; and
 - 2) shoe assembly: if the ultimate shearing force is less than twice the minimum value given in (a)(2) above, the bond over at least 65 % of the interface between the brake lining and the brake shoe shall not have failed, and no single area of failed adhesion shall exceed 15 % of the total area. The bond shall not have failed anywhere at the edge.

3.3.2 When riveted replacement brake lining assemblies are inspected, they shall comply with the following requirements:

- a) there shall be no evidence of cracks in the lining;
- b) the lining shall not be askew to the back plate;
- c) there shall be no separation of the lining from the brake shoe;
- d) the leading edge of the lining shall be on the correct side;
- e) the diameter of the rivet head shall not be obviously smaller than the diameter of the lining hole when correctly seated;

- f) the rivet head shall not be flush or proud of the lining;
- g) there shall be no damage to the rivets;
- h) the rivets shall not be loose; and
- i) there shall be no sign of the rivet hole on the underside of the brake shoe.

NOTE — Replacement brake lining assemblies that comply with ECE Regulation 90: *Replacement brake lining assemblies for power-driven vehicles and their trailers*, and replacement brake lining assemblies that, when fitted to a motor vehicle, comply with ECE Regulation 13: *Vehicles with regard to braking*, and EEC Directives 71/320, 74/132, 75/524 and 79/589: *Braking devices of certain categories of motor vehicles and their trailers*, may be deemed to comply with the requirements of this compulsory specification.

4 Type O cold performance test and type 1 fade test

4.1 Test equipment

4.1.1 Dynamometer, that is capable of generating the inertia required, as indicated in 4.2.1, and that meets the requirements given in 4.3.3.

4.1.2 Air cooling (if required), that is in accordance with 4.2.4.

4.1.3 Instrumentation, that is capable of providing at least the following data:

- a) a continuous recording of the disc or drum rotational speed;
- b) the time taken to stop after application of the brake;
- c) a continuous recording of the temperature measured in the centre of the path swept by the brake lining;
- d) a continuous recording of the input force; and
- e) a continuous recording of the brake output torque.

4.2 Test conditions

4.2.1 Inertia

The dynamometer is set as close as possible, within a tolerance of 5 %, to the rotary inertia equivalent to that part of the total inertia of the vehicle braked by the appropriate wheel(s), according to the following formula:

$$I = MR^2$$

where

I is the rotary inertia, in kilogram metres squared;

M is that part of the gross axle mass-load braked by the appropriate wheel(s); and

R is the tyre-rolling radius, in metres.

4.2.2 Speed

The rotational speed of the inertia dynamometer corresponds to the linear speed of the vehicle as prescribed for the type O test and the type 1 test.

4.2.3 Bedding and conditioning

The brake lining assembly shall be at least 80 % bedded in and shall not have exceeded a temperature of 180 °C during the bedding-in procedure or, alternatively, at the brake lining manufacturer's request, shall be bedded in or conditioned in accordance with the brake lining manufacturer's recommendations, or both.

4.2.4 Cooling

Cooling air at ambient temperature may be used during the test cycle. The cooling air shall flow over the brake in a direction perpendicular to the brake's axis of rotation, and the velocity of the cooling air shall not exceed 10 km/h.

4.3 Test procedures

4.3.1 Equivalence

Replacement brake lining assembly equivalence with the original brake lining assembly is based on a comparison of the results achieved during the tests given in 4.3.2 and 4.3.3.

4.3.2 Type O cold performance test procedure

4.3.2.1 Three brake applications are made from an initial rotational speed equivalent to test speed 2, relevant to the category of vehicle given in table 1, with an input force equal to the average input force that is required to maintain the deceleration in table 1 when the original brake lining assemblies are used. The mean braking torque recorded during these three stops is compared with that obtained on the original brake lining assemblies.

4.3.2.2 Brake applications are made from initial rotational speeds equivalent to test speeds 1 and 3, relevant to the category of vehicle given in table 1, with the same input force as used in 4.3.2.1. The mean braking torque recorded during the three stops at the three different speeds are compared.

Table 1 — Test conditions — Type O test

1	2	3	4	5	6	7	8	9	10	11
Vehicle category										
Test speed, km/h	M ₁	M ₂	M ₃	N ₁	N ₂	N ₃	O ₁	O ₂	O ₃	O ₄
1	40	30	30	30	20	20	20	20	20	20
2	80	60	60	70	50	40	40	40	40	40
3	120	90	90	110	80	60	60	60	60	60
Deceleration, m/s ²	5.8	5	5	4.4	4.4	4.4	4.4	4.4	4.4	4.4

4.3.3 Type 1 fade test procedure

4.3.3.1 Test for vehicles of categories M and N

4.3.3.1.1 In the case of vehicles of categories M and N, the brake is applied repeatedly in accordance with the conditions given in table 2.

Table 2 — Test conditions — Type 1 test

1	2	3	4	5
Conditions				
Category of vehicle	V_1 km/h	V_2 km/h	Δt s	n
M_1	120	60	45	15
M_2	100	50	55	15
M_3	60	30	60	20
N_1	120	60	55	15
N_2	60	30	60	20
N_3	60	30	60	20
NOTES 1 In the event of the vehicle's not being able to reach a speed of V_1 as given in table 2, then 80 % of the vehicle's maximum speed shall be taken as V_1, and V_2 shall then be 50 % of the vehicle's V_1. 2 V_1 is the initial speed, when braking starts; V_2 is the speed at the end of braking; n is the number of times the brake is applied; and Δt is the duration of a braking cycle (the time that elapses between the start of one brake application and the start of the next).				

4.3.3.1.2 In these tests, the input force is so adjusted as to attain a mean deceleration of 3 m/s^2 at the first application of the brake. This input force remains constant throughout the successive brake applications.

4.3.3.2 Test for vehicles of category O

In the case of vehicles of category O, so apply the brake that the energy input is equivalent to that recorded in the same period of time with a laden vehicle driven at a steady speed of 40 km/h on a 7 % down gradient for a distance of 1.7 km. So adjust the input force as to keep the braking force constant at 7 % of the weight of the trailer. If the power available is insufficient to maintain the specified speed, the test may be conducted at a lower speed but over a longer period, as shown in table 3.

NOTE — The rolling resistance shall be taken as 1 %.

Table 3 — Type 1 — Continuous braking

1	2
Speed	Time
km/h	s
40	153
30	234
20	450
15	744

4.3.4 Residual performance

At the end of the applicable test given in 4.3.3, again determine the mean braking torque for the brake lining assembly under the same conditions as for the type O test (the temperature conditions may be different), and check for compliance with 3.2(c).

5 Ultimate shear strength test

5.1 Apparatus

5.1.1 Testing machine, that is capable of applying to the brake lining secured in the fixture (see 5.1.2), a shearing force great enough to detach the brake lining from its back plate or from its brake shoe (as relevant).

5.1.2 Fixture, that consists of the appropriate of the following:

- pad assembly: a fixture that is capable of so securing a pad assembly that the shearing force is applied perpendicular to the top edge of the brake lining over its entire length and within 1,5 mm of the surface of the back plate. The fixture maintains a compressive force of 0,5 N per square millimetre of surface area over the entire brake lining during the test.
- shoe assembly: a fixture that is capable of so securing a shoe assembly that the shearing force is applied perpendicular to the side edge of the brake lining over its entire length and within 0,2 mm to 0,5 mm of the brake shoe.

5.2 Procedure

5.2.1 Secure the brake lining assembly in the fixture and apply an increasing shearing force until the brake lining is separated from its back plate or brake shoe. Record the maximum force attained when shearing occurs, and assess the condition of the sheared surface.

5.2.2 Check for compliance with 3.3.1(b).

6 Packing and marking

6.1 Packing

Replacement brake lining assemblies shall be so packed as to prevent damage or contamination during transportation and storage.

6.2 Marking

Replacement brake lining assemblies shall be so marked as to clearly identify the manufacturer and the vehicle model and any derivative for which they are intended. A parts numbering system that corresponds to the vehicle parts list shall be deemed to satisfy these requirements.

No. 440

3 April 1998

WET OP STANDAARDE, 1993

VERPLIGTE SPESIFIKASIE VIR VERVANGINGSREMVOERINGSAMESTELLE VIR PADVOERTUIE

Ek, Alec Erwin, Minister van Handel en Nywerheid, verklaar hierby kragtens artikel 22 (1) (a) (ii) 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 in die Bylae vervat tot 'n verpligte spesifikasie vir vervangingsremvoeringsamestelle vir padvoertuie, met ingang van die datum twee maande na die publikasie van hierdie kennisgewing, met die gelyktydige intrekking van die verpligte spesifikasie vir vervangingsremwryfkomponente vir padvoertuie van kategorie M₁, N₁, en vir minibusse gepubliseer by Goewermentskennisgewing No. 2363 van 21 Augustus 1992; die verpligte spesifikasie vir vervangingsremwryfkomponente vir padvoertuie van kategorie M₂ (minibusse uitgesluit), M₃, N₂ en N₃ gepubliseer by Goewermentskennisgewing No. R. 375 van 8 Maart 1996 en die verpligte spesifikasie vir vervangingsremwryfkomponente vir padvoertuie van kategorieë O₁, O₂, O₃ en O₄ gepubliseer by Goewermentskennisgewing No. R. 229 van 16 Februarie 1996.

A. ERWIN**Minister van Handel en Nywerheid**

BYLAE

VERPLIGTE SPESIFIKASIE VIR VERVANGINGSREMVOERINGSAMESTELLE VIR PADVOERTUIE

1 Bestek

1.1 Hierdie spesifikasie dek die vereistes vir vervangingsremvoeringsamestelle wat bedoel is vir gebruik op motorvoertuie van kategorie M, N en O.

1.2 Die spesifikasie is van toepassing op vervangingsremvoeringsamestelle wat bedoel is vir gebruik op voertuie wat op of na 1 Januarie 1984 vervaardig is in die geval van minibusse en motorvoertuie van kategorie M_1 (kyk 2.2) en N_1 (kyk 2.5) en op of na 15 Julie 1987 in die geval van alle ander voertuigkategorieë wat binne die bestek van hierdie spesifikasie val. Dit is nie van toepassing op remvoeringsamestelle wat as oorspronklike toerusting geïnstalleer is nie.

1.3 Hierdie spesifikasie is, sover dit die onderdele betref, van toepassing op 'n vervangingsremvoeringsamestel wat deur een fabrikant vir verdere vervaardiging aan 'n ander fabrikant gelewer word. Die hele spesifikasie is van toepassing op die vervangingsremvoeringsamestel na voltooiing daarvan deur laasgenoemde fabrikant.

2 Woordbepaling

Die volgende woordbepalings geld vir die doel van hierdie spesifikasie:

2.1 gemiddelde remwringkrag: Die gemiddelde wringkrag wat aangeteken word indien die insetkrag 90 % van die vereiste waarde oorskry.

2.2 kategorie M_1 -motorvoertuig: 'n Motorvoertuig wat vir die vervoer van passasiers gebruik word, wat minstens vier wiele het en wat sitplek vir hoogstens agt passasiers benewens die bestuurder van die voertuig het.

2.3 kategorie M_2 -motorvoertuig: 'n Motorvoertuig wat vir die vervoer van passasiers gebruik word, wat minstens vier wiele het, wat sitplek vir meer as agt passasiers benewens die bestuurder van die voertuig het en wat 'n maksimum massa van hoogstens 5 t het.

2.4 kategorie M_3 -motorvoertuig: 'n Motorvoertuig wat vir die vervoer van passasiers gebruik word, wat minstens vier wiele het, wat sitplek vir meer as agt passasiers benewens die bestuurder van die voertuig het en wat 'n maksimum massa van meer as 5 t het.

2.5 kategorie N_1 -motorvoertuig: 'n Motorvoertuig wat 'n maksimum massa van hoogstens 3,5 t het en wat minstens vier wiele het of wat, mits die maksimum massa 1 t oorskry, minstens drie wiele het en wat vir die vervoer van goedere gebruik word.

2.6 kategorie N_2 -motorvoertuig: 'n Motorvoertuig wat vir die vervoer van goedere gebruik word en wat 'n maksimum massa van meer as 3,5 t maar hoogstens 12 t het.

2.7 kategorie N₃-motorvoertuig: 'n Motorvoertuig wat vir die vervoer van goedere gebruik word en wat 'n maksimum massa van meer as 12 t het.

2.8 kategorie O₁-voertuig: 'n Sleepwa, met inbegrip van 'n leunwa, wat 'n maksimum massa van hoogstens 750 kg het.

2.9 kategorie O₂-voertuig: 'n Sleepwa, met inbegrip van 'n leunwa, wat 'n maksimum massa van meer as 750 kg maar hoogstens 3 500 kg het.

2.10 kategorie O₃-voertuig: 'n Sleepwa, met inbegrip van 'n leunwa, wat 'n bruto voertuigmassa van meer as 3,5 t maar hoogstens 10 t het.

2.11 kategorie O₄-voertuig: 'n Sleepwa, met inbegrip van 'n leunwa, wat 'n bruto voertuigmassa van meer as 10 t het.

2.12 kussingsamestel: 'n Remvoeringsamestel wat bedoel is vir gebruik in 'n skyfrem en wat uit die remvoering, kleefmiddel en die rugplaat bestaan.

2.13 oorspronklike remvoeringsamestel: 'n Remvoeringsamestel wat as oorspronklike toerusting tydens die vervaardiging van die voertuig geïnstalleer is.

2.14 oppervlakte: Die oppervlakte van dié deel van 'n remvoering wat bedoel is om in aanraking met 'n trommel of skyf te kom, ten einde die remkrag te voorsien.

2.15 remskoen: Die komponent van 'n skoensamestel wat die remvoering dra.

2.16 remvoering: Die wryfmateriaalkomponent van 'n remvoeringsamestel.

2.17 remvoeringsamestel: Die komponent van 'n wryfrem wat teen 'n trommel of skyf druk ten einde die wryfkrag voort te bring wat die remwerking tot gevolg het.

2.18 rugplaat: Die komponent van 'n kussingsamestel wat die remvoering dra.

2.19 skoensamestel: 'n Remvoeringsamestel wat bedoel is vir gebruik in 'n trommelrem en wat uit die remvoering, die metaalskoen en die klinknaels of kleefmiddel bestaan.

3 Vereistes

3.1 Algemeen

Vervangingsremvoeringsamestelle moet voldoen aan

- a) die laboratoriumtoetsvereistes wat in 3.2 aangegee word,
- b) die vereistes vir remvoeringhegting wat in 3.3 aangegee word, en
- c) die vereistes vir verpakking en merke wat in klousule 6 aangegee word.

3.2 Laboratoriumtoets

By die toets van 'n vervangingsremvoeringsamestel volgens 4.3.2 en 4.3.3:

- a) moet die gemiddelde remwringkrag wat geregistreer word tydens die tipe O-toets (kyk 4.3.2), waarby toetsspoedwaarde 2 met betrekking tot die voertuigkategorie in tabel 1 gebruik word, vir dieselfde insetkrag binne 15 % van die gemiddelde remwringkrag wees wat geregistreer word as die oorspronklike remvoeringsamestel op dieselfde wyse getoets word. Die gemiddelde remwringkrag wat met die oorspronklike remvoeringsamestel geregistreer word, is die gemiddelde van die remwringkragwaardes wat tydens minstens vyf toetse op die oorspronklike remvoeringsamestel geregistreer word;
- b) moet die verskil in die gemiddelde remwringkragwaardes wat tydens die tipe O-toets (kyk 4.3.2) op die vervangingsremvoeringsamestelle by die drie verskillende spoedwaardes in tabel 1 geregistreer word, binne 15 % van mekaar wees; en
- c) moet die residuele prestasie na die tipe 1-toets (kyk 4.3.3) minstens 80 % wees van dié wat in tabel 1 vir die betrokke kategorie voorgeskryf word en minstens 60 % van die waarde wat in die tipe O-toets geregistreer word (kyk 4.3.2).

Na afloop van die toets moet die vervangingsremvoering aan 'n visuele ondersoek onderwerp word ten einde na te gaan of dit in 'n bevredigende toestand is vir voortgesette gebruik in normale werktoestande.

3.3 Remvoeringhegting

3.3.1 By die toets van 'n gebinde vervangingsremvoeringsamestel volgens klousule 5:

- a) mag falings nie plaasvind voordat die skuifskuurkrag die toepaslike van die volgende waardes bereik het nie:
 - 1) kussingsamestel: 3,5 N per vierkante millimeter van die remvoeringoppervlakte; en
 - 2) skoensamestel: 1,3 N per vierkante millimeter van die remvoeringoppervlakte;
- b) na gelang van die werklike waarde van die breekskuifskuurkrag, moet die falingspatroon van die geskeurde oppervlak aan die volgende vereistes voldoen:
 - 1) kussingsamestel: indien die breekskuifskuurkrag minder as 1,8 maal die minimum waarde in (a)(1) hierbo is, mag die binding oor minstens 70 % van die koppelvlak tussen die remvoering en die rugplaat nie gefaal het nie. Die binding mag nêrens by die rand gefaal het nie; en
 - 2) skoensamestel: indien die breekskuifskuurkrag minder as twee maal die minimum waarde in (a)(2) hierbo is, mag die binding oor minstens 65 % van die koppelvlak tussen die remvoering en die remskoen 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 die rand gefaal het nie.

3.3.2 Vasgeklinte vervangingsremvoeringsamestelle moet by ondersoek aan die volgende vereistes voldoen:

- a) daar mag geen tekens van barste in die voering wees nie;
- b) die voering mag nie skeef ten opsigte van die rugplaat wees nie;
- c) die voering mag nie van die remskoen wegtrek nie;

- d) die leirand van die voering moet aan die korrekte kant wees;
- e) die diameter van die klinknaelkop mag nie ooglopend kleiner as die diameter van die voeringgat wees as dit korrek ingebed is nie;
- f) die klinknaelkop mag nie gelyk met die voering wees of daarbokant uitsteek nie;
- g) daar mag geen beskadiging van die klinknaels wees nie;
- h) die klinknaels mag nie los wees nie; en
- i) daar mag geen teken van die klinknaelgat aan die onderkant van die remskoen wees nie.

OPM – Vervangingsremvoeringsamestelle wat voldoen aan ECE-regulasie 90: *Replacement brake lining assemblies for power-driven vehicles and their trailers* en vervangingsremvoeringsamestelle wat, indien hulle op 'n motorvoertuig aangebring is, voldoen aan ECE-regulasie 13: *Vehicles with regard to braking* en EEC-riglyn 71/320, 74/132, 75/524 en 79/589: *Braking devices of certain categories of motor vehicles and their trailers*, kan geag word aan die vereistes van hierdie verpligte spesifikasie te voldoen.

4 Tipe O- koue prestasietoets en tipe 1-verswaktoets

4.1 Toetstoerusting

4.1.1 Dinamometer wat die vereiste inersie kan genereer, soos in 4.2.1 aangetoon word, en wat aan die vereistes in 4.3.3 voldoen.

4.1.2 Lugverkoeling (indien vereis) volgens 4.2.4.

4.1.3 Instrumentasie wat minstens die volgende data kan voorsien:

- a) 'n deurlopende registrasie van die skyf- of trommelrotasiespoed;
- b) die tyd wat verloop vandat die rem aangeslaan word totdat die voertuig tot stilstand kom;
- c) 'n deurlopende registrasie van die temperatuur wat gemeet word in die middel van die baan wat deur die remvoering bestryk word;
- d) 'n deurlopende registrasie van die insetkrag; en
- e) 'n deurlopende registrasie van die remuitsetwringkrag.

4.2 Toetstoestande

4.2.1 Inersie

Die dinamometer word so naby moontlik, binne 'n toleransie van 5 %, aan die rotasie-inersie gestel wat ekwivalent is aan dié deel van die totale inersie van die voertuig wat deur die toepaslike wiel(e) gerem word, aan die hand van die volgende formule:

$$I = MR^2$$

waar

I die rotasie-inersie is, in kilogram-meterkwadraat;

M dié deel van die bruto asmassalas is wat deur die toepaslike wiel(e) gerem word; en

R die bandrolradius is, in meter.

4.2.2 Spoed

Die rotasiespoed van die inersiedinamometer stem ooreen met die lineêre spoed van die voertuig soos vir die tipe O-toets en die tipe 1-toets voorgeskryf word.

4.2.3 Inbedding en kondisionering

Die remvoeringsamestel moet minstens 80 % ingebed wees en mag tydens die inbeddingsprosedure 'n temperatuur van hoogstens 180 °C bereik het of so nie, moet dit op versoek van die remvoeringfabrikant volgens sy aanbevelings ingebed of gekondisioneer word, of albei.

4.2.4 Verkoeling

Koellug by omgewingstemperatuur kan tydens die toetssiklus gebruik word. Die koellug moet oor die rem vloei in 'n rigting loodreg op die rotasieas van die rem en die snelheid van die koellug mag hoogstens 10 km/h wees.

4.3 Toetsprosedures

4.3.1 Ekwivalensie

Ekwivalensie van die vervangingsremvoeringsamestel aan die oorspronklike remvoeringsamestel word gegrond op 'n vergelyking van die resultate behaal tydens die toetse in 4.3.2 en 4.3.3.

4.3.2 Prosedure vir tipe O- koue prestatietoets

4.3.2.1 Die rem word drie keer aangeslaan by 'n aanvangsrotasiespoed wat ekwivalent is aan toetsspoed 2, toepaslik vir die voertuigkategorie in tabel 1, met 'n insetkrag wat gelyk is aan die gemiddelde insetkrag wat vereis word om die spoedvermindering in tabel 1 te handhaaf indien die oorspronklike remvoeringsamestelle gebruik word. Die gemiddelde remwringkrag wat tydens die drie stilhouaksies geregistreer is, word vergelyk met dié wat met die oorspronklike remvoeringsamestelle verkry is.

4.3.2.2 Die rem word aangeslaan by aanvangsrotasiespoedwaardes wat ekwivalent is aan toetsspoedwaardes 1 en 3, toepaslik vir die voertuigkategorie in tabel 1, met dieselfde insetkrag wat in 4.3.2.1 gebruik is. Die gemiddelde remwringkrag wat tydens die drie stilhouaksies by die drie verskillende spoedwaardes geregistreer is, word vergelyk.

Tabel 1 — Toetstoestande — Tipe O-toets

1	2	3	4	5	6	7	8	9	10	11
Voertuigkategorie										
Toetsspoed, km/h	M ₁	M ₂	M ₃	N ₁	N ₂	N ₃	O ₁	O ₂	O ₃	O ₄
1	40	30	30	30	20	20	20	20	20	20
2	80	60	60	70	50	40	40	40	40	40
3	120	90	90	110	80	60	60	60	60	60
Spiedvermindering, m/s ²	5,8	5	5	4,4	4,4	4,4	4,4	4,4	4,4	4,4

4.3.3 Prosedure vir tipe 1-verswaktoets

4.3.3.1 Toets vir voertuie van kategorie M en N

4.3.3.1.1 In die geval van voertuie van kategorie M en N word die rem herhaaldelik aangeslaan volgens die toestande in tabel 2.

Tabel 2 — Toetstoestande — Tipe 1-toets

1	2	3	4	5
Toestande				
Voertuig-kategorie	V ₁ km/h	V ₂ km/h	Δt s	n
M ₁	120	60	45	15
M ₂	100	50	55	15
M ₃	60	30	60	20
N ₁	120	60	55	15
N ₂	60	30	60	20
N ₃	60	30	60	20

OPM

1 In die geval van 'n voertuig wat nie 'n spoed van V₁, soos in tabel 2, kan bereik nie, moet 80 % van die voertuig se maksimum spoed as V₁ geneem word, en V₂ moet dan 50 % van die voertuig se V₁ wees.

2 V₁ is die aanvangspoed aan die begin van remming;

V₂ is die spoed aan die einde van remming;

n is die getal kere wat die rem aangeslaan word; en

Δt is die duur van 'n remsiklus (die tyd wat verloop tussen die begin van een remaanslag en die begin van die volgende).

4.3.3.1.2 In hierdie toetse word die insetkrag so gestel dat 'n gemiddelde spoedvermindering van 3 m/s² by die eerste remaanslag verkry word. Hierdie insetkrag bly konstant vir die duur van die daaropvolgende remaanslae.

4.3.3.2 Toets vir voertuie van kategorie O

In die geval van voertuie van kategorie O moet die rem só aangeslaan word dat die energie-inset gelyk is aan dié wat in dieselfde tydperk geregistreer word as 'n belaste voertuig teen 'n bestendige spoed van 40 km/h oor 'n afstand van 1,7 km teen 'n afdraande met 'n helling van 7 % bestuur word. Stel die insetkrag só dat die remkrag konstant teen 7 % van die gewig van die sleepwa gehou word. Indien die beskikbare krag ontoereikend is om die gespesifiseerde spoed te handhaaf, kan die toets teen 'n laer spoed maar oor 'n langer tydperk uitgevoer word, soos in tabel 3 aangetoon word.

OPM — Die rolweerstand moet as 1 % geneem word.

Tabel 3 — Tipe 1 — Deurlopende remming

1	2
Spoed	Tyd
km/h	s
40	153
30	234
20	450
15	744

4.3.4 Residuele prestasie

Bepaal aan die einde van die toepaslike toets in 4.3.3 weer die gemiddelde remwringkrag vir die remvoeringsamestel in dieselfde toestande as vir die tipe O-toets (die temperatuurtoestande kan verskil), en gaan na vir voldoening aan 3.2(c).

5 Toets vir breekskuifskeursterkte

5.1 Apparaat

5.1.1 Toetsmasjien wat 'n groot genoeg skuifskeurkrag kan uitoefen op die remvoering wat in die hegstuk (kyk 5.1.2) bevestig is, sodat die remvoering van die rugplaat of van die remskoen (soos toepaslik) wegtrek.

5.1.2 Hegstuk wat uit die toepaslike van die volgende bestaan:

- kussionsamestel: 'n hegstuk wat 'n kussionsamestel só kan bevestig dat die skuifskeurkrag loodreg op die borand van die remvoering, oor die hele lengte daarvan en binne 1,5 mm van die oppervlak van die rugplaat af uitgeoefen word. Tydens die toets handhaaf die hegstuk 'n drukkrag van 0,5 N per vierkante millimeter van die oppervlakte oor die hele remvoering.
- skoensamestel: 'n hegstuk wat 'n skoensamestel só kan bevestig dat die skuifskeurkrag loodreg op die syrand van die remvoering, oor die hele lengte daarvan en binne 0,2 mm tot 0,5 mm van die remskoen af uitgeoefen word.

5.2 Prosedure

5.2.1 Bevestig die remvoeringsamestel in die hegstuk en oefen 'n toenemende skuifskeurkrag uit totdat die remvoering van die rugplaat of remskoen af wegtrek. Teken die maksimum krag aan waarby skuifskeur plaasvind en beoordeel die toestand van die geskeurde oppervlak.

5.2.2 Gaan na vir voldoening aan 3.3.1(b).

6 Verpakking en merke

6.1 Verpakking

Vervangingsremvoeringsamestelle moet só verpak wees dat hulle nie tydens vervoer en berging beskadig of gekontamineer sal raak nie.

6.2 Merke

Vervangingsremvoeringsamestelle moet só gemerk wees dat die fabrikant, die voertuigmodel en modelvariante waarvoor hulle bedoel is, duidelik geïdentifiseer kan word. 'n Nommerstelsel vir onderdele wat met die voertuig se onderdelelyns ooreenstem, word geag aan hierdie vereistes te voldoen.

No. R. 441**3 April 1998****STANDARDS ACT, 1993****COMPULSORY SPECIFICATION FOR NEW MOTOR VEHICLES OF CATEGORY N₂ AND N₃**

I, Alec Erwin, Minister of Trade and Industry, hereby under section 22 (1) (a) (ii) 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 contained in the Schedule to be a compulsory specification for new motor vehicles of category N₂ and N₃ with effect from the date two months after publication of this notice with the simultaneous withdrawal of the compulsory specification for category N₂ and N₃ published by Government Notice No. R. 2241 of 7 August 1992.

A. ERWIN**Minister of Trade and Industry**

SCHEDULE

COMPULSORY SPECIFICATION FOR NEW MOTOR VEHICLES OF CATEGORY N₂ AND N₃

1 Scope

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

1.2 The requirements of the specification shall, in so far as the parts already incorporated are concerned, apply in respect of an incomplete motor 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 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 Regulation 436(1) of the consolidated Road Traffic Regulations to the Road Traffic Act, 1989 (Act 29 of 1989), or to agricultural tractors.

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

1.5 Homologation shall comprise the confirmation by the South African Bureau of Standards (SABS) that the manufacturer has provided the SABS with the following specific evidence in respect of the commodity covered by this compulsory specification:

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

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

NOTE – Where an SABS standard is incorporated by reference into this specification, such incorporation relates to the basic requirements for the commodity as stated in the incorporated standard, but not to sampling procedures and other concepts and directives not material to the application of this specification

2 Definitions

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

2.1 category N motor vehicle: A goods vehicle that has at least four wheels, or that has three wheels and a maximum mass exceeding 1 t.

2.2 category N₂ motor vehicle, hereinafter referred to as a vehicle: A 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.

2.3 category N₃ motor vehicle, hereinafter referred to as a vehicle: A category N vehicle that is used for the carriage of goods and that has a maximum mass exceeding 12 t.

2.4 goods: Any movable property.

2.5 goods vehicle: A motor vehicle, other than a motor cycle, motor tricycle, motor quadracycle, motor-car, minibus or bus, that is designed or adapted for the conveyance of goods on a public road, and that includes a truck-tractor, a mobile crane and a breakdown vehicle.

2.6 manufacturer: The person who manufactures, produces, assembles, alters, modifies, adapts or converts a new category N motor vehicle, and "manufacture" has a corresponding meaning.

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

The SABS reserves the right to decide on 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 or air management systems;
- d) a different number of doors;
- e) sleeper cabs on trucks;
- f) wheelbase variations for commercial vehicles; and
- g) cargo bodies or equipment that are fitted to a truck and that have no effect on compliance.

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

2.8 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.

2.9 type "A" military vehicle: A 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.

2.10 type "B" military vehicle: A 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

A vehicle shall be fitted with lighting that complies 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 to the Road Traffic Act, 1989 (Act 29 of 1989), 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 specific 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 to the Road Traffic Act, 1989 (Act 29 of 1989).

3.2 Requirements for rear-view mirrors and vision

3.2.1 Rear-view mirrors

A vehicle shall be fitted with rear-view mirrors that 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 General

Partitions of transparent material and windows fitted to a vehicle shall, except as allowed in terms of 3.2.2.3 below, be of safety glass that complies with the relevant requirements given in SABS 1191:1978, *High penetration-resistant laminated safety glass for vehicles*, 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 Windscreens

A windscreen shall be fitted to a vehicle and shall be of safety glass that complies with the relevant requirements given in the said SABS 1191.

3.2.2.3 Plastics safety glazing material

Excluding those windows fitted to the immediate right and to the immediate left of the driver, which shall be as in 3.2.2.1 above, windows and partitions of plastics material that complies with the relevant requirements given in SABS 1472:1989, *Motor vehicle safety standard specification for plastics safety glazing materials for motor vehicles*, as published by Government Notice No. 775 of 21 April 1989, may be fitted; alternatively, plastics materials that comply with a national standard, recognized by the SABS, may be used.

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

A vehicle shall be fitted with braking equipment that complies with the relevant requirements given in either SABS 1207:1985, *Motor vehicle safety standard specification for braking*, as published by Government Notice No. 6 of 3 January 1986, or SABS 1506:1990, *Braking*, as published by Government Notice No. 869 of 20 April 1990.

3.4 Requirements for controls, steering, 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 (if any) fastened.

3.4.1.1 Right-hand drive

A vehicle shall be of a right-hand drive configuration, except as in 3.4.1.2 below.

NOTE – Certain vehicles other than those intended for the carriage of passengers or goods, may, on application, be exempted.

3.4.1.2 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 to the Road Traffic Act, 1989 (Act 29 of 1989).

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 annex III of 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 connections 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*;

b) in the case of 24 V systems: 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 to the Road Traffic Act, 1989 (Act 29 of 1989).

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 Radio Act, 1952 (Act 3 of 1952).

4.2 Suppression of atmospheric pollution

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).

4.3 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 097:1975, *The measurement of noise emitted by motor vehicles*, as published by Government Notice No. 463 of 9 July 1982, 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, the sound level of 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.

4.3.3 Environmental noise regulations for work places

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 to the Road Traffic Act, 1989 (Act 29 of 1989).

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 position to a door post, or to a panel in the engine compartment, or to the dash panel, or in the vehicle cab.

5.2.1.2 As an alternative to the above, 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, may be used. 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 a metal plate.

5.2.2 Manufacturer's mass and power data

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, prefixed by the letters GVM/BVM;
- b) the gross combination mass, in kilograms, prefixed by the letters GCM/BKM; and
- c) 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;
- 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.

5.2.2.1 Optional data plate

The abbreviations given in 5.2.2(a), 5.2.2(b) and 5.2.2(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 engine number shall be stamped on the engine block.

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 or permissible axle unit mass-load of each axle or 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*, as published by Government Notice No. 3160 of 20 November 1992.

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*, 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 if 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 so provided with a cover that any part 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 be so designed, constructed and fitted to the vehicle as to comply with the requirements of the relevant regulation to the Road Traffic Act, 1989 (Act 29 of 1989).

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

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 have dimensions and loads, compatible with the specified or permitted rims, that comply with the requirements of the relevant regulations to the Road Traffic Act, 1989 (Act 29 of 1989).

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 Hydraulic brake and clutch fluids

Any hydraulic brake and clutch fluids contained in the hydraulic brake and clutch systems of a vehicle shall comply with the relevant requirements given in the compulsory specification for hydraulic brake and clutch fluids, as published by Government Notice No. 128 of 17 January 1975 and corrected by Government Notice No. 476 of 14 March 1975.

8 Equivalent requirements

The requirements of any of the SABS standards in the appropriate parts of section 3 to 6 of this specification may be deemed to have been met if compliance with the equivalent standards given in table 1 is achieved.

Compulsory specification for new motor vehicles of category N₂ and N₃

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

1	2	3	4	5	6	7	8	9
				Equivalent standards				
Subclause	Item	SABS No.	Dated	EEC	Incl	ECE	Others	Remarks
3.1.1	Lights	1376-1 1376-2 1376-3	1983 1985 1985	76/757 76/758 76/759 76/760 76/761 76/762 77/538 77/539 77/540		R1 R2.02 R3.02 R4 R5.01 R6.01 R7.01 R8.04 R19.01 R20.02 R23 R31.01 R37.02 R38 R77		Applicable only to head-lamps, direction indicators, stop, 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	Windows and partitions	1191	1978	92/22		R43		
	or	1193	1978	92/22		R43		
3.2.2.2	Windscreens	1191	1978	92/22		R43		
3.2.2.3	Plastics glazing	1472	1989					
3.3	Braking	1207	1985	71/320	79/489	R13.04		
	or	1506	1990	71/320	85/647	R13.05		
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	76/221	82/333	R58.01		
3.9	Warning triangles	Act	1989			R27.03		If supplied
4.1	Radio interference	Act	1952	72/245		R10.01		
4.2	Atmospheric pollution	Act	1965	70/220 72/306		R15 R24 R83		
4.3.1	Noise when in motion	097	1975	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)	SABS ISO 3779 SABS ISO 4030	1983 1983					
6.1	Speedometer	1441	1987	75/443		R39		
6.4	Tyres	Act	1989			R30		

NOTE — Vehicles that comply with any SABS or equivalent standards that supersede the above-mentioned standards, may be deemed to comply with such a standard.

Compulsory specification for new motor vehicles of category N₂ and N₃

Schedule 1 — Operative dates

1	2	3	4	5
Subsection	Item	Operative date	Exclusions	Exclusion expiry date
	All subsections/items not referred to below:	7 October 1992	Nil	
3.1.1	Lights to SABS 1376	15 July 1987	Vehicle models homologated before 15 July 1987	1 January 2001
		1 January 1998	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
3.1.2	Lights to SABS 1046	1 June 1992	Category 5 indicators	1 January 2001
3.2.2.3	Plastics safety glazing material to SABS 1472	1 June 1992	Vehicle models homologated before 1 June 1992	1 January 2001
3.3	Braking to SABS 1207 or SABS 1506:1990	1 June 1992	Category N ₂ vehicles homologated before 1 June 1992	1 January 2001
			Category N ₂ vehicles homologated before 1 January 1987 may alternatively comply with SABS 1051	1 January 2001
3.4.1.1	Right-hand drive vehicles	On publication	Nil	
3.6	Seats and seat anchorages to SABS 1429	1 June 1992	Vehicle models homologated before 1 June 1992 may alternatively comply with SABS 1052	1 January 2001
3.7	Electrical connectors (where fitted) to SABS 1327 or SABS ISO 11446, and SABS ISO 12098	On publication	Nil	
3.8	Rear underrun protection to SABS 1055	15 July 1987	Category N ₂ motor vehicles	1 January 2001
4.3.2	Noise when stationary to SABS 0281	On publication	Nil	
5.2.5	VIN to SABS ISO 3779 and SABS ISO 4030	1 November 1995	Nil	
6.5	Wheel flaps to SABS 1496	1 June 1992	Vehicle models homologated before 1 June 1992	1 January 2001

NOTES

1 Vehicles that comply with any SABS, ECE or EEC standard that supersedes the above-mentioned standards, shall be deemed to comply with the relevant requirements of this compulsory specification.

2 The exclusions listed in this schedule should be read in conjunction with other exclusions that are in the body of this specification, or in any applicable SABS standard.

No. R. 441

3 April 1998

WET OP STANDAARDE, 1993

VERPLIGTE SPESIFIKASIE VIR NUWE MOTORVOERTUIE VAN KATEGORIE N₂ EN N₃

Ek, Alec Erwin, Minister van Handel en Nywerheid, verklaar hierby kragtens artikel 22 (1) (a) (ii) 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 in die Bylae vervat tot 'n verpligte spesifikasie vir nuwe motorvoertuie van kategorie N₂ en N₃ met ingang van die datum twee maande na die publikasie van hierdie kennisgewing, met die gelyktydige intrekking van die verpligte spesifikasie vir kategorie N₂- en N₃-motorvoertuie gepubliseer by Goewermentskennisgewing No. R. 2241 van 7 Augustus 1992.

A. ERWIN**Minister van Handel en Nywerheid**

BYLAE**VERPLIGTE SPESIFIKASIE VIR NUWE MOTORVOERTUIE
VAN KATEGORIE N₂ EN N₃****1 Bestek**

1.1 Hierdie spesifikasie dek die vereistes vir nuwe motorvoertuie van kategorie N₂ en N₃, met inbegrip van N₂- of N₃-motorvoertuie wat nie voorheen in Suid-Afrika geregistreer of gelisensieer is nie en wat vir gebruik op openbare paaie ontwerp of aangepas is.

1.2 Die vereistes van die spesifikasie geld, vir sover dit die dele betref wat reeds ingelyf is, ten opsigte van 'n onvolledige motorvoertuig wat vir verdere vervaardiging deur een fabrikant aan 'n ander gelewer word en die spesifikasie geld in sy geheel vir die voertuig nadat dit deur laasgenoemde fabrikant voltooi is.

1.3 Die spesifikasie geld nie ten opsigte van eksperimentele of prototipe voertuie wat vir toets-, beoordelings- of ontwikkelingsdoeleindes deur die oorspronklike fabrikante of invoerders gebou of ingevoer word nie of ten opsigte van tipe A- militêre voertuie of voertuie vir spesiale doeleindes van die tipe wat deur Regulasie 436(1) van die gekonsolideerde Padverkeersregulasies van die Padverkeerswet, 1989 (Wet 29 van 1989) gedek word of ten opsigte van landboutrekkers nie.

1.4 Die toepaslike vereistes van die spesifikasie wat op 'n gespesifiseerde datum in werking tree, geld nie ten opsigte van voertuie wat voor daardie datum vervaardig of ingevoer is nie.

1.5 Homologasie moet bevestiging deur die Suid-Afrikaanse Buro vir Standaarde (SABS) bevat dat die fabrikant die SABS van die volgende spesifieke bewyse voorsien het ten opsigte van die kommoditeit wat deur hierdie verpligte spesifikasie gedek word:

- a) 'n opsomming van bewyse wat aantoon dat alle toepaslike toetse ten opsigte van die model of die tipe kommoditeit suksesvol onder toepaslike beheer uitgevoer is;
- b) voldoende data om 'n toepaslike model of tipe en sy onderdeel te kan identifiseer en met (a) hierbo in verband te kan bring;
- c) geskikte monsters vir die uitvoer van watter toetse en ondersoeke die SABS ook al as toepaslik beskou om 'n gedeelte van of al die bewyse wat voorsien is, te verifieer;
- d) besonderhede van die kwaliteitsbestuurstelsel wat deur die fabrikant toegepas is;
- e) indien toepaslik, dokumentasie om latere fabrikante van onvolledige kommoditeite oor hul verantwoordelikhede in te lig; en
- f) instemming deur die vervaardigingsbron dat die SABS of 'n agent wat deur die SABS aangestel is, produksiekonformiteit by die betrokke vervaardigings-, monteer- en toetsfasiliteite mag oudit.

Die SABS mag sodanige bevestiging op aansoek ten opsigte van nuwe modelle of tipes uitreik, mits sodanige bevestiging nie vir advertensiedoeleindes gebruik word of impliseer dat alle eenhede van die kommoditeit noodwendig of gevolglik aan al die vereistes van hierdie spesifikasie voldoen nie.

OPM – Indien 'n SABS-standaard deur verwysing by hierdie spesifikasie ingelyf word, geld sodanige inlywing vir die basiese vereistes vir die kommoditeit soos in die ingelyfde standaard aangegee word, maar nie vir monsternemingsprosedures en ander konsepte en riglyne wat nie by die toepassing van hierdie spesifikasie ter sâke is nie.

2 Woordbepaling

Die volgende woordbepalings geld vir die doel van hierdie spesifikasie:

2.1 fabrikant: Die persoon wat 'n nuwe kategorie N-motorvoertuig vervaardig, produseer, monteer, verander, modifiseer, aanpas of ombou, en "vervaardig" het 'n ooreenstemmende betekenis.

2.2 goedere: Alle roerende eiendom.

2.3 goederevoertuig: 'n Motorvoertuig, uitgesonderd 'n motorfiets, motordriewiel, motorvierwiel, motor-kar, minibus of bus, wat ontwerp of aangepas is vir die vervoer van goedere op openbare paaie, met inbegrip van 'n voorspanmotor, mobiele hyskraan en noodvoertuig.

2.4 kategorie N-motorvoertuig: 'n Goederevoertuig met minstens vier wiele, of met drie wiele en 'n maksimum massa van meer as 1 t.

2.5 kategorie N₂-motorvoertuig, hierna voertuig genoem: 'n Kategorie N-voertuig met 'n maksimum massa van meer as 3,5 t maar hoogstens 12 t, wat vir die vervoer van goedere gebruik word.

2.6 kategorie N₃-motorvoertuig, hierna voertuig genoem: 'n Kategorie N-voertuig met 'n maksimum massa van meer as 12 t, wat vir die vervoer van goedere gebruik word.

2.7 model: Die fabrikant se beskrywing vir 'n reeks voertuigontwerpe wat nie ten opsigte van bak, kajuit-struktuur, profiel of die getal asse verskil nie of ten opsigte van die voertuigkategorie waaronder hulle deur 'n spesifieke bron in Suid-Afrika in omloop gebring word nie.

Die SABS behou hom die reg voor om te besluit watter variasies of kombinasies van variasies 'n nuwe model uitmaak en kan ook kennis neem van die klassifikasiestelsel wat in die ontwerp se land van oorsprong toegepas word.

Die volgende variasies maak nie noodwendig 'n nuwe model uit nie:

- a) 'n variant van die model ten opsigte van afwerking of opsionele eienskappe waarvoor voldoening ten volle aangetoon is;
- b) verskillende enjin- en transmissiekombinasies, met inbegrip van petrol- en dieselenjins, en hand- en outomatiese transmissies;
- c) klein profielvariasies soos voorste lugdamme of agterdrukvinne of lugbeheerstelsels;
- d) 'n ander getal deure;
- e) slaapkajuite op vragmotors;
- f) asafstandvariasies by handelsvoertuie; en
- g) vragbakke of toerusting wat op 'n vragmotor aangebring is en wat geen invloed op voldoening het nie.

Indien 'n voertuig vervaardig word in 'n aantal konfigurasies soos 'n sedan, luikrug, stasiewa en met 'n enkel- of dubbelkajuit, mag elkeen hiervan as 'n variant van die basismodel beskou word.

2.8 openbare pad: 'n Pad, straat of deurgang, met inbegrip van die padsome, of enige ander plek, hetsy 'n deurgang al dan nie, waartoe die publiek toegangsreg het en wat hul algemeen gebruik.

2.9 tipe A- militêre voertuig: 'n Motorvoertuig, uitgesonderd 'n tipe B- militêre voertuig, wat vir militêre doeleindes ontwerp is en wat, benewens die feit dat dit bewapen is, ook gepantser is.

2.10 tipe B- militêre voertuig: 'n Motorvoertuig wat vir militêre doeleindes vir die vervoer van goedere of personeel ontwerp of aangepas is en wat gepantser kan wees.

3 Algemene vereistes

3.1 Vereistes vir ligte, ligtoerusting en agterwaarskuwingstekens

3.1.1 Ligte

Skerp en gedompte kopligte, rigtingwyserligte, stopligte, voorste en agterste posisieligte, agterregistrasieplaatligte, truiligte, buitelynerklampe en parkeerligte wat op 'n voertuig aangebring is, moet voldoen aan die toepaslike vereistes van SABS 1376-1:1983, *Ligte vir motorvoertuie – Deel 1: Gloeilampe*, soos gepubliseer by Goewermentskennisgewing No 563 van 29 Julie 1983, SABS 1376-2:1985, *Ligte vir motorvoertuie – Deel 2: Kopligte*, soos gepubliseer by Goewermentskennisgewing No 1263 van 14 Junie 1985, en SABS 1376-3:1985, *Ligte vir motorvoertuie – Deel 3: Sekondêre ligte*, soos gepubliseer by Goewermentskennisgewing No 2328 van 18 Oktober 1985.

3.1.2 Ligtoestelle

'n Voertuig moet voorsien wees van ligtoestelle wat voldoen aan die toepaslike vereistes van SABS 1046:1990, *Motorvoertuigveiligheidspesifikasie vir ligte en ligseintoestelle wat op motorvoertuie en sleepwaens aangebring is*, soos gepubliseer by Goewermentskennisgewing No 1735 van 27 Julie 1990:

Met dien verstande dat:

- a) daar aan die vereistes vir die installering van truikaatsers soos aangegee in 4.14, 4.16 en 4.17 van genoemde SABS 1046 voldoen kan word deur die gebruik en aanbring van truikaatsers wat in die toepaslike regulasies van die Padverkeerswet, 1989 (Wet 29 van 1989) omskryf word, en hierbenewens kan daar ook aan die vereistes voldoen word deur die gebruik en aanbring van truikaatsers wat integrerende dele van 'n ander liglenssamestel is; en
- b) die spesifieke vereistes van genoemde SABS 1046 vir
 - 1) toestelle vir die verstelling van gedompte lampe soos in 4.2.6 en aanhangsel 1 uiteengesit word;
 - 2) buitelynerklampe soos in 4.13 uiteengesit word; en
 - 3) agterste mislampe soos in 4.11 uiteengesit word;vir die doeleindes van hierdie verpligte spesifikasie as **OPSIONEEL** beskou word; met dien verstande dat, indien sodanige toestelle of lampe op 'n motorvoertuig aangebring word, hulle aan die toepaslike spesifieke vereistes moet voldoen; en
- c) die spesifieke vereistes in 4.5.11 van genoemde SABS 1046 vir die opspoor van falings van rigtingaanwyserlampe op die sleepwa(sleepwaens) van 'n voertuigkombinasie as opsioneel beskou word.

3.1.3 Agterwaarskuwingsteken (chevron)

'n Voertuig moet voorsien wees van 'n agterwaarskuwingsteken wat aan die vereistes van die toepaslike regulasies van die Padverkeerswet, 1989 (Wet 29 van 1989) voldoen.

3.2 Vereistes vir truspieëls en sig

3.2.1 Truspieëls

'n Voertuig moet toegerus wees met truspieëls wat voldoen aan die toepaslike vereistes van SABS 1436:1989, *Motorvoertuigveiligheidspesifikasie vir truspieëls vir motorvoertuie van kategorie M en N*, soos gepubliseer by Goewermentskennisgewing No 2008 van 22 September 1989.

3.2.2 Windskerms, vensters en afskortings

3.2.2.1 Algemeen

Afskortings van deursigtige materiaal en vensters wat in 'n voertuig aangebring is, moet, behalwe soos volgens 3.2.2.3 hieronder toegelaat, van veiligheidsglas wees wat voldoen aan die toepaslike vereistes van SABS 1191:1978, *Hoogs penetrasiebestande lamelveiligheidsglas vir voertuie*, of van SABS 1193:1978, *Getemperde veiligheidsglas vir voertuie*, soos gepubliseer by Goewermentskennisgewing No 463 van 9 Julie 1982.

3.2.2.2 Windskerms

Voertuie moet toegerus wees met windskerms wat van veiligheidsglas gemaak is wat aan die toepaslike vereistes van genoemde SABS 1191 voldoen.

3.2.2.3 Plastiekveiligheidsbeglasingsmateriaal

Met uitsondering van die vensters wat direk regs en direk links van die bestuurder aangebring is en wat soos in 3.2.2.1 hierbo moet wees, mag vensters en afskortings van plastiekmateriaal wat voldoen aan die toepaslike vereistes van SABS 1472:1989, *Motorvoertuigveiligheid-standaardspesifikasie vir plastiekveiligheidsbeglasingsmateriaal vir motorvoertuie*, soos gepubliseer by Goewermentskennisgewing No 775 van 21 April 1989 aangebring word; so nie, mag plastiekmateriaal wat voldoen aan 'n nasionale standaard wat deur die SABS erken word, gebruik word.

3.2.3 Ruitveërs

'n Voertuig moet voorsien wees van minstens een ruitveër wat op 'n ander wyse as met die hand kan werk en die ruitveërblad moet, as dit in werking is, die buitekant van die windskerm reg voor die bestuurder egalig en behoorlik skoon wees.

3.3 Vereistes vir remme en remtoerusting

'n Voertuig moet toegerus wees met remtoerusting wat voldoen aan die toepaslike vereistes van óf SABS 1207:1985, *Motorvoertuigveiligheid-standaardspesifikasie vir remming*, soos gepubliseer by Goewermentskennisgewing No 6 van 3 Januarie 1986, óf SABS 1506:1990, *Remming*, soos gepubliseer by Goewermentskennisgewing No 869 van 20 April 1990.

3.4 Vereistes vir kontroles, stuur en hoorbare waarskutoestelle

3.4.1 Kontroles

Alle kontroles wat in 'n voertuig aangebring is en wat vir die bestuur van die voertuig vereis word, moet só geplaas wees dat die bestuurder hulle kan bykom en in werking kan stel terwyl hy in die normale bestuurposisie sit met die sitplekgordel (indien daar een is) vasgemaak.

3.4.1.1 Regterstuur

'n Voertuig moet 'n regterstuurkonfigurasie hê, behalwe soos in 3.4.1.2 hieronder.

OPM – Sekere voertuie, uitgesonderd dié wat vir die vervoer van passasiers of goedere bedoel is, kan op aansoek vrygestel word.

3.4.1.2 Middelstuur

'n Voertuig kan 'n middelstuurkonfigurasie hê.

3.4.2 Hoorbare waarskutoestelle

'n Voertuig moet voorsien wees van een of meer hoorbare waarskutoestelle wat, as dit in werking gestel word, 'n aanhoudende klank voortbring teen 'n peil van minstens 93 dB, bepaal volgens SABS 0169:1984, *Die bepaling van die prestasie van hoorbare waarskutoestelle (toeters) na installering in 'n motorvoertuig*, soos gepubliseer by Goewermentskennisgewing No 966 van 11 Mei 1984.

3.5 Vereistes vir deure en in- en uitgange

Die deure en in- en uitgange van 'n kategorie N₂- of N₃-motorvoertuig moet aan die vereistes van die toepaslike regulasies van die Padverkeerswet, 1989 (Wet 29 van 1989) voldoen.

3.6 Vereistes vir sitplekke en sitplekverankerings

'n Voertuig moet voorsien wees van sitplekke en sitplekverankerings wat voldoen aan die toepaslike vereistes in bylae III van SABS 1429:1987, *Motorvoertuigveiligheidspesifikasie vir sterkte van sitplekke en hul verankerings*, soos gepubliseer by Goewermentskennisgewing No 1878 van 4 September 1987.

3.7 Vereistes vir elektriese verbinders

Elektriese verbinders wat aangebring word om 'n voertuig te kan sleep, moet voldoen aan die volgende:

a) in die geval van 12-V-stelsels:

- 1) SABS 1327:1981, *Elektriese verbinders vir sleep- en gesleepte voertuie (7-pool-verbinders)*, of
- 2) SABS ISO 11446:1993, *Passasiersmotors en ligte handelsvoertuie met 12-V-stelsels – 13-pool-verbinders tussen sleepvoertuie en sleepwaens – Afmetings en kontaktoewysing*;

b) in die geval van 24-V-stelsels:

SABS ISO 12098:1994, *Handelsvoertuie met 24-V-stelsels – 15-pool-verbinders tussen sleepvoertuie en sleepwaens – Afmetings en kontaktoewysing*.

3.8 Vereistes vir toestelle vir beskerming teen onderinry van agter

Alle N₂-voertuie met 'n bruto voertuigmassa gelyk aan of meer as 8 t en alle N₃-voertuie moet toegerus wees met 'n toestel vir beskerming teen onderinry van agter wat voldoen aan die toepaslike vereistes van SABS 1055:1983, *Motorvoertuigveiligheid-standaardspesifikasie vir toestelle vir beskerming teen onderinry van agter*, soos gepubliseer by Goewermentskennisgewing No 785 van 14 Oktober 1983:

Met dien verstande dat sekere voertuie kragtens 5.2 of 5.5 van genoemde SABS 1055 uitgesluit kan wees.

3.9 Vereistes vir waarskudriehoeke

In die geval van 'n voertuig wat van waarskudriehoeke voorsien is as deel van die voertuigtoerusting, moet sodanige waarskudriehoeke aan die vereistes van die toepaslike regulasies van die Padverkeerswet, 1989 (Wet 29 van 1989) voldoen.

4 Vereistes vir die beheer van omgewingsteuring

4.1 Onderdrukking van radio- en televisiesteuring

'n Voertuig en die onderdele en bybehore daarvan moet voldoen aan die geldende toepaslike regulasies met betrekking tot die versteuring van kommunikasie wat ingevolge die Radiowet, 1952 (Wet 3 van 1952) afgekondig is.

4.2 Beperking van lugbesoedeling

Die uitlaatgas uit die enjin van 'n voertuig moet sodanig wees dat dit voldoen aan die geldende toepaslike regulasies wat ingevolge die Wet op Voorkoming van Lugbesoedeling, 1965 (Wet 45 van 1965) afgekondig is.

4.3 Onderdrukking van geraasuitstraling

4.3.1 Bewegende voertuie

Met die uitsondering van geraasuitstraling afkomstig van hoorbare waarskutoestelle, mag geen geraas wat deur 'n voertuig uitgestraal word, bepaal volgens SABS 097:1975, *Die meting van motorvoertuig-geraasuitstraling*, soos gepubliseer by Goewermentskennisgewing No 463 van 9 Julie 1982, die volgende oorskry nie:

- a) 89 dB(A) in die geval van 'n voertuig met 'n kragteenheid wat teen laer as 150 kW aangeslaan word; en
- b) 91 dB(A) in die geval van enige ander voertuig.

Ten einde vir 'n gebrek aan noukeurigheid by meettoerusting voorsiening te maak, moet die hoogste klankpeilering wat verkry word met 1 dB(A) verminder word.

4.3.2 Stilstaande voertuie

Met die uitsondering van geraasuitstraling afkomstig van hoorbare waarskutoestelle, moet die klankpeil van enige geraas wat deur 'n voertuig uitgestraal word, bepaal volgens SABS 0181:1981, *Die meting van geraas uitgestraal deur stilstaande padvoertuie*, soos gepubliseer by Goewermentskennisgewing No 463 van 9 Julie 1982, en SABS 0281:1994, *Enjin spoed (S-waardes), verwysingsklankpeile en toelaatbare klankpeile van stilstaande padvoertuie*, soos gepubliseer by Goewermentskennisgewing No 1313 van 25 Augustus 1995, vir homologeringsdoeleindes aangeteken word.

4.3.3 Omgewingsgeraasregulasies vir werkplekke

In die geval van 'n voertuig wat vervaardig is met die duidelike bedoeling dat dit as werkplek gebruik sal word, moet die binnekant van die voertuig voldoen aan die toepaslike geraasregulasies wat ingevolge die Wet op Beroepsgesondheid en Veiligheid, 1993 (Wet 85 van 1993) afgekondig is.

5 Vereistes met betrekking tot metrologiese gegewens

5.1 Voertuigafmetings

Die afmetings van 'n voertuig moet aan die toepaslike vereistes van die betrokke regulasies van die Padverkeerswet, 1989 (Wet 29 van 1989) voldoen.

5.2 Inligtingsplate

5.2.1 Dataplate

5.2.1.1 'n Voertuig moet een of meer metaaldataplate hê wat op 'n opvallende plek aan 'n deurkosyn of 'n paneel in die enjinkompartement of aan die instrumentpaneel of in die voertuigkajuit bevestig is deur middel van klinknaels, sweising of 'n ander metode wat blywende bevestiging vir die leeftyd van die voertuig sal verseker.

5.2.1.2 As 'n alternatief vir bogenoemde, mag 'n selfklewende peutervry metaal- of plastieketiket gebruik word wat nie van een voertuig na 'n ander oorgedra kan word nie, duidelik leesbaar is en by verwydering blywend en ooglopend beskadig sal word. Die selfklewende peutervry etiket moet teen enjinolie, enjinkoelmiddels, normale enjintemperature en humiditeit bestand wees. Hierbenewens moet dit permanensie-eienskappe soortgelyk aan dié van 'n metaalplaat hê.

5.2.2 Fabrikant se massa- en drywingsdata

Die volgende besonderhede van die voertuig moet leesbaar en op blywende wyse gedruk of gestempel wees op die dataplate wat volgens 5.2.1 vereis word:

- a) die bruto voertuigmassa, in kilogram, voorafgegaan deur die letters GVM/BVM;
- b) die bruto kombinasie-massa, in kilogram, voorafgegaan deur die letters GCM/BKM;
- c) die bruto asmassalas of bruto aseenhedmassalas van elke as of aseenhed, in kilogram, voorafgegaan deur die letters GA/BA of GAU/BAE, soos toepaslik; en
- d) die netto drywing, in kilowatt, voorafgegaan deur die letters P/D, bepaal volgens SABS 013-1:1988, *Die bepaling van die werkverrigting (by netto drywing) van binnebrandengins – Deel 1: Padvoertuigbinnebrandenjins by seespieël*, soos gepubliseer by Goewermenskennisgewing No 1652 van 19 Augustus 1988.

5.2.2.1 Opsionele dataplaat

Die afkortings in 5.2.2(a), 5.2.2(b) en 5.2.2(c) word nie vereis indien die inligting in die volgende volgorde verskaf word nie:

- a) bruto voertuigmassa;
- b) bruto kombinasie-massa; en
- c) bruto asmassalas in volgorde van voor na agter.

5.2.3 Inligting oor voertuigenjin

Die enjinnommer moet op die enjinblok gestempel wees.

5.2.4 Voorsiening vir registrasie

Geskikte ruimtes moet op die dataplaat(dataplate) voorsien word vir:

- a) T ... kg (vir die tarra);
- b) V ... kg (vir die toelaatbare maksimum voertuigmassa);
- c) A ... kg of AU/AE ... kg, soos toepaslik (vir die toelaatbare asmassalas of toelaatbare aseenhed-massalas van elke as of aseenhed); en
- d) D/T ... kg (vir die toelaatbare trekvoertuigmassa).

Die verantwoordelikheid vir die aanbring van hierdie inligting op die dataplaat(dataplate) berus by die uiteindelijke voertuigfabrikant.

5.2.5 Voertuigidentifikasienommer (VIN)

Die voertuigidentifikasienommer moet voldoen aan die toepaslike vereistes van SABS ISO 3779:1983, *Padvoertuie – Voertuigidentifikasienommer (VIN) – Inhoud en struktuur*, soos gepubliseer by Goewermenskennisgewing No 3160 van 20 November 1992.

Maar:

Die vereistes vir die aanbring van die VIN, soos aangegee in klousule 5 van SABS ISO 4030:1983, *Padvoertuie – Voertuigidentifikasienommer (VIN) – Plasing en bevestiging*, moet vir die doeleindes van hierdie verpligte spesifikasie soos volg vertolk word:

5 VIN-bevestiging

5.1 Die VIN moet direk op 'n integrerende deel van die voertuig aangebring wees, hetsy op die raam, of, in die geval van integrerende raambakwerkeenhede, op 'n deel van die bakwerk wat nie maklik verwyder of vervang kan word nie.

5.2 Die VIN moet ook op die dataplaat aangebring wees.

5.3 Geskrap.

5.4 Die hoogte van die romeinse letters en die arabiese syfers in die VIN moet soos volg wees:

- minstens 7 mm indien dit in ooreenstemming met 5.1 (raam, bak, ens) op motorvoertuie en sleepwaens aangebring is; en
- minstens 3 mm indien dit volgens 5.2 (dataplaat) aangebring is.

5.3 Meetteenhede

Alle meters, aanwysers of instrumente wat in 'n motorvoertuig aangebring is en in fisiese eenhede gekalibreer is, moet gekalibreer wees in eenhede soos voorgeskryf deur die geldende toepaslike regulasies wat ingevolge die Wet op Meetteenhede en Nasionale Meetstandaarde, 1973 (Wet 76 van 1973) afgekondig is.

6 Vereistes vir voertuigtoerusting, -onderdele en -stelsels

6.1 Speedmeters

'n Voertuig wat op 'n gelyk pad 'n spoed van meer as 25 km/h kan bereik, moet voorsien wees van speedmetertoerusting wat voldoen aan die toepaslike vereistes van SABS 1441:1987, *Motorvoertuig-veiligheidspesifikasie vir speedmeteruitrusting op motorvoertuie*, soos gepubliseer by Goewermentskennisgewing No 1878 van 4 September 1987:

Met dien verstande dat 'n spoedregistreertoestel wat as speedmetertoerusting aangebring is van die vereistes van genoemde SABS 1441 vrygestel word.

6.2 Enjin, uitlaatstelsel en transmissie

6.2.1 Enjin

Die enjin van 'n voertuig moet só van 'n bedekking voorsien wees dat enige deel wat 'n bron van gevaar uitmaak buite normale bereik van mense is.

6.2.2 Uitlaatstelsel

Die uitlaatstelsel van 'n voertuig moet só ontwerp, gemaak en aan die voertuig aangebring wees dat dit aan die vereistes van die toepaslike regulasie van die Padverkeerswet, 1989 (Wet 29 van 1989) voldoen.

6.2.3 Transmissie

'n Selfgedrewe voertuig moet voorsien wees van 'n transmissiestelsel wat dit moontlik maak om die voertuig in 'n voorwaartse sowel as 'n trurigting te beheer en te bestuur.

6.3 Brandstofstelsel

Die opening vir die vul van 'n brandstoftenk in 'n voertuig moet van 'n doeltreffende dop voorsien wees wat voorkom dat water of ander vreemde stof per toeval daarin kom.

6.4 Buitebande

Die buitebande wat op die wiele van 'n motorvoertuig aangebring word, moet afmetings en laswaardes hê wat saambuikbaar is met die gespesifiseerde of toegelate vellings, en wat aan die vereistes van die toepaslike regulasies van die Padverkeerswet, 1989 (Wet 29 van 1989) voldoen.

6.5 Wielklappe

Met die uitsondering van voorspanmotors, moet alle voertuie voorsien wees van wielklappe wat voldoen aan die toepaslike vereistes van SABS 1496:1989, *Wielklappe aangebring op motorvoertuie*, soos gepubliseer by Goewermenskennisgewing No 2008 van 22 September 1989.

Met dien verstande dat:

- a) wielklappe wat deur die voertuigfabrikant ontwerp en goedgekeur is as 'n alternatief aangebring mag word; en
- b) onderstelvoertuie en onderstel-met-kajuit-voertuie wat na 'n plek bestuur word sodat bakwerk aangebring kan word of na 'n handelaar in sodanige voertuie, van die aanbring van wielklappe uitgesluit is.

7 Hidrouliese rem- en koppelaarvloeistof

Die hidrouliese rem- en koppelaarvloeistof in die hidrouliese rem- en koppelaarstelsels van 'n voertuig moet voldoen aan die toepaslike vereistes van die verpligte spesifikasie vir hidrouliese rem- en koppelaarvloeistof, soos gepubliseer by Goewermenskennisgewing No 128 van 17 Januarie 1975 en reggestel by Goewermenskennisgewing No 476 van 14 Maart 1975.

8 Ekwivalente vereistes

Daar kan geag word dat daar aan die vereistes van enigeen van die SABS-standaarde in die toepaslike dele van afdeling 3 tot 6 van hierdie spesifikasie voldoen word indien daar aan die ekwivalente standdaarde in tabel 1 voldoen word.

Verpligte spesifikasie vir nuwe motorvoertuie van kategorie N₂ en N₃

**Tabel 1 — Ekwivalente standaarde wat geag
kan word aan SABS-standaarde te voldoen**

1	2	3	4	5	6	7	8	9
				Ekwivalente standaarde				
Onderafdeling	Item	SABS-nommer	Ge-dateer	EEC	Insl	ECE	Ander	Opmerkings
3.1.1	Ligte	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		Slegs op koplampe, rigtingwysers, stopligte, voor- en agterposisie-ligte van toepassing
3.1.2	Installering van ligte	1046	1990	76/756	89/278	R48		
3.1.3	Agterwaarskuwings-tekens	Wet	1989					
3.2.1	Truspieëls	1436	1989	71/127	88/321	R46.01		
3.2.2.1	Vensters en afskortings	1191	1978	92/22		R43		
	of	1193	1978	92/22		R43		
3.2.2.2	Windskerms	1191	1978	92/22		R43		
3.2.2.3	Plastiekbeglasing	1472	1989					
3.3	Remming	1207	1985	71/320	79/489	R13.04		
	of	1506	1990	71/320	85/647	R13.05		
3.4.2	Hoorbare waarskuwingstoestelle	0169	1984	70/388		R28.01		
3.6	Stipplekke en stipplekverankerings	1429	1987	74/408	81/577	R17.02		
3.8	Toestelle vir die voorkoming van onderinry van agter	1055	1983	76/221	82/333	R58.01		
3.9	Waarskudriehoeke	Wet	1989			R27.03		Indien voorsien
4.1	Radiosteuring	Wet	1952	72/245		R10.01		
4.2	Lugbesoedeling	Wet	1965	70/220 72/306		R15 R24 R83		
4.3.1	Geraas terwyl in beweging	097	1975	70/157	77/212	R51		
4.3.2	Geraas terwyl stilstaande	0181 0281	1981 1994	70/157	84/424	R51		
5.2.1	Dataplait(-plate)			76/114	78/507			
5.2.5	Voertuigidentifikasienommer (VIN)	SABS ISO 3779 SABS ISO 4030	1983 1983					
6.1	Speedmeter	1441	1987	75/443		R39		
6.4	Buitebande	Wet	1989			R30		

OPM — Daar kan geag word dat voertuie wat aan 'n SABS- of ekwivalente standaard voldoen wat bogenoemde standaarde vervang, aan sodanige standaard voldoen.

Verpligte spesifikasie vir nuwe motorvoertuie van kategorie N₂ en N₃

Bylae 1 — Datums van inwerkingtreding

1	2	3	4	5
Onderafdeling	Item	Datum van inwerkingtreding	Uitsluitings	Uitsluiting-vervaldatum
	Alle onderafdelings/items waarna nie hieronder verwys word nie:	7 Oktober 1992	Geen	
3.1.1	Ligte volgens SABS 1376	15 Julie 1987 1 Januarie 1998	Voertuigmodelle wat voor 15 Julie 1987 gehomologeer is Agterregistrasieplaatligte, truiligte, buitelynerklampe en parkeerligte aangebring op voertuigmodelle wat voor 1 Januarie 1998 gehomologeer is	1 Januarie 2001 1 Januarie 2001
3.1.2	Ligte volgens SABS 1046	1 Junie 1992	Kategorie 5-aanwysers	1 Januarie 2001
3.2.2.3	Plastiekveiligheidsbeglasingsmateriaal volgens SABS 1472	1 Junie 1992	Voertuigmodelle wat voor 1 Junie 1992 gehomologeer is	1 Januarie 2001
3.3	Remming volgens SABS 1207 of SABS 1506:1990	1 Junie 1992	Kategorie N ₂ -voertuie wat voor 1 Junie 1992 gehomologeer is Kategorie N ₂ -voertuie wat voor 1 Januarie 1987 gehomologeer is, kan as alternatief aan SABS 1051 voldoen	1 Januarie 2001 1 Januarie 2001
3.4.1.1	Regterstuurvoertuie	By publikasie	Geen	
3.6	Sitplekke en sitplekverankerings volgens SABS 1429	1 Junie 1992	Voertuigmodelle wat voor 1 Junie 1992 gehomologeer is, kan as alternatief aan SABS 1052 voldoen	1 Januarie 2001
3.7	Elektriese verbinders (indien aangebring) volgens SABS 1327 of SABS ISO 11446 en SABS ISO 12098	By publikasie	Geen	
3.8	Beskerming teen onderinry van agter volgens SABS 1055	15 Julie 1987	Kategorie N ₂ -motorvoertuie	1 Januarie 2001
4.3.2	Geraas terwyl stilstaande volgens SABS 0281	By publikasie	Geen	
5.2.5	VIN volgens SABS ISO 3779 en SABS ISO 4030	1 November 1995	Geen	
6.5	Wielklappe volgens SABS 1496	1 Junie 1992	Voertuie wat voor 1 Junie 1992 gehomologeer is	1 Januarie 2001

OPM

1 Daar word geag dat voertuie wat voldoen aan 'n SABS-, ECE- of EEC-standaard wat bogenoemde standarde vervang, aan die toepaslike vereistes van hierdie verpligte spesifikasie voldoen.

2 Die uitsluitings in hierdie bylae moet gelees word in samehang met ander uitsluitings wat in hierdie spesifikasie of in 'n toepaslike SABS-standaard vervat word.

No. R. 442

3 April 1998

STANDARDS ACT, 1993

COMPULSORY SPECIFICATION FOR PLUGS, SOCKET-OUTLETS AND SOCKET-OUTLET ADAPTORS

I, Alec Erwin, Minister of Trade and Industry, hereby under section 22 (1) (a) (ii) 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 contained in the Schedule to be a compulsory specification for plugs, socket-outlets and socket-outlet adaptors with effect from the date two months after publication of this notice with the simultaneous withdrawal of the compulsory specification for plugs, socket-outlets and socket-outlet adaptors published by Schedule 6 of Government Notice No. R. 1615 of 22 October 1965.

A. ERWIN**Minister of Trade and Industry**

SCHEDULE

COMPULSORY SPECIFICATION FOR PLUGS, SOCKET-OUTLETS AND SOCKET-OUTLET ADAPTORS

1 Scope

1.1 This specification covers plugs, socket-outlets (fixed or portable, single or multiple), and socket-outlet adaptors for a.c. only,

with or without earthing contacts,

with a rated voltage in the range 50 V to 440 V and a rated current not exceeding 32 A, and intended for household and similar purposes, either indoors or outdoors.

1.2 This specification covers those requirements for surface type mounting boxes that are necessary for the tests on the socket-outlet, but does not cover flush mounting boxes.

1.3 This specification also covers plugs incorporated in cord sets, and plugs and portable socket-outlets incorporated in cord extension sets. It also covers plugs and socket-outlets that are components of an appliance.

1.4 This specification does not cover plugs and socket-outlets for industrial purposes, appliance couplers, plugs and socket-outlets for extra-low voltage, or fixed socket-outlets combined with fuses or automatic switches.

2 Definitions

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

2.1 plug: An accessory that has pins designed to engage with the contact of a socket-outlet and that incorporates means for the electrical connection to and mechanical retention of flexible cables.

2.2 socket-outlet: An accessory that has socket-contacts designed to engage with the pins of a plug and that has terminals for the connection of cables.

2.3 socket-outlet adaptor: A portable accessory constructed as an integral unit that incorporates both a plug and one or more socket-outlets whereby one or more plugs can be connected to a single socket-outlet of the same or a different system.

3 Requirements

3.1 A plug, a socket-outlet or a socket-outlet adaptor shall comply with the relevant of the following clauses of SABS IEC 884-1:1994, *Plugs and socket-outlets for household and similar purposes – Part 1: General requirements*, as published by Government Notice 1084 (Government Gazette No. 17287) of 5 July 1996.

– 4 General requirements

– 6 Ratings

- 7 Classification
- 8 Marking
- 9 Checking of dimensions
- 10 Protection against electric shock (for socket-outlets with increased protection, but excluding the note in 10.2.1)
- 11 Provision for earthing
- 12 Terminals
- 13 Construction of fixed socket-outlets (except that 13.14 does not apply if the design of the multiple socket-outlet is such that it complies with 9.2, 10.1 and 10.3 of SABS IEC 884-1).
- 14 Construction of plugs and portable socket-outlets
- 15 Interlocked socket-outlets
- 16 Resistance to ageing, to harmful ingress of water and to humidity
- 17 Insulation resistance and electric strength
- 18 Operation of earthing contacts
- 19 Temperature rise
- 20 Breaking capacity
- 21 Normal operation
- 22 Force necessary to withdraw the plug
- 23 Flexible cables and their connection
- 24 Mechanical strength
- 25 Resistance to heat
- 26 Screws, current-carrying parts and connections
- 27 Creepage distances, clearances and distances through sealing compound
- 28 Resistance of insulating material to abnormal heat, to fire and to tracking
- 29 Resistance to rusting
- 30 Additional tests on pins provided with insulating sleeves

3.2 A socket-outlet for fixed installations shall have dimensions in accordance with the relevant standard sheet of SABS 164-1:1992, *Plugs and socket-outlets for household and similar purposes – Part 1: Conventional system (6 A and 16 A, 250 V)*, as published by Government Notice 1851 (Government Gazette No. 16840) of 1 December 1995, or SABS 164-2:1992, *Plugs and socket-outlets for household and similar purposes – Part 2: IEC worldwide system (16 A 250 V)*, as published by Government Notice 1851 (Government Gazette No. 16840) of 1 December 1995.

No. R. 442

3 April 1998

WET OP STANDAARDE, 1993

VERPLIGTE SPESIFIKASIE VIR KONTAKPROPPE, KONTAKSOKKE, EN VERDEELPROPPE

Ek, Alec Erwin, Minister van Handel en Nywerheid, verklaar hierby kragtens artikel 22 (1) (a) (ii) 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 in die Bylae vervat tot 'n verpligte spesifikasie vir kontakproppe, kontak sokke en verdeelproppe met ingang van die datum twee maande na die publikasie van hierdie kennisgewing, met die gelyktydige intrekking van die verpligte spesifikasie vir kontakproppe, kontak sokke en verdeelproppe gepubliseer by Bylae 6 van Goewermentskennisgewing No. R. 1615 van 22 Oktober 1965.

A. ERWIN

Minister van Handel en Nywerheid

BYLAE**VERPLIGTE SPESIFIKASIE VIR
KONTAKPROPPE, KONTAKSOKKE EN VERDEELPROPPE****1 Bestek**

1.1 Hierdie spesifikasie dek kontakproppe, kontak sokke (vas of draagbaar, enkel of meervoudig), en verdeelproppe slegs vir WS,

met of sonder aardingskontakte,

met 'n aangeslane spanning in die bestek van 50 V tot 440 V en 'n aangeslane stroom van hoogstens 32 A en bedoel vir huishoudelike en soortgelyke doeleindes, binnenshuis of buitenshuis.

1.2 Hierdie spesifikasie dek die vereistes vir oppervlaktipe monteerkaste wat vir die toetse op die kontak sok nodig is, maar dek nie gelykvakkige monteerkaste nie.

1.3 Hierdie spesifikasie dek ook kontakproppe wat in koordstelle geïnkorporeer is en kontakproppe en draagbare kontak sokke wat in koordverlengstelle geïnkorporeer is. Dit dek ook kontakproppe en kontak sokke wat komponente van 'n toestel is.

1.4 Hierdie spesifikasie dek nie kontakproppe en kontak sokke vir nywerheidsdoeleindes, toestel-koppelaars, kontakproppe en kontak sokke vir ekstralae spanning of vaste kontak sokke gekombineer met sekeringe of outomatiese skakelaars nie.

2 Woordbepaling

Die volgende woordbepalings geld vir die doel van hierdie spesifikasie:

2.1 kontakprop: 'n Bybehore met penne wat ontwerp is om met die kontak van 'n kontak sok te koppel en wat middele vir die elektriese verbinding met en meganiese retensie van buigsame kables inkorporeer.

2.2 kontak sok: 'n Bybehore met sokkontakte wat ontwerp is om met die penne van 'n kontak prop te koppel en aansluiters vir die verbinding van kables het.

2.3 verdeelprop: 'n Draagbare toebehore wat as 'n integrerende eenheid gemaak is en wat 'n kontak prop en een of meer kontak sokke inkorporeer waardeur een of meer kontakproppe met een kontak sok van dieselfde of 'n ander stelsel verbind kan word.

3 Vereistes

3.1 'n Kontak prop, 'n kontak sok of 'n verdeel prop moet voldoen aan die toepaslike van die volgende klousules van die Engelse weergawe van SABS IEC 884-1:1994, *Plugs and socket-outlets for household and similar purposes – Part 1: General requirements*, soos gepubliseer by Goewermentskennisgewing 1084 (Staatskoerant No 17287) van 5 Julie 1996.

- 4 General requirements
- 6 Ratings

- 7 Classification
- 8 Marking
- 9 Checking of dimensions
- 10 Protection against electric shock (in die geval van kontakskokke met verhoogde beskerming, maar uitgesonderd die opmerking in 10.2.1)
- 11 Provision for earthing
- 12 Terminals
- 13 Construction of fixed socket-outlets (behalwe dat 13.14 nie geld indien die ontwerp van die meervoudige kontakskok sodanig is dat dit aan 9.2, 10.1 en 10.3 van SABS IEC 884-1 voldoen nie).
- 14 Construction of plugs and portable socket-outlets
- 15 Interlocked socket-outlets
- 16 Resistance to ageing, to harmful ingress of water and to humidity
- 17 Insulation resistance and electric strength
- 18 Operation of earthing contacts
- 19 Temperature rise
- 20 Breaking capacity
- 21 Normal operation
- 22 Force necessary to withdraw the plug
- 23 Flexible cables and their connection
- 24 Mechanical strength
- 25 Resistance to heat
- 26 Screws, current-carrying parts and connections
- 27 Creepage distances, clearances and distances through sealing compound
- 28 Resistance of insulating material to abnormal heat, to fire and to tracking
- 29 Resistance to rusting
- 30 Additional tests on pins provided with insulating sleeves

3.2 Die afmetings van kontakskokke vir vaste installasies moet in ooreenstemming wees met die betrokke standaardblad van SABS 164-1:1992, *Proppe en kontakskokke vir huishoudelike en soortgelyke doeleindes – Deel 1: Konvensionele stelsel (6 A en 16 A, 250 V)*, soos gepubliseer by Goewermentskennissgewing 1851 (Staatskoerant No 16840) van 1 Desember 1995, of SABS 164-2:1992, *Proppe en kontakskokke vir huishoudelike en soortgelyke doeleindes – Deel 2: IEK- wêreldwye stelsel (16 A 250 V)*, soos gepubliseer by Goewermentskennissgewing 1851 (Staatskoerant No 16840) van 1 Desember 1995.

No. R. 444

3 April 1998

STANDARDS ACT, 1993

COMPULSORY SPECIFICATION FOR APPLIANCE COUPLERS

I, Alec Erwin, Minister of Trade and Industry, hereby under section 22 (1) (a) (ii) 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 contained in the Schedule to be a compulsory specification for appliance couplers with effect from the date two months after publication of this notice with the simultaneous withdrawal of the compulsory specification for appliance couplers for domestic appliances published by Schedule 10 of Government Notice No. R. 1615 of 22 October 1965.

A. ERWIN**Minister of Trade and Industry**

SCHEDULE

COMPULSORY SPECIFICATION FOR APPLIANCE COUPLERS

1 Scope

1.1 This specification covers two-pole appliance couplers for a.c. only, with or without earthing contact, with rated voltage in the range 50 V to 250 V and a rated current not exceeding 16 A, for household and similar general purposes and intended for the connection of a supply cord to electrical appliances or other electrical equipment.

2 Definitions

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

2.1 appliance coupler: A means that enables the connection and disconnection, at will, of a cord to an appliance or other equipment and that consists of a connector and an appliance inlet.

2.2 appliance inlet: The part of the appliance coupler that is integrated or incorporated in the appliance or equipment or is intended to be fixed to it.

2.3 connector: The part of the appliance coupler that is integral with, or intended to be attached to, the cord connected to the supply.

3 Requirements

An appliance coupler shall comply with the relevant of the following clauses of SABS IEC 320-1, *Appliance couplers for household and similar general purposes – Part 1: General requirements*, as published by Government Notice 1084 (Government Gazette No. 17287) of 5 July 1996:

- 4 General requirements
- 6 Standard ratings
- 7 Classification
- 8 Marking
- 9 Dimensions and compatibility
- 10 Protection against electric shock
- 11 Provision for earthing
- 12 Terminals and terminations
- 13 Construction
- 14 Moisture resistance
- 15 Insulation resistance and electric strength
- 16 Forces necessary to insert and to withdraw the connector

-
- 17 Operation of contacts
 - 18 Resistance to heating of appliance couplers for hot conditions or very hot conditions
 - 19 Breaking capacity
 - 20 Normal operation
 - 21 Temperature rise
 - 22 Cords and their connection
 - 23 Mechanical strength
 - 24 Resistance to heat and ageing
 - 25 Screws, current-carrying parts and connections
 - 26 Creepage distances, clearances and distances through insulation
 - 27 Resistance of insulating material to heat, fire and tracking
 - 28 Resistance to rusting

No. R. 444**3 April 1998****WET OP STANDAARDE, 1993****VERPLIGTE SPESIFIKASIE VIR TOESTELKOPPELAARS**

Ek, Alec Erwin, Minister van Handel en Nywerheid, verklaar hierby kragtens artikel 22 (1) (a) (ii) 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 in die Bylae vervat tot 'n verpligte spesifikasie vir toestelkoppelaars met ingang van die datum twee maande na die publikasie van hierdie kennisgewing, met die gelyktydige intrekking van die verpligte spesifikasie vir toestelkoppelaars vir huishoudelike toestelle gepubliseer by Bylae 10 van Goewerments-kennisgewing No. R. 1615 van 22 Oktober 1965.

A. ERWIN**Minister van Handel en Nywerheid**

BYLAE

VERPLIGTE SPESIFIKASIE VIR TOESTELKOPPELAARS

1 Bestek

1.1 Hierdie spesifikasie dek tweepooltoestelkoppelaars slegs vir WS, met of sonder aardingskontak, met aangeslane spanning in die bestek van 50 V tot 250 V en 'n aangeslane stroom van hoogstens 16 A, vir huishoudelike en soortgelyke algemene doeleindes en bedoel vir die verbinding van 'n toevoerkoord met elektriese toestelle of ander elektriese toerusting.

2 Woordbepaling

Die volgende woordbepalings geld vir die doel van hierdie spesifikasie:

2.1 toestelkoppelaar: 'n Middel wat die willekeurige verbinding of diskonnektering van 'n koord met 'n toestel of ander toerusting moontlik maak en wat uit 'n verbinder en 'n toestelinlaat bestaan.

2.2 toestelinlaat: Die deel van die toestelkoppelaar wat in die toestel of toerusting geïntegreer of geïnkorporeer is of bedoel is om daaraan bevestig te word.

2.3 verbinder: Die deel van die toestelkoppelaar wat integrerend is met of bedoel is om vasgesit te word aan die koord wat met die toevoer verbind is.

3 Vereistes

'n Toestelkoppelaar moet voldoen aan die toepaslike van die volgende klousules van die Engelse weergawe van SABS IEC 320-1, *Appliance couplers for household and similar general purposes – Part 1: General requirements*, soos gepubliseer by Goewermentskennisgewing 1084 (Staatskoerant No 17287) van 5 Julie 1996.

- 4 General requirements
- 6 Standard ratings
- 7 Classification
- 8 Marking
- 9 Dimensions and compatibility
- 10 Protection against electric shock
- 11 Provision for earthing
- 12 Terminals and terminations
- 13 Construction
- 14 Moisture resistance

- 15 Insulation resistance and electric strength
- 16 Forces necessary to insert and to withdraw the connector
- 17 Operation of contacts
- 18 Resistance to heating of appliance couplers for hot conditions or very hot conditions
- 19 Breaking capacity
- 20 Normal operation
- 21 Temperature rise
- 22 Cords and their connection
- 23 Mechanical strength
- 24 Resistance to heat and ageing
- 25 Screws, current-carrying parts and connections
- 26 Creepage distances, clearances and distances through insulation
- 27 Resistance of insulating material to heat, fire and tracking
- 28 Resistance to rusting

No. R. 445**3 April 1998****STANDARDS ACT, 1993****COMPULSORY SPECIFICATION FOR RETRO-REFLECTIVE NUMBER PLATES FOR MOTOR VEHICLES**

I, Alec Erwin, Minister of Trade and Industry, hereby under section 22 (1) (a) (ii) 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 contained in the Schedule to be a compulsory specification for retro-reflective number plates for motor vehicles with effect from the date two months after publication of this notice.

A. ERWIN**Minister of Trade and Industry**

SCHEDULE

COMPULSORY SPECIFICATION FOR RETRO-REFLECTIVE NUMBER PLATES FOR MOTOR VEHICLES

1 Scope

This specification covers the requirements for new retro-reflective number plates for motor vehicles.

2 Definitions

For the purposes of this specification, the following definition applies:

number plate: Anything that can be fitted to a motor vehicle and that inter alia bears a combination of alphabetical and numerical characters issued or purporting to be issued in terms of provisions governing the registration and licensing of motor vehicles.

3 Requirements

3.1 Metal number plates

Metal number plates shall comply with the requirements given in the following subclauses of SABS 1116-2:1996, *Retro-reflective registration plates for motor vehicles – Part 2: Registration plates (metal)*:

- 4.1 Registration mark
 - 4.1.1 General
 - 4.1.2 Embossing
 - 4.1.3 Form and dimensions of characters of registration marks
 - 4.1.4 Setting out of characters of registration marks
 - 4.1.5 Coated registration mark and border
 - 4.1.6 Workmanship
 - 4.1.7 Graphics
 - 4.1.8 Combination of variables
- 4.2 Performance
 - 4.2.1 Resistance to impact
 - 4.2.2 Resistance to scratching
 - 4.2.3 Resistance to abrasion
 - 4.2.4 Resistance to weathering
 - 4.2.5 Resistance to salt fog

3.2 Plastics number plates

Plastics number plates shall comply with the requirements given in the following subclauses of SABS 1116-4:1996, *Retro-reflective registration plates for motor vehicles – Part 4: Registration plates (plastics)*:

- 4.1 Materials
 - 4.1.1 Blanks
 - 4.1.2 Retro-reflective material
 - 4.1.3 Registration mark and border
 - 4.1.4 Protective cover
- 4.2 Registration mark
- 4.3 Graphics
- 4.4 Border
- 4.5 Application
- 4.6 Workmanship
- 4.7 Performance
 - 4.7.1 Resistance to weathering
 - 4.7.2 Resistance to salt fog
 - 4.7.3 Resistance to scratching, impact and abrasion
 - 4.7.4 Resistance to bending
 - 4.7.5 Strength of adhesion
- 4.8 Combination of variables

4 Marking

4.1 Metal number plates shall be marked as specified in 6.2 of SABS 1116-2:1996, *Retro-reflective registration plates for motor vehicles – Part 2: Registration plates (metal)*.

4.2 Plastics number plates shall be marked as specified in 6.2 of SABS 1116-4:1996, *Retro-reflective registration plates for motor vehicles – Part 4: Registration plates (plastics)*.

No. R. 445**3 April 1998****WET OP STANDAARDE, 1993****VERPLIGTE SPESIFIKASIE VIR TRUKAATSNOMMERPLATE VIR MOTORVOERTUIE**

Ek, Alec Erwin, Minister van Handel en Nywerheid, verklaar hierby kragtens artikel 22 (1) (a) (ii) 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 in die Bylae vervat tot 'n verpligte spesifikasie vir trukaatsnommerplate vir motorvoertuie met ingang van die datum twee maande na die publikasie van hierdie kennisgewing.

A. ERWIN**Minister van Handel en Nywerheid**

BYLAE

VERPLIGTE SPESIFIKASIE VIR TRUKAATSNOMMERPLATE VIR MOTORVOERTUIE

1 Bestek

Hierdie spesifikasie dek die vereistes vir nuwe trukaatsnommerplate vir motorvoertuie.

2 Woordbepaling

Die volgende woordbepaling geld vir die doel van hierdie spesifikasie:

nommerplaat: Enigiets wat aan 'n voertuig aangebring kan word en wat onder andere 'n kombinasie van alfabetiese en numeriese karakters bevat wat uitgereik is of bedoel is om uitgereik te wees ingevolge bepalinge waarvolgens die registrasie en lisensiëring van motorvoertuie gereël word.

3 Vereistes

3.1 Metaalnommerplate

Metaalnommerplate moet voldoen aan die vereistes wat in die volgende subklousules van SABS 1116-2:1996, *Trukaatsregistrasieplate vir motorvoertuie – Deel 2: Registrasieplate (metaal)*, aangegee word:

- 4.1 Registrasiemerk
 - 4.1.1 Algemeen
 - 4.1.2 Bosselering
 - 4.1.3 Vorm en afmetings van karakters van registrasiemerke
 - 4.1.4 Uitleg van karakters van registrasiemerke
 - 4.1.5 Geverfde registrasiemerk en omranding
 - 4.1.6 Vakmanskap
 - 4.1.7 Grafika
 - 4.1.8 Kombinasie van veranderlikes
- 4.2 Prestasie
 - 4.2.1 Slagbestandheid
 - 4.2.2 Krapbestandheid
 - 4.2.3 Slytbestandheid
 - 4.2.4 Verweringsbestandheid
 - 4.2.5 Soutmisbestandheid

3.2 Plastieknommerplate

Plastieknommerplate moet voldoen aan die vereistes wat in die volgende subklousules van SABS 1116-4:1996. *Trukaatsregistrasieplate vir motorvoertuie – Deel 4: Registrasieplate (plastiek)*, aangegee word:

- 4.1 Materiaal
- 4.1.1 Ru-plate
- 4.1.2 Trukaatsmateriaal
- 4.1.3 Registrasiemerk en omranding
- 4.1.4 Beskermde bedekking
- 4.2 Registrasiemerk
- 4.3 Grafika
- 4.4 Omranding
- 4.5 Aanwending
- 4.6 Vakmanskap
- 4.7 Prestasie
- 4.7.1 Verweringsbestandheid
- 4.7.2 Soutmisbestandheid
- 4.7.3 Krap-, slag- en slytbestandheid
- 4.7.4 Buigbestandheid
- 4.7.5 Kleefsterkte
- 4.8 Kombinasie van veranderlikes

4 Merke

4.1 Op metaalnommerplate moet merke aangebring wees soos in 6.2 van SABS 1116-2:1996. *Trukaatsregistrasieplate vir motorvoertuie – Deel 2: Registrasieplate (metaal)*, gespesifiseer word.

4.2 Op plastieknommerplate moet merke aangebring wees soos in 6.2 van SABS 1116-4:1996. *Trukaatsregistrasieplate vir motorvoertuie – Deel 4: Registrasieplate (plastiek)*, gespesifiseer word.

No. R. 451

3 April 1998

STANDARDS ACT, 1993

COMPULSORY SPECIFICATION FOR NEW MOTOR VEHICLES OF CATEGORY M₂ AND M₃

I, Alec Erwin, Minister of Trade and Industry, hereby under section 22 (1) (a) (ii) 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 contained in the Schedule to be a compulsory specification for new motor vehicles of category M₂ and M₃ with effect from the date two months after publication of this notice with the simultaneous withdrawal of the compulsory specification for category M₂ and M₃ published by Government Notice No. R. 1503 of 5 June 1992.

A. ERWIN**Minister of Trade and Industry****SCHEDULE**

COMPULSORY SPECIFICATION FOR NEW MOTOR VEHICLES OF CATEGORY M₂ AND M₃

1 Scope

1.1 This specification covers the requirements for new motor vehicles of category M₂ and M₃, including minibuses, urban buses, inter-urban buses, touring buses, bus-trains and semi-trailer buses, and any motor vehicle 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 has to 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 the specification shall, in so far as the parts already incorporated are concerned, apply in respect of an incomplete motor 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 This specification shall not apply to experimental or 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 the specification that take effect on any specified date, shall not apply to vehicles manufactured or imported before that date.

1.5 Homologation shall comprise the confirmation by the South African Bureau of Standards (SABS) that the manufacturer has provided the SABS with the following specific evidence in respect of the commodity covered by this compulsory specification:

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

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

NOTE – Where an SABS standard is incorporated by reference into this specification, such incorporation relates to the basic requirements for the commodity as stated in the incorporated standard, but not to sampling procedures and other concepts and directives not material to the application of this specification.

2 Definitions

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

2.1 bus: A category M₂ or M₃ motor vehicle that is designed or adapted for the conveyance of passengers or of both passengers and goods.

2.2 bus-train: A category M₂ or M₃ motor vehicle that is designed or adapted for the conveyance of passengers or of 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.

2.3 category M₂ motor vehicle, hereinafter referred to as a vehicle: A motor vehicle that is used for the carriage of passengers, that has at least four wheels, and that has seating accommodation for more than eight passengers in addition to the driver of the vehicle, and that has a maximum mass not exceeding 5 t.

2.4 category M₃ motor vehicle, hereinafter referred to as a vehicle: A motor vehicle that is used for the carriage of passengers, that has at least four wheels, and that has seating accommodation for more than eight passengers in addition to the driver of the vehicle, and that has a maximum mass exceeding 5 t.

2.5 class I urban bus (excluding a minibus): A 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.

2.6 class II inter-urban bus (excluding a minibus): A 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.

2.7 class III touring bus (excluding a minibus): A 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.

2.8 manufacturer: The person who manufactures, produces, assembles, alters, modifies, adapts or converts a new category M₂ or M₃ vehicle, and "Manufacture" has a corresponding meaning.

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

The SABS reserves the right to decide on which variations or combinations of variation 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, or air management systems;
- d) a different number of doors;
- e) sleeper cabs on trucks;
- f) wheelbase variations for commercial vehicles; and

g) cargo bodies or equipment that are fitted to a truck and that have no effect on compliance.

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

2.10 minibus: A 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.

2.11 public road: A 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.

2.12 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.)

2.13 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 equipment

Lighting equipment 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 to the Road Traffic Act, 1989 (Act 29 of 1989), 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 specific requirements.

3.1.3 Rear warning sign (chevron)

A rear warning sign that complies with the requirements of the relevant regulations to the Road Traffic Act, 1989 (Act 29 of 1989), shall be fitted on vehicles of gross vehicle mass (GVM) exceeding 3 500 kg.

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 General

Partitions of transparent material and windows fitted to a vehicle shall, except as allowed in terms of 3.2.2.3 below, be of safety glass that complies with the relevant requirements given in SABS 1191:1978, *High penetration-resistant laminated safety glass for vehicles*, 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 Windscreens

A windscreen shall be fitted to a vehicle and shall be of safety glass that complies with the relevant requirements given in the said SABS 1191.

3.2.2.3 Plastics safety glazing material

Excluding those windows fitted to the immediate right and to the immediate left of the driver, which shall be as in 3.2.2.1.1 above, windows and partitions of plastics material that complies with the relevant requirements given in SABS 1472:1989, *Motor vehicle safety standard specification for plastics safety glazing materials for motor vehicles*, as published by Government Notice No. 775 of 21 April 1989, may be fitted; alternatively, plastics materials that comply with a national standard recognized by the SABS, may be used.

3.2.3 Windscreen wipers

With the exception of semi-trailer buses, 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

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 SABS 1506:1990, *Braking*, as published by Government Notice No. 869 of 20 April 1990:

Provided that the specific requirements for the type IIA testing of braking devices, as given in 1.5 of annex II of either of the above specifications, shall be applicable to all category M₃ vehicles of gross vehicle mass exceeding 10 t, other than any vehicle designed and equipped as a class 1 urban bus.

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

3.4 Requirements for controls, steering, 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 (if any) fastened.

3.4.2 Steering

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

In the case of any vehicle that is intended to convey passengers for hire or reward, the doors, entrances and exits, including those of an emergency type, of any category M₂ or M₃ motor vehicle shall comply with the requirements of the relevant regulations to the Road Traffic Act, 1989 (Act 29 of 1989).

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

3.6.1 Seats and seat anchorages

Excluding minibuses and vehicles with seating that is of the folding tip-up (jockey), sideways-facing or rearward-facing type, 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.

3.6.2 Restraining devices (safety belts)

Subject to the proviso that no restraining devices are required to be fitted to any vehicle of gross vehicle mass (GVM) exceeding 3 500 kg, the following requirements shall apply:

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

3.6.2.2 The type and location of the restraining devices (safety belts) required to be fitted to a vehicle and the method of installation thereof shall comply with the relevant requirements given in SABS 0168:1983, *The installation of restraining devices (safety belts) in motor vehicles*, as published by Government Notice No. 265 of 17 February 1984, except that the same exclusions for seating positions shall apply as in 3.6.3 below.

3.6.2.3 Non-protected seats (see 4.3.3 of SABS 1430), the details of which are specified in 3.6.3 of this specification shall be fitted with at least a restraining device of the lap belt type.

3.6.2.4 For the purposes of this subsection, for front seating positions, and if the seat is a bench-type seat, each full 380 mm width across the seat, measured at the widest point of the seat at seat level and with the doors closed, shall be considered to be an individual seat for the purpose of the fitting of restraining devices.

3.6.3 Anchorages for restraining devices

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

3.7 Requirements for electrical connectors

Electrical connectors that are fitted for the purpose of a towed 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*; and

b) in the case of 24 V systems: 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 3 500 kg 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.

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 Radio Act, 1952 (Act 3 of 1952).

4.2 Suppression of atmospheric pollution

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).

4.3 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 097:1975, *The measurement of noise emitted by motor vehicles*, as published by Government Notice No. 463 of 9 July 1982, shall not exceed:

- a) 84 dB(A) for a category M₂ vehicle that has a gross vehicle mass not exceeding 3,5 t;

- b) 89 dB(A) for a category M_2 vehicle that has a gross vehicle mass exceeding 3,5 t and for a category M_3 vehicle, both categories of which have power units rated at less than 150 kW; and
- c) 91 dB(A) for all other category M_2 and M_3 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, 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 to the Road Traffic Act, 1989 (Act 29 of 1989).

5.2 Information to be displayed

5.2.1 Data plates

5.2.1.1 A vehicle shall have one or more metal data plate(s) 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 position to a door post, or to a panel in the engine compartment, or to the dash panel, or in the vehicle cab.

5.2.1.2 As an alternative to the above, 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, may be used. 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

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, prefixed by the letters GVM/BVM;
- b) the gross combination mass, in kilograms, prefixed by the letters GCM/BKM;
- c) 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;

- 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 engine – 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, prefixed by the letters GKM/BSM.

5.2.2.1 Optional data plate

The abbreviations given in 5.2.2 (a), 5.2.2 (b) and 5.2.2 (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 engine number shall be stamped on the engine block.

5.2.4 Provision for registration

Suitable spaces 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 or permissible axle unit mass-load of each axle or axle unit); and
- d) D/T ... kg (for the permissible maximum drawing vehicle mass).

The responsibility for the marking of 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 the VIN, as given in clause 5 of 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 an 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 structure, equipment, components and systems

6.1 Requirements for superstructure (roll-over protection)

The superstructure of single-decked vehicles excluding minibuses, 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 at least 23° from the upright position.

The conditions of vehicle loading for the tilt test shall comply with the requirements of the relevant regulation to the Road Traffic Act, 1989 (Act 29 of 1989).

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 tachograph fitted that also serves as speedometer equipment shall be exempted from the requirements of the said SABS 1441.

6.4 Engine

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

6.5 Exhaust system

The exhaust system of a vehicle shall be so designed, constructed and fitted to the vehicle that no part of the exhaust system intrudes into the passenger compartment and that all exhaust gases are emitted through an exhaust pipe that is neither directed to the left side of the vehicle nor discharged anywhere within, or in line with, the periphery of the body skirt.

6.6 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.

6.7 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.

6.8 Tyres

The tyres fitted to the wheels of a motor vehicle shall have dimensions and loads, compatible with the specified or permitted rims, that comply with the requirements of the relevant regulations to the Road Traffic Act, 1989 (Act 29 of 1989):

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, then a clear indication that the maximum speed shall not exceed 60 km/h, shall be placarded for the driver's information.

6.9 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 requirement for the fitting of wheel flaps.

7 Requirements for vehicle fluids — Hydraulic brake and clutch fluids

The hydraulic brake and clutch fluids contained in the hydraulic brake and clutch systems of a vehicle shall comply with the relevant requirements given in the compulsory specification for hydraulic brake and clutch fluid, as published by Government Notice No. 128 of 17 January 1975, and corrected by Government Notice No. 476 of 14 March 1975.

8 Equivalent requirements

The requirements of any of the SABS standards in the appropriate parts of sections 3 to 6 of this specification may be deemed to have been met if compliance with the equivalent standards, given in table 1, is achieved.

Compulsory specification for new vehicles of category M₂ and M₃

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

1	2	3	4	5	6	7	8	9
				Equivalent standards				
Subsection	Item	SABS No.	Dated	EEC	Incl	ECE	Others	Remarks
3.1.1	Lights	1376-1 1376-2 1376-3	1983 1985 1985	76/757 76/758 76/759 76/760 76/761 76/762 77/538 77/539 77/540		R1 R2.02 R3.02 R4 R5.01 R6.01 R7.01 R8.04 R19.01 R20.02 R23 R31.01 R37.02 R38 R77		Applicable only to head-lamps, direction indicators, stop, 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		
3.2.2.1.1	Windows and partitions	1191	1978	92/22		R43		
	or	1193	1978	92/92		R43		
3.2.2.1.2	Windscreens	1191	1978	92/22		R43		
3.2.2.1.3	Plastics glazing	1472	1989					
3.3	Braking	1207	1985	71/320	79/489	R13.04		
	or	1506	1990	71/320	85/647	R13.05		
3.4.3	Audible warning devices	0169	1984	70/388		R28.01		
3.6.1	Seats and seat anchor-ages	1564	1992			R80		
3.8	Warning triangles	1329-1	1987			R27.03		If supplied
4.1	Radio interference	Act	1952	72/245		R10.01		
4.2	Atmospheric pollution	Act	1965	70/220 72/306		R15 R24 R83		
4.3.1	Noise when in motion	097	1975	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)	SABS ISO 3779 SABS ISO 4030	1983 1983					
6.1	Superstructure (roll-over protection)	1563	1992			R66		
6.3	Speedometer	1441	1987	75/443		R39		
6.8	Tyres	Act	1989			R30		

Compulsory specification for new motor vehicles of category M₂ and M₃

Schedule 1 — Operative dates

1	2	3	4	5
Subsection	Item	Operative date	Exclusions	Exclusion expiry date
	All subsections/items not referred to below:	5 August 1992	Nil	
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	Lights to SABS 1046	1 February 1992	Category 5 indicators	1 January 2001
3.2.2.1.3	Plastics safety glazing material to SABS 1472	1 February 1992	Vehicle models homologated before 1 February 1992	1 January 2001
3.4.2	Right-hand drive vehicles	On publication	Nil	
3.6	Seats and seat anchorages to SABS 1564	12 months after publication	Vehicle models homologated before the operative date	1 January 2001
3.7	Electrical connectors (where fitted) to SABS 1327 or SABS ISO 11446, and SABS ISO 12098	On publication	Nil	
4.3.2	Noise when stationary to SABS 0281	On publication	Nil	
5.2.5	VIN to SABS ISO 3779 and SABS ISO 4030	1 November 1995	Nil	
6.1	Superstructure (roll-over protection) to SABS 1563	12 months after publication	Minibuses, and vehicle models homologated before the operative date	1 January 2001 for motor vehicles other than minibuses

NOTES

1 Vehicles that comply with any SABS, ECE or EEC standard that supersedes the above-mentioned standards shall be deemed to comply with the relevant requirements of this compulsory specification.

2 The exclusions listed in this schedule should be read in conjunction with other exclusions that are in the body of this specification, or in any applicable SABS standard.

No. R. 451**3 April 1998****WET OP STANDAARDE, 1993****VERPLIGTE SPESIFIKASIE VIR NUWE MOTORVOERTUIE VAN KATEGORIE M₂ EN M₃**

Ek, Alec Erwin, Minister van Handel en Nywerheid, verklaar hierby kragtens artikel 22 (1) (a) (ii) 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 in die Bylae vervat tot 'n verpligte spesifikasie vir nuwe motorvoertuie van kategorie M₂ en M₃ met ingang van die datum twee maande na die publikasie van hierdie kennisgewing, met die gelyktydige intrekking van die verpligte spesifikasie vir kategorie M₂- en M₃-motorvoertuie gepubliseer by Goewermentskennisgewing No. R. 1503 van 5 Junie 1992.

A. ERWIN**Minister van Handel en Nywerheid****BYLAE**

VERPLIGTE SPESIFIKASIE VIR NUWE MOTORVOERTUIE VAN KATEGORIE M₂ EN M₃

1 Bestek

1.1 Hierdie spesifikasie dek die vereistes vir nuwe motorvoertuie van kategorie M₂ en M₃, met inbegrip van minibusse, stedelike busse, tussenstedelike busse, toerbusse, bustreine en leunwabusse, en enige motorvoertuig wat nie voorheen in Suid-Afrika geregistreer of gelisensieer is nie en wat vir gebruik op openbare paaie ontwerp of aangepas is.

OPM – Behalwe indien daar anders aangedui word, moet 'n leunwabus aan al die vereistes van hierdie spesifikasie voldoen en hierbenewens ook aan verpligte vereistes vir die kategorie O- of N-gedeeltes van die kombinasie wat nie deur hierdie spesifikasie gedek word nie.

1.2 Die vereistes van die spesifikasie is, vir sover dit dele betref wat reeds ingelyf is, van toepassing op 'n onvolledige motorvoertuig wat vir verdere vervaardiging deur een fabrikant aan 'n ander gelewer word en die spesifikasie is in sy geheel van toepassing op die voertuig nadat dit deur laasgenoemde fabrikant voltooi is.

1.3 Die spesifikasie is nie van toepassing op eksperimentele of prototipe voertuie wat deur die oorspronklike vervaardigers of invoerders vir toets-, beoordelings- of ontwikkelingsdoeleindes gebou of ingevoer is nie.

1.4 Die toepaslike vereistes van die spesifikasie wat op 'n gespesifiseerde datum in werking tree, is nie van toepassing op voertuie wat voor dié datum vervaardig of ingevoer is nie.

1.5 Homologasie moet bevestiging deur die Suid-Afrikaanse Buro vir Standaarde (SABS) bevat dat die fabrikant die volgende spesifieke bewyse ten opsigte van die kommoditeit wat deur hierdie verpligte spesifikasie gedek word aan die SABS gelewer het:

- a) 'n opsomming van bewyse wat aantoon dat alle toepaslike toetse ten opsigte van die model of die tipe kommoditeit onder behoorlike kontrole met welslae uitgevoer is;
- b) voldoende gegewens om 'n toepaslike model of tipe en sy komponente te kan identifiseer en met (a) hierbo in verband te kan bring;
- c) geskikte monsters vir die uitvoer van watter toetse en ondersoeke die SABS ook al as toepaslik beskou om 'n gedeelte van of al die bewyse wat voorsien is, te verifieer;
- d) besonderhede van die kwaliteitsbestuurstelsel wat die fabrikant toepas;
- e) indien toepaslik, dokumentasie om latere fabrikante van onvolledige kommoditeite oor hulle verantwoordelikhede in te lig; en
- f) instemming deur die vervaardigingsbron dat die SABS of 'n agent wat deur die SABS aangestel is produksiekonformiteit by die betrokke vervaardigings-, monteer- en toetsfasiliteite mag audit.

Die SABS mag sodanige bevestiging op aansoek ten opsigte van nuwe modelle of tipes op aanvraag uitreik, met dien verstande dat sodanige bevestiging nie vir advertensiedoeleindes gebruik mag word nie of om te impliseer dat alle eenhede van die kommoditeit noodwendig of gevolglik aan al die vereistes van hierdie spesifikasie voldoen nie.

OPM – Indien 'n SABS-standaard deur verwysing by hierdie spesifikasie ingelyf is, het sodanige inlywing betrekking op die basiese vereistes vir die kommoditeit soos in die ingelyfde standaard aangegee, maar nie op monsternemingsprosedures en ander konsepte en voorskrifte wat nie by die toepassing van hierdie spesifikasie ter sake is nie.

2 Woordbepaling

Die volgende woordbepalings geld vir die doel van hierdie spesifikasie:

2.1 bus: 'n Kategorie M₂- of M₃-motorvoertuig wat ontwerp of aangepas is vir die vervoer van passasiers of van passasiers en goedere.

2.2 bustrein: 'n Kategorie M₂- of M₃-motorvoertuig wat ontwerp of aangepas is vir die vervoer van passasiers of van passasiers en goedere, wat bestaan uit twee dele wat met mekaar verbind is om een eenheid te vorm wat in alle rigtings by die verbinding tussen sodanige dele kan draai, met 'n deurlopende gang oor die hele passasierdraende deel van die voertuig.

2.3 fabrikant: Die persoon wat 'n nuwe kategorie M₂- of M₃-voertuig vervaardig, produseer, monteer, verander, modifiseer, aanpas of ombou, en "vervaardig" het 'n ooreenstemmende betekenis.

2.4 kategorie M₂-motorvoertuig, hierna voertuig genoem: 'n Motorvoertuig wat vir die vervoer van passasiers gebruik word, met minstens vier wiele, sitplek vir meer as agt passasiers benewens die bestuurder van die voertuig en 'n maksimum massa van hoogstens 5 t.

2.5 kategorie M₃-motorvoertuig, hierna voertuig genoem: 'n Motorvoertuig wat vir die vervoer van passasiers gebruik word, met minstens vier wiele, sitplek vir meer as agt passasiers benewens die bestuurder van die voertuig en 'n maksimum massa van meer as 5 t.

2.6 klas I- stedelike bus (uitgesonderd 'n minibus): 'n Kategorie M₂- of M₃-voertuig wat ontwerp en toegerus is vir stedelike en voorstedelike vervoer en wat, benewens sitplekke, ook voorsiening en plek maak vir staande passasiers en wat só ingerig is dat die beweging van passasiers wat met gereelde stilhou gepaardgaan, moontlik is.

2.7 klas II- tussenstedelike bus (uitgesonderd 'n minibus): 'n Kategorie M₂- of M₃-voertuig wat ontwerp en toegerus is vir tussenstedelike vervoer, en wat geen plek het wat spesifiek vir staande passasiers bedoel is nie; oor kort afstande kan daar egter voorsiening vir staande passasiers in die gang alleenlik gemaak word.

2.8 klas III-toerbus (uitgesonderd 'n minibus): 'n Kategorie M₂- of M₃-voertuig wat ontwerp en toegerus is vir toer of vir langafstand-reise, en wat nie vir die vervoer van staande passasiers voorsiening maak nie.

2.9 leunwabus: 'n Kategorie O-leunwa, wat bedoel is om deur 'n kategorie N-voorspanmotor getrek te word en as sodanige kombinasie vir die vervoer van 'n bestuurder en meer as agt passasiers ontwerp of aangepas is. (Kyk ook 3.3.)

2.10 minibus: 'n Motorvoertuig wat ontwerp of gemodifiseer is om hoogstens 15 sittende passasiers benewens die bestuurder van die voertuig te vervoer en wat nie vir staande passasiers voorsiening maak nie.

2.11 model: Die fabrikant se beskrywing vir 'n reeks voertuigontwerpe wat nie ten opsigte van bak, kajuitstruktuur, profiel of die getal asse verskil nie of ten opsigte van die voertuigkategorie waaronder hulle deur 'n spesifieke bron in Suid-Afrika in omloop gebring word nie.

Die SABS behou hom die reg voor om te besluit watter variasies of kombinasies van variasies 'n nuwe model uitmaak en kan ook kennis neem van die klassifikasiesistelsel wat in die ontwerp se land van oorsprong toegepas word.

Die volgende variasies maak nie noodwendig 'n nuwe model uit nie:

- a) 'n variant van die model met betrekking tot afwerking of opsionele eienskappe waarvoor volledig bewys van voldoening gelewer is;
- b) verskillende enjin- en transmissiekombinasies, met inbegrip van petrol- en dieselenjins, en hand- en outomatiese transmissies;

- c) klein profielvariasies soos voorste lugdamme of agterdrukvinne of lugbeheerstelsels;
- d) 'n ander getal deure;
- e) slaapkajuite op vragmotors;
- f) asafstandvariasies by handelsvoertuie; en
- g) vragbakke of toerusting wat op 'n vragmotor aangebring is en wat geen invloed op voldoening het nie.

Indien 'n voertuig vervaardig word in 'n aantal konfigurasies soos 'n sedan, luikrug of stasiewa en met 'n enkel- of dubbelkajuit, mag elkeen hiervan as 'n variant van die basismodel beskou word.

2.12 openbare pad: 'n Pad, straat of deurgang, met inbegrip van die padsome, of enige ander plek, hetsy 'n deurgang al dan nie, waartoe die publiek toegangsreg het en wat hulle algemeen gebruik.

2.13 windscherm: Enige venster aan die voorkant van 'n voertuig, wat aan die bestuurder of aan die passasiers sig na voor verleen.

3 Algemene vereistes

3.1 Vereistes vir ligte, ligtoerusting en agterwaarskuwingstekens

3.1.1 Ligte

Skerp en gedompte kopligte, rigtingwyserligte, stopligte en voorste en agterste posisieligte wat op 'n voertuig aangebring is, moet voldoen aan die toepaslike vereistes van SABS 1376-1:1983, *Ligte vir motorvoertuie – Deel 1: Gloeilampe*, soos gepubliseer by Goewermentskennisgewing No 563 van 29 Julie 1983, SABS 1376-2:1985, *Ligte vir motorvoertuie – Deel 2: Kopligte*, soos gepubliseer by Goewermentskennisgewing No 1263 van 14 Junie 1985, en SABS 1376-3:1985, *Ligte vir motorvoertuie – Deel 3: Sekondêre ligte*, soos gepubliseer by Goewermentskennisgewing No 2328 van 18 Oktober 1985.

3.1.2 Ligtoestelle

'n Voertuig moet toegerus wees met ligtoestelle wat voldoen aan die toepaslike vereistes van SABS 1046:1990, *Motorvoertuigveiligheidspesifikasie vir ligte en ligseintoestelle wat op motorvoertuie en sleepwaens aangebring is*, soos gepubliseer by Goewermentskennisgewing No 1735 van 27 Julie 1990:

Met dien verstande dat:

- a) daar aan die vereistes vir die installering van truikaatsers soos aangegee in 4.14, 4.16 en 4.17 van genoemde SABS 1046 voldoen kan word deur die gebruik en aanbring van truikaatsers wat in die toepaslike regulasies van die Padverkeerswet, 1989 (Wet 29 van 1989) omskryf word, en hierbenewens kan daar ook aan die vereistes voldoen word deur die gebruik en aanbring van truikaatsers wat integreerende dele van 'n ander liglenssamenstel uitmaak; en
- b) die spesifieke vereistes van genoemde SABS 1046 vir
 - 1) toestelle vir die verstelling van gedompte lampe wat in 4.2.6 en aanhangsel 1 uiteengesit word;
 - 2) buitelynmmerklampe soos in 4.13 uiteengesit word; en
 - 3) agterste mislampe soos in 4.11 uiteengesit word;

as **OPSIONEEL** beskou word vir die doel van hierdie verpligte spesifikasie.

Met dien verstande dat, indien sodanige toestelle of lampe op 'n motorvoertuig aangebring word, hulle aan die toepaslike spesifieke vereistes moet voldoen.

3.1.3 Agterwaarskuwingsteken (chevron)

Voertuie met 'n bruto voertuigmassa (BVM) van meer as 3 500 kg moet toegerus wees met 'n agterwaarskuwingsteken wat voldoen aan die vereistes van die toepaslike regulasies van die Padverkeerswet, 1989 (Wet 29 van 1989).

3.2 Vereistes vir truspieëls en sig

3.2.1 Truspieëls

'n Voertuig moet toegerus wees met truspieëls wat voldoen aan die toepaslike vereistes van SABS 1436:1989, *Motorvoertuigveiligheidspesifikasie vir truspieëls vir motorvoertuie van kategorie M en N*, soos gepubliseer by Goewermentskennisgewing No 2008 van 22 September 1989.

3.2.2 Windskerms, vensters en afskortings

3.2.2.1 Algemeen

Afskortings van deursigtige materiaal en vensters wat in 'n voertuig aangebring is, moet, behalwe soos volgens 3.2.2.3 hieronder toegelaat, van veiligheidsglas wees wat voldoen aan die toepaslike vereistes van SABS 1191:1978, *Hoogs penetrasiebestande lamelveiligheidsglas vir voertuie*, of van SABS 1193:1978, *Getemperde veiligheidsglas vir voertuie*, soos gepubliseer by Goewermentskennisgewing No 463 van 9 Julie 1982.

3.2.2.2 Windskerms

Voertuie moet toegerus wees met windskerms wat gemaak is van veiligheidsglas wat aan die toepaslike vereistes van genoemde SABS 1191 voldoen.

3.2.2.3 Plastiekveiligheidsbeglasingsmateriaal

Met die uitsondering van die vensters wat direk regs en direk links van die bestuurder aangebring is, wat soos in 3.2.2.1 hierbo moet wees, mag vensters en afskortings van plastiekmateriaal wat voldoen aan die toepaslike vereistes van SABS 1472:1989, *Motorvoertuigveiligheid-standaardspesifikasie vir plastiekveiligheidsbeglasingsmateriaal vir motorvoertuie*, soos gepubliseer by Goewermentskennisgewing No 775 van 21 April 1989, aangebring word; so nie, mag plastiekmateriaal wat voldoen aan 'n nasionale standaard wat deur die SABS erken word, gebruik word.

3.2.3 Ruitveërs

'n Voertuig, uitgesonderd leunwabusse, moet voorsien wees van minstens een ruitveër wat op 'n ander wyse as met die hand kan werk en die ruitveërblad moet, as dit in werking is, die buitekant van die windskerm reg voor die bestuurder egalig en behoorlik skoon vee.

3.3 Vereistes vir remme en remtoerusting

'n Voertuig moet toegerus wees met remtoerusting wat voldoen aan die toepaslike vereistes van SABS 1207:1985, *Motorvoertuigveiligheid-standaardspesifikasie vir remming*, soos gepubliseer by Goewermentskennisgewing No 6 van 3 Januarie 1986, of SABS 1506:1990, *Remming*, soos gepubliseer by Goewermentskennisgewing No 869 van 20 April 1990:

Met dien verstande dat die spesifieke vereistes vir die tipe IIA-toets van remtoestelle, soos in 1.5 van ahangsel II van enigeen van die bogenoemde spesifikasies aangegee, van toepassing is op alle kategorie M₃-voertuie met 'n bruto voertuigmassa van meer as 10 t, uitgesonderd voertuie wat as klas 1- stedelike busse ontwerp en toegerus is.

Vir die doel van remvereistes word 'n leunwabus as 'n kategorie O-handelsvoertuig beskou.

3.4 Vereistes vir kontroles, stuur en hoorbare waarskutoestelle

3.4.1 Kontroles

Alle kontroles wat in 'n voertuig aangebring is en wat vir die bestuur van die voertuig vereis word, moet só geplaas wees dat die bestuurder hulle kan bykom en in werking kan stel terwyl hy in die normale bestuurposisie sit met die sitplekgordel (indien daar een is) vasgemaak.

3.4.2 Stuur

'n Voertuig moet 'n registerstuurkonfigurasie hê.

3.4.3 Hoorbare waarskutoestelle

'n Voertuig moet toegerus wees met een of meer hoorbare waarskutoestelle wat, as dit in werking gestel word, 'n aanhoudende klank voortbring teen 'n peil van minstens 93 dB, bepaal volgens SABS 0169:1984, *Die bepaling van die prestasie van hoorbare waarskutoestelle (toeters) na installering in 'n motorvoertuig*, soos gepubliseer by Goewermentskennisgewing No 966 van 11 Mei 1984.

3.5 Vereistes vir deure en in- en uitgange

In geval van 'n voertuig wat bedoel is om passasiers te vervoer vir huur of vergoeding, moet die deure en in- en uitgange, met inbegrip van dié vir noodgevalle, van 'n kategorie M₂- of M₃-motorvoertuig aan die vereistes van die toepaslike regulasies van die Padverkeerswet, 1989 (Wet 29 van 1989) voldoen.

3.6 Vereistes vir sitplekke, sitplekverankerings en keertoestelle (veiligheids-gordels)

3.6.1 Sitplekke en sitplekverankerings

'n Voertuig, uitgesonderd minibusse en dié met sitplekke wat van die opklaptipe ("jockey"-tipe) is of na die kant of na agter gerig is, moet toegerus wees met sitplekke en sitplekverankerings wat voldoen aan die toepaslike vereistes van SABS 1564:1992, *Die sterkte van sitplekke (en hul verankerings) van groot passasiersbusse*, soos gepubliseer by Goewermentskennisgewing No 216 van 19 Februarie 1993.

3.6.2 Keertoestelle (veiligheidsgordels)

Onderworpe aan die voorbehoudsbepaling dat geen keertoestelle aangebring hoef te word aan 'n voertuig waarvan die bruto voertuigmassa (BVM) 3 500 kg oorskry nie, geld die volgende vereistes:

3.6.2.1 Die keertoestelle (veiligheidsgordels) wat in 'n voertuig aangebring is, moet voldoen aan die toepaslike vereistes van SABS 1080:1983, *Keertoestelle (veiligheidsgordels) in motorvoertuie vir insittendes van volwasse bou (Hersiene vereistes)*, soos gepubliseer by Goewermentskennisgewing No 264 van 17 Februarie 1984.

3.6.2.2 Die tipe en plasing van die keertoestelle (veiligheidsgordels) wat in 'n voertuig aangebring moet wees en die metode waarvolgens dit geïnstalleer is, moet voldoen aan die toepaslike vereistes van SABS 0168:1983, *Die installering van keertoestelle (veiligheidsgordels) in motorvoertuie*, soos gepubliseer by Goewermentskennisgewing No 265 van 17 Februarie 1984, behalwe dat dieselfde uitsondering as in 3.6.3 hieronder vir sitplekposisies geld.

3.6.2.3 Niebeskermde sitplekke (kyk 4.3.3 van SABS 1430), waarvan die besonderhede in 3.6.3 van hierdie spesifikasie gespesifiseer word, moet minstens 'n keertoestel van die skootgordel-tipe hê.

3.6.2.4 Vir die doel van hierdie onderafdeling, vir sover dit voorste sitplekposisies betref en indien die sitplek 'n banktipe sitplek is, word elke volle 380-mm-breedte van die sitplek, by die breedste plek van die sitplek op sitplekhoogte met die deure toe gemeet, vir die doel van die aanbring van keertoestelle as 'n afsonderlike sitplek beskou.

3.6.3 Verankerings vir keertoestelle

Met die uitsondering van sitplekposisies met sitplekke van die opklaptipe ("jockey"-tipe) is of na agter of na die kant gerig is en sitplekposisies in die agterste rye sitplekke van voertuie met 'n eenvoudige enkel-kastipe konstruksie wat minstens drie rye sitplekke bevat, moet alle keertoestelle wat in 'n voertuig aangebring is keertoestelverankerings hê wat voldoen aan die toepaslike vereistes van SABS 1430:1987, *Motorvoertuigveiligheidspesifikasie vir verankerings vir keertoestelle in motorvoertuie*, soos gepubliseer by Goewermentskennisgewing No 1878 van 4 September 1987, behalwe dat in die geval van kategorie M₃-voertuie die aangeduide toetslaste met 6,6 maal die massa van die volledige sitplek aangevul moet word:

Met dien verstande dat die voorste sitplekposisies in die middel slegs van twee onderste keertoestelverankerings voorsien hoef te wees.

3.7 Vereistes vir elektriese verbinders

Elektriese verbinders wat aangebring word om 'n voertuig te kan sleep moet voldoen aan die volgende:

a) in die geval van 12-V-stelsels:

- 1) SABS 1327:1981, *Elektriese verbinders vir sleep- en gesleepte voertuie (7-pool-verbinders)*, of
- 2) SABS ISO 11446:1993, *Passasiersmotors en ligte handelsvoertuie met 12-V-stelsels – 13-pool-verbinders tussen sleepvoertuie en sleepwaens – Afmetings en kontaktoewysing*; en

b) in die geval van 24-V-stelsels: SABS ISO 12098:1994, *Handelsvoertuie met 24-V-stelsels – 15-pool-verbinders tussen sleepvoertuie en sleepwaens – Afmetings en kontaktoewysing*.

3.8 Vereistes vir waarskudriehoeke

In die geval van 'n voertuig met 'n BVM van meer as 3 500 kg waarby waarskudriehoeke as deel van die voertuigtoerusting verskaf word, moet sodanige waarskudriehoeke voldoen aan die vereistes van SABS 1329-1:1987, *Truikaats- en fluoresserende waarskudtekens vir padvoertuie – Deel 1: Driehoeke*, soos gepubliseer by Goewermentskennisgewing No 2227 van 9 Oktober 1987.

4 Vereistes vir die beheer van omgewingsteuring

4.1 Onderdrukking van radio- en televisiesteuring

'n Voertuig en die onderdele en bybehores daarvan moet voldoen aan die geldende toepaslike regulasies met betrekking tot die versteuring van kommunikasie wat ingevolge die Radiowet, 1952 (Wet 3 van 1952) afgekondig is.

4.2 Beperking van lugbesoedeling

Die uitlaatgas uit die enjin van 'n voertuig moet sodanig wees dat dit voldoen aan die geldende toepaslike regulasies wat ingevolge die Wet op Voorkoming van Lugbesoedeling, 1965 (Wet 45 van 1965) afgekondig is.

4.3 Onderdrukking van geraasuitstraling

4.3.1 Bewegende voertuie

Die geraas, uitgesonderd geraas afkomstig van hoorbare waarskudtoestelle, wat deur 'n voertuig uitgestraal word, bepaal volgens SABS 097:1975, *Die meting van motorvoertuiggeraasuitstraling*, soos gepubliseer by Goewermentskennisgewing No 463 van 9 Julie 1982, mag nie die volgende oorskry nie:

- a) 84 dB(A) in die geval van 'n kategorie M₂-voertuig met 'n bruto voertuigmassa van hoogstens 3,5 t;
- b) 89 dB(A) in die geval van 'n kategorie M₂-voertuig met 'n bruto voertuigmassa van meer as 3,5 t en in die geval van 'n kategorie M₃-voertuig, waar albei kategorieë voertuie krageenhede het wat laer as 150 kW aangeslaan is; en
- c) 91 dB(A) in die geval van alle ander kategorie M₂- en M₃-voertuie.

Ten einde vir 'n gebrek aan noukeurigheid by meettoerusting voorsiening te maak, moet die hoogste klankpeilering wat verkry word met 1 dB(A) verminder word.

4.3.2 Stilstaande voertuie

Die geraas, uitgesonderd geraas afkomstig van hoorbare waarskutoestelle, wat deur 'n voertuig uitgestraal word, bepaal volgens SABS 0181:1981, *Die meting van geraas uitgestraal deur stilstaande padvoertuie*, soos gepubliseer by Goewermentskennisgewing No 463 van 9 Julie 1982, en SABS 0281:1994, *Enjinspoed (S-waardes), verwysingsklankpeile en toelaatbare klankpeile van stilstaande padvoertuie*, soos gepubliseer by Goewermentskennisgewing No 1313 van 25 Augustus 1995, moet vir homologeerdoeleindes aangeteken word.

4.3.3 Omgewingsgeraasregulasies vir werkplekke

In die geval van 'n voertuig wat vervaardig is met die duidelike bedoeling dat dit as werkplek gebruik sal word, moet die binnekant van die voertuig voldoen aan die toepaslike geraasregulasies wat ingevolge die Wet op Beroepsgesondheid en Veiligheid, 1993 (Wet 85 van 1993) afgekondig is.

5 Vereistes met betrekking tot metrologiese gegewens

5.1 Voertuigafmetings

Die afmetings van 'n voertuig moet aan die toepaslike vereistes van die betrokke regulasies van die Padverkeerswet, 1989 (Wet 29 van 1989) voldoen.

5.2 Besonderhede wat vertoon moet word

5.2.1 Dataplate

5.2.1.1 'n Voertuig moet een of meer metaaldataplate hê wat op 'n opvallende plek aan 'n deurkosyn of 'n paneel in die enjinkompartement of op die instrumentpaneel of in die voertuigkajuit bevestig is deur middel van klinknaels, sweising of 'n ander metode wat blywende bevestiging vir die leeftyd van die voertuig sal verseker.

5.2.1.2 As 'n alternatief vir bogenoemde, mag 'n selfklewende peutervry metaal- of plastieketiket gebruik word wat nie van een voertuig na 'n ander oorgedra kan word nie, duidelik leesbaar is en blywend en ooglopend beskadig word indien dit verwyder word. Die selfklewende peutervry etiket moet teen enjinolie, enjinkoelmiddels, normale enjintemperature en humiditeit bestand wees. Hierbenewens moet dit permansensie-eienskappe hê soortgelyk aan dié van die plaat(plate) wat in 5.2.1.1 beskryf word.

5.2.2 Fabrikant se massa- en drywingsdata

Die volgende besonderhede van die voertuig moet leesbaar en op blywende wyse gedruk of gestempel wees op die dataplate wat ingevolge 5.2.1 vereis word:

- a) die bruto voertuigmassa, in kilogram, voorafgegaan deur die letters GVM/BVM;
- b) die bruto asmassas of bruto aseenhedmassas van elke as of aseenhed, in kilogram, voorafgegaan deur die letters GA/BA of GAU/BAE, soos toepaslik;

- c) die bruto kombinasie-massa, in kilogram, voorafgegaan deur die letters GCM/BKM;
- d) die netto drywing, in kilowatt, voorafgegaan deur die letters P/D, bepaal volgens SABS 013-1:1988, *Die bepaling van die werkverrigting (by netto drywing) van binnebrandenjins – Deel 1: Padvoertuigbinnebrandenjins by seespieël*, soos gepubliseer by Goewermentskennisgewing No 1652 van 19 Augustus 1988; en
- e) in die geval van 'n leunwabus, die bruto klinkspilmassas, soos deur die fabrikant gespesifiseer, in kilogram en voorafgegaan deur die letters GKM/BSM.

5.2.2.1 Opsionele dataplaat

Die afkortings in 5.2.2(a), 5.2.2(b) en 5.2.2(c) word nie vereis indien die inligting in die volgende volgorde verskaf word nie:

- a) bruto voertuig-massa;
- b) bruto kombinasie-massa; en
- c) bruto as-massas in volgorde van voor na agter.

5.2.3 Inligting oor voertuigenjin

Die enjin-nommer moet op die enjinblok gestempel wees.

5.2.4 Voorsiening vir registrasie

Geskikte ruimtes moet op die dataplaat(dataplate) voorsien word vir:

- a) T ... kg (vir die tarra);
- b) V ... kg (vir die toelaatbare maksimum voertuig-massa);
- c) A ... kg of AU/AE ... kg, soos toepaslik (vir die toelaatbare as-massas of toelaatbare aseenhede-massas van elke as of aseenhede); en
- d) D/T ... kg (vir die toelaatbare maksimum trekvoertuig-massa).

Die verantwoordelikheid vir die aanbring van hierdie inligting op die dataplaat(dataplate) berus by die uiteindelijke voertuigfabrikant.

5.2.5 Voertuigidentifikasienommer (VIN)

Die voertuigidentifikasienommer moet voldoen aan die toepaslike vereistes van SABS ISO 3779:1983, *Padvoertuie – Voertuigidentifikasienommer (VIN) – Inhoud en struktuur*, en aan SABS ISO 4030:1983, *Padvoertuie – Voertuigidentifikasienommer (VIN) – Plasing en bevestiging*, soos gepubliseer by Goewermentskennisgewing No 3160 van 20 November 1992. Die vereistes vir die VIN, soos aangegee in klousule 5 van SABS ISO 4030, moet egter vir die doel van hierdie verpligte spesifikasie soos volg vertolk word:

5 VIN-bevestiging

5.1 Die VIN moet direk op 'n integrerende deel van die voertuig aangebring wees, hetsy op die raam of, in die geval van integrerende raamwerkbakeenhede, op 'n deel van die bakwerk wat nie maklik verwyder of vervang kan word nie.

5.2 Die VIN moet ook op die dataplaat aangebring wees.

5.3 Geskrap.

5.4 Die hoogte van die romeinse letters en die arabiese syfers in die VIN moet soos volg wees:

- minstens 7 mm indien dit in ooreenstemming met 5.1 (raam, bak, ens) op motorvoertuie en sleepwaens aangebring is; en
- minstens 3 mm indien dit in ooreenstemming met 5.2 (dataplaat) aangebring is.

5.3 Meeteenhede

Alle meters, aanwysers of instrumente wat in 'n motorvoertuig aangebring is en in fisiese eenhede gekalibreer is, moet gekalibreer wees in eenhede soos voorgeskryf deur die geldende toepaslike regulasies wat ingevolge die Wet op Meeteenhede en Nasionale Meetstandaarde, 1973 (Wet 76 van 1973), afgekondig is.

6 Vereistes vir voertuigstruktuur, -toerusting, -onderdele en -stelsels

6.1 Vereistes vir bobou (omslaanbeskerming)

Die bobou van enkeldekvoertuie, uitgesonderd minibusse, moet voldoen aan die toepaslike vereistes van SABS 1563:1992, *Die sterkte van die bobou van groot passasiersvoertuie (omslaanbeskerming)*, soos gepubliseer by Goewermentskennisgewing No 216 van 19 Februarie 1993.

6.2 Kantelhoek

'n Voertuig, uitgesonderd 'n minibus, mag nie omslaan as dit uit die regop posisie met 'n hoek van minstens 23° na enige kant gekantel word nie.

Die belastingtoestande vir die kanteeltoets moet voldoen aan die toepaslike regulasie van die Padverkeerswet, 1989 (Wet 29 van 1989).

6.3 Spoedmeters

'n Voertuig, uitgesonderd 'n leunwabus, wat op 'n gelyk pad 'n spoed van meer as 25 km/h kan bereik, moet voorsien wees van spoedmetertoerusting wat voldoen aan die toepaslike vereistes van SABS 1441:1987, *Motorvoertuigveiligheidspesifikasie vir spoedmeteruitrusting op motorvoertuie*, soos gepubliseer by Goewermentskennisgewing No 1878 van 4 September 1987:

Met dien verstande dat 'n tagograaf wat aangebring is en ook as spoedmeter dien van die vereistes van genoemde SABS 1441 vrygestel word.

6.4 Enjin

Die enjin van 'n voertuig moet só van 'n bedekking voorsien wees dat enige deel wat 'n bron van gevaar uitmaak buite die normale bereik van mense is.

6.5 Uitlaatstelsel

Die uitlaatstelsel van 'n voertuig moet só ontwerp, gemaak en aan die voertuig aangebring wees dat geen deel van die uitlaatstelsel in die passasierskompartement uitsteek nie en só dat alle uitlaatgas uitgelaat word deur 'n uitlaatpyp wat nie na die linkerkant van die voertuig gerig is nie en ook nie binne of in lyn met die omtrek van die bakwerk uitgelaat word nie.

6.6 Transmissie

'n Selfgedrewe voertuig moet toegerus wees met 'n transmissiestelsel wat dit moontlik maak om die voertuig in 'n voorwaartse sowel as 'n trurigting te beheer en te bestuur.

6.7 Brandstofstelsel

Die opening vir die vul van 'n brandstoftank in 'n voertuig moet voorsien wees van 'n doeltreffende dop wat voorkom dat water of ander vreemde stof per toeval daarin kom.

6.8 Buitebande

Die buitebande wat op die wiele van 'n motorvoertuig aangebring word, moet afmetings en laswaardes hê wat saambuikbaar is met die gespesifiseerde of toegelate vellings en wat aan die vereistes van die toepaslike regulasies van die Padverkeerswet, 1989 (Wet 29 van 1989) voldoen:

Met dien verstande dat indien sekere klas I- stedelike busse ontwerp en bedoel is om toegerus te word met buitebande wat spesifiek gemerk is vir gebruik slegs op stadsbusse, moet 'n duidelike aanwysing dat die maksimum spoed nie 60 km/h mag oorskry nie vir die bestuurder se inligting opgeplak word.

6.9 Wielklappe

Alle kategorie M₃-voertuie met bruto voertuigmassa wat 7,5 t oorskry, moet toegerus word met wielklappe wat voldoen aan die toepaslike vereistes van SABS 1496:1989, *Wielklappe aangebring op motorvoertuie*, soos gepubliseer by Goewermentskennisgewing No 2008 van 22 September 1989:

Met dien verstande dat:

- a) wielklappe wat deur die voertuigfabrikant ontwerp en goedgekeur is as 'n alternatief aangebring mag word; en
- b) onderstelvoertuie en onderstel-met-kajuitvoertuie wat na 'n plek bestuur word sodat bakwerk aangebring kan word of na 'n handelaar in sodanige voertuie, van die vereiste van die aanbring van wielklappe uitgesluit is.

7 Vereistes vir voertuigvloeistof — Hidrouliese rem- en koppelaarvloeistof

Die hidrouliese rem- en koppelaarvloeistof in die hidrouliese rem- en koppelaarstelsels van 'n voertuig moet voldoen aan die toepaslike vereistes van die verpligte spesifikasie vir hidrouliese rem- en koppelaarvloeistof, soos gepubliseer by Goewermentskennisgewing No 128 van 17 Januarie 1975.

8 Ekwivalente vereistes

Daar kan geag word dat daar aan die vereistes van enigeen van die SABS-standaarde in die toepaslike dele van afdeling 3 tot 6 van hierdie spesifikasie voldoen word indien daar aan die ekwivalente standaard in tabel 1 voldoen word.

Verpligte spesifikasie vir nuwe motorvoertuie van kategorie M₂ en M₃

**Tabel 1 — Ekwivalente standaarde wat geag
kan word aan SABS-standaarde te voldoen**

1	2	3	4	5	6	7	8	9
				Ekwivalente standaarde				
Onderafdeling	Item	SABS-no	Datum	EEC	Inkl	ECE	Ander	Opmerkings
3.1.1	Ligte	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		Slegs op kopligte, rigtingwysers en stop-, voor en agterposisieligte van toepassing
3.1.2	Installering van ligte	1046	1990	76/756	89/278	R48		
3.1.3	Agterwaarskuwings-tekens	Wet	1989					
3.2.1	Truspieëls	1436	1989	71/127	88/321	R46.01		
3.2.2.1.1	Vensters en afskortings	1191	1978	92/22		R43		
	of	1193	1978	92/92		R43		
3.2.2.1.2	Windskerms	1191	1978	92/22		R43		
3.2.2.1.3	Plastiekbeglasing	1472	1989					
3.3	Remming	1207	1985	71/320	79/489	R13.04		
	of	1506	1990	71/320	85/647	R13.05		
3.4.3	Hoorbare waarskootestelle	0169	1984	70/388		R28.01		
3.6.1	Sitplekke en sitplekverankerings	1564	1992			R80		
3.8	Waarskudriehoeke	1329-1	1987			R27.03		Indien voorsien
4.1	Radiosteuring	Wet	1952	72/245		R10.01		
4.2	Lugbesoedeling	Wet	1965	70/220 72/306		R15 R24 R83		
4.3.1	Geraas terwyl in beweging	097	1975	70/157	77/212	R51		
4.3.2	Geraas terwyl stilstaande	0181	1981	70/157	84/424	R51		
	of	0281	1994					
5.2.1	Dataplaat(-plate)			76/114	78/507			
5.2.5	Voertuigidentifikasienommer (VIN)	SABS ISO 3779 SABS ISO 4030	1983 1983					
6.1	Bobou (omslaانبeskerming)	1563	1992			R66		
6.3	Spiedmeter	1441	1987	75/443		R39		
6.8	Buitebande	Wet	1989			R30		

Verpligte spesifikasie vir nuwe motorvoertuie van kategorie M₂ en M₃

Bylae 1 — Datums van inwerkingtreding

1	2	3	4	5
Onderafdeling	Item	Datum van inwerkingtreding	Uitsluitings	Vervaldatum van uitsluiting
	Alle onderafdelings/items waarna nie hieronder verwys word nie:	5 Augustus 1992	Geen	
3.1.1	Ligte volgens SABS 1376	15 Julie 1987 1 Januarie 1998	Voertuigmodelle wat voor 15 Julie 1987 gehomologeer is Agterregistrasieplaatligte, truiligte, buitelynmmerklampe en parkeerligte aangebring op voertuigmodelle wat voor 1 Januarie 1998 gehomologeer is	1 Januarie 2001 1 Januarie 2001
3.1.2	Ligte volgens SABS 1046	1 Februarie 1992	Kategorie 5-aanwysers	1 Januarie 2001
3.2.2.1.3	Plastiekveiligheidsbeglasingsmateriaal volgens SABS 1472	1 Februarie 1992	Voertuigmodelle wat voor 1 Februarie 1992 gehomologeer is	1 Januarie 2001
3.4.2	Regterstuurvoertuie	By publikasie	Geen	
3.6	Stipplekke en stipplekverankerings volgens SABS 1564	12 maande na publikasie	Voertuigmodelle wat voor die datum van inwerkingtreding gehomologeer is	1 Januarie 2001
3.7	Elektriese verbinders (indien aangebring) volgens SABS 1327 of SABS ISO 11446 en SABS ISO 12098	By publikasie	Geen	
4.3.2	Geraas terwyl stilstaande volgens SABS 0281	By publikasie	Geen	
5.2.5	VIN volgens SABS ISO 3779 en SABS ISO 4030	1 November 1995	Geen	
6.1	Bobou (omslaanbeskerming) volgens SABS 1563	12 maande na publikasie	Minibusse, en voertuigmodelle wat voor die datum van inwerkingtreding gehomologeer is	1 Januarie 2001 vir motorvoertuie uitgesonderd minibusse
OPM 1 Daar word geag dat voertuie wat voldoen aan 'n SABS-, ECE- of EEC-standaard wat bogenoemde standaarde vervang, aan die toepaslike vereistes van hierdie verpligte spesifikasie voldoen. 2 Die uitsluitings in hierdie bylae moet gelees word in samehang met ander uitsluitings wat in hierdie spesifikasie of in 'n toepaslike SABS-standaard vervat word.				

**DEPARTMENT OF TRANSPORT
DEPARTEMENT VAN VERVOER**

No. R. 464**3 April 1998**

**REGULATIONS IN TERMS OF SECTION 51 OF THE CROSS-BORDER ROAD TRANSPORT ACT, 1998
(ACT No. 10 OF 1998)**

In terms of section 51 of the Cross-Border Road Transport Act, 1998 (Act No. 10 of 1998), I, Sathyandan Ragunanan Maharaj, Minister of Transport, hereby approve and publish the regulations in the Schedule.

S. R. MAHARAJ**Minister for Transport****SCHEDULE****CROSS-BORDER ROAD TRANSPORT REGULATIONS, 1998****CONTENTS**

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PART I**INTRODUCTION****Definitions**

1. In these Regulations, any word or expression to which a meaning has been assigned in the Act must have that meaning, and unless the context otherwise indicates—

“**Act**” means the Cross-Border Road Transport Act, 1998 (Act No. 10 of 1998);

“**Chief Executive Officer**” means the Chief Executive Officer of the Agency who is appointed in terms of section 14 (1) (a) of the Act;

“**copy**” means a copy of the original document that is certified to be a true and correct copy by a Commissioner of Oaths whose full name and address are set out on the copy;

“**Department**” means the national Department of Transport;

“**Joint Route Management Group**” means a body which is established in terms of regulation 13;

“**region**” means the geographical territory of Africa;

“**Route Management Group**” means a body which is established in terms of regulation 10; and

“**transport year**” means the period from 1 July in any given year to 30 June the following year.

PART II**PERMITS****Applications**

2. (1) An application for a permit contemplated in section 25 of the Act must be done by completing the relevant portions of the form provided by the Regulatory Committee and by handing the form in person or through a representative to the Regulatory Committee, or by posting or faxing it, or by transmitting it by means of electronic mail, to the Regulatory Committee.

(2) The applicant must furnish the following information, particulars and documents in respect of each application referred to in subregulation (1):

- (a) In the case of a natural person, the full name and identity number, and a copy of the first page of the identity document of the applicant;

- (b) in the case of a partnership—
 - (i) the National Traffic Information System number of the partnership; and
 - (ii) the full name and identity number, and a copy of the first page of the identity document, of the partner responsible for the vehicle fleet;
- (c) in the case of a company or close corporation—
 - (i) the full name and the registration number of the body;
 - (ii) the original business registration certificate or a copy of it; and
 - (iii) the identity number, and a copy of the first page of the identity document, of the person responsible for the vehicle fleet;
- (d) a description of the type of business operated by the applicant;
- (e) the postal address, street address, telephone number, fax number and place for serving notices on the applicant;
- (f) in respect of the mechanically propelled vehicle to be used, the registration number, vehicle identification number, vehicle make, tare and gross vehicle mass in the case of freight transport, or the maximum number of passengers for which such a vehicle has been designed or adapted in the case of passenger transport;
- (g) the valid roadworthy and clearance certificate in respect of the mechanically propelled vehicle, or a copy thereof;
- (h) the type of transport, country of origin, country of transit, if applicable, country of destination and a route description of the journey or journeys, as the case may be;
- (i) the number of journeys required in the case of transport to Botswana, Lesotho, Namibia or Swaziland; and
- (j) any other information or document that the Regulatory Committee may require in relation to particulars furnished in the application.

(3) In the case of an application for the renewal of a permit, a duplicate permit, additional authorisation or an amendment of the route, only the certificate referred to in subregulation (2) (g) needs to be furnished again.

(4) Each application must be accompanied by the application fee referred to in regulation 7, and such application fee is non-refundable regardless of whether the application is granted, refused or withdrawn.

Publication

3. (1) (a) For the purposes of section 33 (1) of the Act, the following particulars must be published in the *Gazette* at least four weeks prior to the application being heard as contemplated in regulation 4:

- (i) The name of the applicant and the name of the applicant's representative, if applicable;
- (ii) the countries of departure, destination and, where applicable, transit;
- (iii) the applicant's postal address or, in the case of a representative applying on behalf of the applicant, the representative's postal address;
- (iv) the number and type of vehicles, including the carrying capacity of each vehicle; and
- (v) the route description on which the road transport is conducted or the proposed transport is to be conducted.

(b) Particulars concerning any existing authorisation of the applicant must be available for scrutiny at the offices of the Agency.

(2) If any interested party wants to object to an application being granted, he or she has to do so by putting the reasons therefor in writing and handing over five copies thereof personally, or by posting them by registered post, to the Regulatory Committee, and so handing over or posting one copy thereof to the applicant or his or her representative, within 21 days of the publication in the *Gazette*.

Hearings

4. (1) In the case of a public hearing, the Agency must advise the applicant and objectors, if any, of the date of the hearing by the Regulatory Committee.

(2) Any notice in terms of section 17 (1) (b) of the Act must be in the form provided by the Regulatory Committee.

(3) A notice referred to in subregulation (2) must be—

- (a) handed over in person;
- (b) posted by registered post; or
- (c) faxed;

to the person to whom the notice applies.

(4) The Chief Executive Officer must verify the information provided by an applicant for a permit authorising freight transport, and present the information contemplated in section 27 of the Act to the Regulatory Committee.

(5) Without derogating from the provisions regarding the onus of proving the considerations in respect of an application for a permit authorising passenger transport, the Chief Executive Officer must verify the information provided by an applicant for a permit authorising passenger transport, and present the information contemplated in section 28 of the Act to the Regulatory Committee.

(6) The person presiding at the hearing must allow the applicant to present his or her case first, whereafter the objectors must be afforded an opportunity to present their cases, and thereafter the applicant must be afforded an opportunity to respond to any allegations made by the objectors.

(7) After considering the application the Regulatory Committee may, subject to the provisions of these Regulations—

- (a) grant the application in full or in part;
- (b) grant the application subject to certain conditions or requirements; or
- (c) refuse the application.

(8) The Regulatory Committee must, upon request, provide written reasons for each decision.

(9) In respect of passenger transport, the permit may be granted subject to certain conditions or requirements that may include, but which are not limited to—

- (a) the determination of specific routes;
- (b) the identification of specific loading or offloading points;
- (c) service frequency;
- (d) specified ranking facilities; and
- (e) the affixing of distinctive logos.

(10) The procedure for the consideration of applications contemplated in section 32 (a) of the Act is that the Chief Executive Officer or another member of staff with delegated power must, subject to sections 26, 27 or 28, only ensure that the application complies with regulation 2, and no hearing is required.

Issuing of permits

5. (1) Upon payment of the issuing fee referred to in regulation 7 and the furnishing of documentation requested by the Regulatory Committee, proof of payment and a permit must be issued, which must be handed to the applicant or to his or her representative, posted to the applicant by registered post or forwarded to the applicant by such means as required by the applicant.

(2) (a) If the applicant fails to pay the issuing fee contemplated in subregulation (1) within 60 days after having been informed of the decision of the Regulatory Committee that the permit was granted, the authorisation to issue the permit expires, subject to paragraph (b).

(b) The 60 days period mentioned in paragraph (a) may be extended where the applicant applies in writing within the 60 days period for an extension and application is approved by the Regulatory Committee.

(3) If the expiry date contemplated in subregulation (2) falls on a Saturday, Sunday or public holiday, the authorisation expires at the end of the first working day following that Saturday, Sunday or public holiday.

(4) A permit issued in accordance with subregulation (1) expires—

- (a) on the date specified on the permit; or
- (b) as soon as the permit holder has completed the journeys that he or she has been authorised to undertake.

Permits for replacement of vehicle, duplicate permits and renewal permits

6. (1) If a vehicle in respect of which a permit was issued, is lost, stolen or scrapped, the permit holder must within 21 days notify the Regulatory Committee of it, and if a permit for replacement of vehicle is required, the permit holder must—

- (a) supply the particulars of the replacement vehicle in the relevant portions of the form provided by the Regulatory Committee; and
- (b) submit to the Regulatory Committee the completed form together with the original permit, or if the original permit is not available, with an affidavit setting out the reasons why the original permit cannot be submitted.

(2) A permit for replacement of vehicle must be issued by the Regulatory Committee if subregulation (1) has been complied with and the fees referred to in regulation 7 (2) (e) and (3) (g) have been paid.

(3) A permit holder wishing to obtain a duplicate permit must—

- (a) complete the relevant portions of the form provided by the Regulatory Committee;
- (b) submit to the Regulatory Committee the completed form together with the original permit, if available, and the passenger list or consignment notes relating to the journeys undertaken under the permit; and
- (c) submit to the Regulatory Committee the application fee referred to in regulation 7 (2) (f) and an affidavit setting forth the reasons why a duplicate permit is required.

(4) If the applicant has complied with subregulation (3), the Regulatory Committee must issue a duplicate permit on which—

(a) the word "duplicate" is endorsed; and

(b) the appropriate number of journeys undertaken under the original permit, if applicable, is cancelled.

(5) An application for the renewal of a permit must be done on the form provided by the Regulatory Committee.

(6) The Regulatory Committee may not consider an application for the renewal of a permit granted for a fixed period unless the application, together with the fee as referred to in regulation 7 (2) and any other documentation requested by the Regulatory Committee, has been received by the Regulatory Committee on or before the date on which that permit expires.

(7) If, at the date on which a permit granted for a fixed period expires, an application for its renewal is pending before the Regulatory Committee, such permit shall continue in force until the application has been disposed of.

PART III

FEES

Fees

7. (1) The application fee and the issuing fee are payable in respect of each vehicle and in respect of each country in which the applicant wishes to pick-up or set-down goods or passengers.

(2) An applicant must, when applying for a permit for the first time, or when applying for the renewal of a permit, as the case may be, in respect of every mechanically propelled road vehicle, pay over to the Agency an application fee to the amount of—

(a) R100 for an application for a temporary permit;

(b) R100 for an application for a permit authorising transport to Botswana, Lesotho, Namibia or Swaziland;

(c) R100 for an application for a permit authorising transport to any country, other than a country referred to in paragraph (b);

(d) R100, plus R100 per trailer, for an application for a cabotage permit;

(e) R50 for a permit for replacement of vehicle contemplated in regulation 6 (1); and

(f) R50 for a duplicate permit contemplated in regulation 6 (3).

(3) After a permit or the renewal of a permit has been granted, an issuing fee is payable to the Agency to the amount of—

(a) R100 for a temporary permit not exceeding 14 days;

(b) R200 for a three month permit to Botswana, Lesotho, Namibia or Swaziland;

(c) R1 100 for a 12 month tourist permit to Botswana, Lesotho, Namibia or Swaziland;

(d) R200 for a three month permit authorising transport to any country, other than a country referred to in paragraph (b);

(e) R1 100 for a 12 month permit authorising freight transport to any country, other than a country referred to in paragraph (c);

(f) R650, plus R650 per trailer, for a three month cabotage permit;

(g) R50 for a permit for replacement of vehicle; and

(h) R50 for a duplicate permit.

(4) An applicant or an interested party who has submitted representations in support of, or in opposition to, an application and who requests the Chief Executive Officer to supply him or her with any copies of documentation relating to the application, must pay R10 for any number of copies up to 10 pages and 50 cents per page for any further copies.

Manner of payment of fees

8. (1) Fees payable to the Agency must be paid—

(a) in cash;

(b) by postal or money order;

(c) by cheque made out in favour of the Agency; or

(d) by transferring money to the bank account of the Agency.

(2) Where fees have been paid to the Agency as contemplated in subregulation (1), a receipt must be issued to the person concerned in respect of such payment.

PART IV

CONSIGNMENT NOTES AND PASSENGER LISTS

Consignment notes and passenger lists

9. (1) A consignment note, as provided by the Regulatory Committee, must be completed before commencement of a journey for the carriage of freight in terms of a permit.
- (2) A passenger list, as provided by the Regulatory Committee, must be completed before the commencement of a journey for the conveyance of passengers in terms of a permit.
- (3) The driver of the vehicle must ensure that the consignment note or passenger list contemplated in subregulations (1) or (2), as the case may be, is stamped by a border-post official at the point of entry at every border-post which the vehicle crosses.

PART V

GUIDELINES FOR CONSULTATIVE MECHANISMS

Establishment of Route Management Groups

10. (1) The Board may identify routes on which there are high volumes of traffic, with a view to establishing Route Management Groups in respect of freight and passenger transport, respectively.
- (2) The Board must initiate the establishment of a Route Management Group by inviting all the carriers on a specific route to attend an inception meeting of the Route Management Group.
- (3) The Board may invite representatives from the following institutions that function on or have an interest in a specific route, to attend the inception meeting of the specific Route Management Group:
- (a) The Department;
 - (b) local and provincial transport authorities;
 - (c) transport and traffic policing authorities;
 - (d) customs and excise authorities;
 - (e) immigration authorities;
 - (f) trade and industry authorities;
 - (g) border post authorities and officials;
 - (h) operators from other modes of transport;
 - (i) freight forwarders and clearing agents;
 - (j) financial and insurance institutions;
 - (k) industrialists and developers;
 - (l) tourism groups; and
 - (m) any other person or institution that may have an interest in the specific route.
- (4) The members of a Route Management Group have to appoint a chairperson for the Route Management Group.
- (5) The Chief Executive Officer must designate members of the staff of the Agency to act as the secretariat for a Route Management Group.

Meetings of Route Management Group

11. (1) The chairperson of a Route Management Group must convene at least one meeting of the Group annually, and may convene a meeting after a written request has been received from any member of the Route Management Group.
- (2) The decisions of a Route Management Group must be recorded, and the record must be circulated by the secretariat of the Group among the members of the Group.
- (3) A record referred to in subregulation (2), which has been signed by the chairperson of the Route Management Group at the subsequent meeting of the Group is, in the absence of proof of an error in it, deemed to be a true and correct record of the decisions taken by the Group.

Aims of Route Management Groups

12. Route Management Groups must be established with the aims of—
- (a) discussing and formulating recommendations in respect of any operational constraints on the route; and
 - (b) exchanging information on the route, which must include, but is not limited to—
 - (i) the number of carriers on the specific route;
 - (ii) the law enforcement profile of the carriers on the route;
 - (iii) infrastructure constraints on the route; and
 - (iv) any other type of information in respect of the route.

Establishment of Joint Route Management Groups

- 13.** (1) The Board may initiate the establishment of Joint Route Management Groups in respect of routes that also run through other states with which agreements have been entered into under section 2 (1) of the Act.
- (2) A Joint Route Management Group referred to in subregulation (1) must include representatives from the Route Management Group as well as representatives from similar groups in respect of the same route in the other states concerned.
- (3) A Joint Route Management Group may include representatives from—
- (a) the cross-border road transport authorities of the respective states;
 - (b) the competent authorities of the respective states;
 - (c) traffic and transport policing officials;
 - (d) local authorities;
 - (e) immigration authorities;
 - (f) cross-border road transport carriers; and
 - (g) any other interested parties that the members of the Joint Route Management Group wish to invite to participate in its deliberations.
- (4) The functions of a Joint Route Management Group are, amongst others, to—
- (a) provide a forum for communication between the relevant parties;
 - (b) promote the peaceful resolution of conflict on the route;
 - (c) provide effective route management;
 - (d) provide in the needs of the users of the route; and
 - (e) attend to any other aspect concerning the route.
- (5) The provisions of regulations 10 (2) and 11 apply with the necessary changes to meetings of a Joint Route Management Group.

Membership lists

- 14.** (1) The Board must cause a membership list to be maintained in respect of each Route Management Group and Joint Route Management Group.
- (2) A membership list referred to in subregulation (1) must contain the following information:
- (a) The name, postal address, street address, telephone number, facsimile number and electronic mail address, if applicable, of each member;
 - (b) particulars regarding each member's affiliation with, or membership of, an organisation or association;
 - (c) particulars in respect of any permits held by a member;
 - (d) particulars of all vehicles which are being operated on the specific route;
 - (e) the route described, in the case of passenger transport;
 - (f) the service frequency, in the case of passenger transport;
 - (g) the type of freight carried, in the case of freight transport;
 - (h) the number of passengers conveyed, in the case of passenger transport; and
 - (i) any other relevant information that the Board regards necessary.
- (3) The Board must cause the membership lists to be updated annually.
- (4) A member of a Route Management Group or a Joint Route Management Group must inform the Board of any change in his or her particulars, within 21 days of such change.
- (5) The Board must cause the membership lists to be made available to the public upon request.

PART VI**INFORMATION MANAGEMENT****Selling of information**

- 15.** (1) Subject to regulation 7 (4), the Board may sell copies of any report, finding or conclusion which has been prepared by it upon request of the Minister or of its own accord.
- (2) The fees for the documents referred to in subregulation (1) must be limited to a standard charge for the document search, duplication and review.
- (3) Documents referred to in subregulation (1) may be furnished free of charge or at a charge that is below the standard charges referred to in subregulation (2) when the information that is requested is in the public interest because it will contribute to the understanding of the operation or activities of the Agency, or when the requested documentation is not primarily of commercial interest to the person requesting such information.

Database

16. (1) The information to be included in the database in terms of section 35 of the Act must include the following, where the information is available:

- (a) Statistics on cross-border road transport permits issued by the Regulatory Committee, including—
 - (i) the particulars of carriers to whom permits have been issued, and the permit numbers;
 - (ii) the registration numbers of the vehicles in respect of which permits have been issued;
 - (iii) the validity periods of such permits;
 - (iv) the route descriptions, in respect of passenger transport; and
 - (v) the fares, timetables and service frequency, in respect of passenger transport;
- (b) requirements, conditions, costs and fees for undertaking cross-border road transport in the region;
- (c) descriptions and conditions of road infrastructure, including bridges, and routes in the region;
- (d) procedures, documentation and opening hours of border-posts in the region;
- (e) cross-border road transport and peripheral constraints in the region;
- (f) statistics on the number of passengers conveyed on routes between South Africa and elsewhere in the region;
- (g) description of goods and statistics on tonnages and destinations to which goods are transported between South Africa and elsewhere in the region;
- (h) cross-border transport and trade flow statistics;
- (i) statistics on law enforcement, including—
 - (i) identification of major offences;
 - (ii) identification of the offenders;
 - (iii) results of prosecutions; and
 - (iv) cross-border joint law enforcement actions; and
- (j) any other information that the Board deems necessary.

(2) The information contained in the database must be made available to any person upon completion of the form provided by the Agency, provided that the fee contemplated in regulation 15 (2) accompanies the application form.

PART VII**LAW ENFORCEMENT****Stopping of vehicles**

17. A national road transport inspector may cause a vehicle to stop by means of—

- (a) a stop sign with a border and legend of white reflectorised material against a red reflectorised background that is clearly legible at a distance of 100 metres;
- (b) a klaxon as contemplated in the Road Traffic Regulations, 1989, which is mounted on the inspector's vehicle; or
- (c) a lamp emitting an intermittently flashing blue light in any direction and which is mounted on the inspector's vehicle.

Confiscated documentation

18. A national road transport inspector who has confiscated documentation in accordance with section 38 (1) of the Act, must issue a notice, as provided by the Agency, to the person from whom the documentation was confiscated.

Report by Road Transport Inspectorate

19. (1) The report which the Road Transport Inspectorate must submit to the Regulatory Committee in terms of section 39 (2) of the Act, must be in the format determined by the Regulatory Committee.

(2) The report referred to in subregulation (1) must, in addition to the information referred to in section 39 (2) of the Act, contain the following information in respect of routes identified by the Board:

- (a) A description of the route surveyed;
- (b) information on the dates during which the surveys were executed;
- (c) in respect of freight transport—
 - (i) the number and the type of vehicles on the route;
 - (ii) the tonnage and type of goods conveyed by such vehicles;
 - (iii) the offences committed in respect of operations on the route, in respect of vehicle, driver and carrier;
 - (iv) the number of prosecutions instituted against offenders; and
 - (v) the success rate in respect of the prosecutions instituted against offenders;

- (d) in respect of passenger transport—
- (i) the number and the type of vehicles on the route;
 - (ii) the number of passengers conveyed by vehicles on the route;
 - (iii) the offences committed in respect of operations on the route, in respect of vehicle, driver and carrier;
 - (iv) the number of prosecutions instituted against offenders; and
 - (v) the success rate in respect of the prosecutions instituted against offenders; and
- (e) any other information requested by the Regulatory Committee.

PART VIII

CONCLUSION

Short title

20. These Regulations are called the Cross-Border Road Transport Regulations, 1998.

No. R. 464

3 April 1998

REGULASIES KRAGTENS ARTIKEL 51 VAN OORGRENSPADVERVOERWET, 1998 (WET No. 10 VAN 1998)

Ingevolge artikel 51 van die Oorgrenspadvervoerwet, 1998 (Wet No. 10 van 1998), verleen ek, Sathyandranath Ragunanan Maharaj, Minister van Vervoer, hiermee goedkeuring aan en publiseer die regulasies in die Bylae.

S. R. MAHARAJ

Minister vir Vervoer

BYLAE

OORGRENSPADVERVOERREGULASIES, 1998

INHOUDSOPGAWE

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DEEL I

INLEIDING

Woordomskrywing

1. In hierdie Regulasies het 'n woord of uitdrukking wat in die Wet omskryf is, daardie betekenis, en tensy uit die samehang anders blyk, beteken—

“afskrif” ’n afskrif van die oorspronklike dokument wat as ’n ware en juiste afskrif gesertifiseer is deur ’n Kommissaris van Ede, wie se volle naam en adres op die afskrif uiteengesit is;

“Departement” die nasionale Departement van Vervoer;

“Gesamentlike Roetebeheergroep” ’n liggaam wat ingevolge regulasie 13 ingestel is;

“Hoof- Uitvoerende Beampte” die Hoof- Uitvoerende Beampte van die Agentskap wat ingevolge artikel 14 (1) (a) van die Wet aangestel is;

“Roetebeheergroep” ’n liggaam wat ingevolge regulasie 10 ingestel is;

“streek” die geografiese gebied van Afrika;

“vervoerjaar” die tydperk vanaf 1 Julie in ’n gegewe jaar tot 30 Junie die volgende jaar; en

“Wet” die Oorgrenspadvervoerwet, 1998 (Wet No. 10 van 1998).

DEEL II

PERMITTE

Aansoeke

2. (1) 'n Aansoek om 'n permit beoog in artikel 25 van die Wet moet gedoen word deur die betrokke gedeeltes van die vorm te voltooi wat deur die Reëlingskomitee voorsien word, en deur die vorm persoonlik of deur 'n verteenwoordiger aan die Reëlingskomitee te oorhandig of deur dit aan die Reëlingskomitee te pos of te faks, of by wyse van elektroniese pos te stuur.

(2) Die aansoeker moet ten opsigte van elke aansoek bedoel in subregulasie (1) die volgende inligting, besonderhede en dokumente verstrek:

- (a) In die geval van 'n natuurlike persoon, die volle naam en identiteitsnommer, en 'n afskrif van die eerste bladsy van die identiteitsdokument, van die aansoeker;
- (b) in die geval van 'n vennootskap—
 - (i) die Nasionale Verkeersinligtingstelselnommer van die vennootskap; en
 - (ii) die volle naam en identiteitsnommer, en 'n afskrif van die eerste bladsy van die identiteitsdokument, van die vennoot wat vir die voertuigvloot verantwoordelik is;
- (c) in die geval van 'n maatskappy of beslote korporasie—
 - (i) die volle naam en registrasienommer van die liggaam;
 - (ii) die oorspronklike besigheidsregistrasiesertifikaat of 'n afskrif daarvan; en
 - (iii) die identiteitsnommer, en 'n afskrif van die eerste bladsy van die identiteitsdokument, van die persoon wat vir die voertuigvloot verantwoordelik is;
- (d) 'n beskrywing van die soort besigheid wat deur die aansoeker bedryf word;
- (e) die posadres, straatadres, telefoonnommer, faksnommer en plek vir betekening van kennisgewings op die aansoeker;
- (f) ten opsigte van die meganies-aangedrewe voertuig wat gebruik gaan word, die registrasienommer, voertuig-identiteitsnommer, voertuigfabrikaat, tarra en bruto voertuigmassa in die geval van goedere vervoer, of die maksimum getal passasiers waarvoor so 'n voertuig ontwerp of aangepas is in die geval van passasiers-vervoer;
- (g) die geldige padwaardigheid- en klaringsertifikaat ten opsigte van die meganies-aangedrewe voertuig, of 'n afskrif daarvan;
- (h) die soort vervoer, land van oorsprong, land van deurgang, indien van toepassing, land van bestemming en 'n roetebeskrywing van die rit of ritte, na gelang van die geval;
 - (i) die getal ritte vereis in die geval van vervoer na Botswana, Lesotho, Namibië of Swaziland; en
 - (j) enige ander inligting of dokument wat die Reëlingskomitee mag vereis met betrekking tot besonderhede verstrek in die aansoek.

(3) In die geval van 'n aansoek om die hernuwing van 'n permit, 'n duplikaatpermit, bykomende magtiging of 'n verandering van die roete, moet slegs die sertifikaat bedoel in subregulasie (2) (g) weer verstrek word.

(4) Elke aansoek moet vergesel gaan van die aansoekgeld bedoel in regulasie 7, en sodanige aansoekgeld is nie terugbetaalbaar nie, ongeag of die aansoek toegestaan, geweier of teruggetrek word.

Publikasie

3. (1) (a) By die toepassing van artikel 33 (1) van die Wet, moet die volgende besonderhede vier weke voordat die aansoek soos beoog in regulasie 4 aangehoor word, in die *Staatskoerant* gepubliseer word:

- (i) Die naam van die aansoeker en die naam van die aansoeker se verteenwoordiger, indien van toepassing;
- (ii) die lande van vertrek, bestemming en, waar van toepassing, deurgang;
- (iii) die aansoeker se posadres, of die verteenwoordiger se posadres in die geval waar 'n verteenwoordiger namens die aansoeker aansoek doen;
- (iv) die getal en soort voertuie, met inbegrip van die dra-vermoë van elke voertuig; en
- (v) die beskrywing van die roete waarop die padvervoer bedryf word of die voorgenome vervoer bedryf gaan word.

(b) Besonderhede oor enige bestaande magtiging van die aansoeker moet by die kantore van die Agentskap beskikbaar wees vir ondersoek.

(2) Indien enige belanghebbende party teen die toestaan van 'n aansoek beswaar wil maak, moet hy of sy dit doen deur die redes daarvoor op skrif te stel en binne 21 dae na die publikasie in die *Staatskoerant* vyf afskrifte daarvan persoonlik te oorhandig, of per geregistreerde pos te pos, aan die Reëlingskomitee, en een afskrif daarvan aan die aansoeker of sy of haar verteenwoordiger aldus te oorhandig of te pos.

Verhoor

4. (1) In die geval van 'n openbare verhoor moet die Agentskap die aansoeker en beswaarmakers, as daar is, van die datum van die verhoor deur die Reëlingskomitee verwittig.

(2) 'n Kennisgewing ingevolge artikel 17 (1) (b) van die Wet moet in die vorm wees wat deur die Reëlingskomitee voorsien word.

(3) 'n Kennisgewing bedoel in subregulasie (2) moet—

- (a) persoonlik oorhandig word;
- (b) per geregistreerde pos gepos word; of
- (c) gefaks word;

aan die persoon op wie die kennisgewing van toepassing is.

(4) Die Hoof- Uitvoerende Beampte moet die inligting verifieer wat deur 'n aansoeker om 'n permit wat goederevervoer magtig, voorsien word, en die inligting beoog in artikel 27 van die Wet aan die Reëlingskomitee voorlê.

(5) Sonder om afbreuk te doen aan die bepalings oor die bewyslas om die oorwegings te bewys ten opsigte van 'n aansoek om 'n permit wat passasiersvervoer magtig, moet die Hoof- Uitvoerende Beampte die inligting verifieer wat deur 'n aansoeker om 'n permit wat passasiersvervoer magtig, voorsien word, en die inligting beoog in artikel 28 van die Wet aan die Reëlingskomitee voorlê.

(6) Die persoon wat by die verhoor voorsit, moet die aansoeker toelaat om sy of haar saak eerste te stel, waarna die beswaarmakers 'n geleentheid gebied moet word om hul sake te stel, en daarna moet die aansoeker 'n geleentheid gebied word om te antwoord op enige bewerings wat deur die beswaarmakers gemaak is.

(7) Na oorweging van die aansoek kan die Reëlingskomitee, behoudens die bepalings van hierdie regulasies—

- (a) die aansoek ten volle of gedeeltelik toestaan;
- (b) die aansoek toestaan onderworpe aan sekere voorwaardes of vereistes; of
- (c) die aansoek weier.

(8) Die Reëlingskomitee moet op versoek skriftelike redes vir elke beslissing verstrek.

(9) Ten opsigte van passasiersvervoer, kan die permit toegestaan word onderworpe aan sekere voorwaardes of vereistes wat kan insluit, maar nie beperk is nie tot—

- (a) die bepaling van spesifieke roetes;
- (b) die identifisering van spesifieke oplaai- en aflaaipunte;
- (c) frekwensie van diens;
- (d) gespesifiseerde staanplekfasiliteite; en
- (e) die aanhegting van onderskeidende logos.

(10) Die prosedure vir die oorweging van aansoeke beoog in artikel 32 (a) van die Wet is dat die Hoof- Uitvoerende Beampte of ander personeel met gedelegeerde mag, behoudens artikels 26, 27 en 28, slegs moet verseker dat die aansoek aan regulasie 2 voldoen, en geen verhoor word vereis nie.

Uitreiking van permitte

5. (1) By betaling van die uitreikingsgeld bedoel in regulasie 7 en die voorsiening van dokumentasie soos versoek deur die Reëlingskomitee, moet bewys van betaling en 'n permit uitgereik word, wat aan die aansoeker of sy of haar verteenwoordiger oorhandig moet word, per geregistreerde pos aan die aansoeker gepos moet word of aan die aansoeker gestuur moet word op die wyse wat die aansoeker vereis.

(2) (a) Indien die aansoeker versuim om die uitreikingsgeld beoog in subregulasie (1) te betaal binne 60 dae nadat hy of sy in kennis gestel is van die besluit van die Reëlingskomitee dat die permit toegestaan is, verval die magtiging om die permit uit te reik, behoudens paragraaf (b).

(b) Die tydperk van 60 dae vermeld in paragraaf (a) kan verleng word waar die aansoeker binne die tydperk van 60 dae skriftelik aansoek doen om verlenging en die aansoek om verlenging goedgekeur word deur die Reëlingskomitee.

(3) Indien die vervaldag beoog in subregulasie (2) op 'n Saterdag, Sondag of openbare vakansiedag val, verval die magtiging aan die einde van die eerste werksdag wat op daardie Saterdag, Sondag of openbare vakansiedag volg.

(4) 'n Permit wat ooreenkomstig subregulasie (1) uitgereik is, verval—

- (a) op die datum vermeld op die permit; of
- (b) sodra die pemithouer die ritte voltooi het wat hy of sy gemagtig is om te onderneem.

Voertuigvervangings-, duplikaat- en hernuwingspermitte

6. (1) Indien 'n voertuig ten opsigte waarvan 'n permit uitgereik is, verlore, gesteel of geskrap word, moet die pemithouer binne 21 dae die Reëlingskomitee daarvan in kennis stel, en indien 'n voertuigvervangingspermit verlang word, moet die pemithouer—

- (a) die besonderhede van die vervangingsvoertuig verstrek in die betrokke gedeeltes van die vorm wat deur die Reëlingskomitee voorsien word; en

- (b) die voltooide vorm aan die Reëlingskomitee voorlê, tesame met die oorspronklike permit, of indien die oorspronklike permit nie beskikbaar is nie, tesame met 'n beëdigde verklaring waarin die redes uiteengesit word waarom die oorspronklike permit nie voorgelê kan word nie.
- (2) 'n Voertuigvervangingspermit moet deur die Reëlingskomitee uitgereik word indien daar aan subregulasie (1) voldoen is en die gelde bedoel in regulasie 7 (2) (e) en (3) (g) betaal is.
- (3) 'n Permithouer wat 'n duplikaatpermit wil verkry, moet—
 - (a) die betrokke gedeeltes van die vorm wat deur die Reëlingskomitee voorsien word, volrooi;
 - (b) die voltooide vorm tesame met die oorspronklike permit, indien beskikbaar, en die passasierslyste of vragbriewe met betrekking tot die ritte wat kragtens die permit onderneem is, aan die Reëlingskomitee voorlê; en
 - (c) die aansoekgeld bedoel in regulasie 7 (2) (f) en 'n beëdigde verklaring waarin die redes uiteengesit word waarom 'n duplikaatpermit verlang word, aan die Reëlingskomitee voorlê.
- (4) Indien die aansoeker om 'n duplikaatpermit aan subregulasie (3) voldoen het, moet die Reëlingskomitee 'n duplikaatpermit uitreik waarop—
 - (a) die woord "duplikaat" geëndoseer word; en
 - (b) die toepaslike getal ritte wat kragtens die oorspronklike permit onderneem is, indien van toepassing, gekanselleer word.
- (5) 'n Aansoek om hernuwing van 'n permit moet gedoen word op die vorm wat deur die Reëlingskomitee voorsien word.
- (6) Die Reëlingskomitee mag nie 'n aansoek om die hernuwing van 'n permit wat vir 'n vaste periode uitgereik is, oorweeg nie, tensy die aansoek om hernuwing tesame met die geld bedoel in regulasie 7 (2), en enige ander dokumentasie wat deur die Reëlingskomitee aangevra is, voor of op die datum waarop so 'n permit verval, deur die Reëlingskomitee ontvang is.
- (7) Indien, op die datum waarop 'n permit wat vir 'n vaste periode uitgereik is, vervat, 'n aansoek om die hernuwing daarvan hangende is by die Reëlingskomitee, bly so 'n permit van krag totdat die aansoek afgehandel is.

DEEL III

GELDE

Gelde

- 7. (1) Die aansoekgeld en die uitreikingsgeld is betaalbaar ten opsigte van elke voertuig en ten opsigte van elke land waarin die aansoeker goedere of passasiers wil oplaai of aflaai.
- (2) 'n Aansoeker moet, wanneer hy of sy vir die eerste maal aansoek doen om 'n permit, of wanneer hy of sy aansoek doen om die hernuwing van 'n permit, na gelang van die geval, ten opsigte van elke meganies-aangedrewe padvoertuig aansoekgeld aan die Agentskap oorbetalen ten bedrae van—
 - (a) R100 vir 'n aansoek om 'n tydelike permit;
 - (b) R100 vir 'n aansoek om 'n permit wat vervoer na Botswana, Lesotho, Namibië of Swaziland magtig;
 - (c) R100 vir 'n aansoek om 'n permit wat vervoer magtig na enige ander land as 'n land wat in paragraaf (b) bedoel word;
 - (d) R100 plus R100 per sleepwa, vir 'n aansoek om 'n cabotage-permit;
 - (e) R50 vir 'n voertuigvervangingspermit beoog in regulasie 6 (1); en
 - (f) R50 vir 'n duplikaatpermit beoog in regulasie 6 (3).
- (3) Nadat 'n permit of die hernuwing van 'n permit toegestaan is, is uitreikingsgeld ten opsigte van elke meganies-aangedrewe padvoertuig aan die Agentskap betaalbaar ten bedrae van—
 - (a) R100 vir 'n tydelike permit van hoogstens 14 dae;
 - (b) R200 vir 'n drie maande-permit na Botswana, Lesotho, Namibië of Swaziland;
 - (c) R1 100 vir 'n 12 maande-toeristepermit na Botswana, Lesotho, Namibië of Swaziland;
 - (d) R200 vir 'n drie maande-permit wat vervoer magtig na enige ander land as 'n land bedoel in paragraaf (b);
 - (e) R1 100 vir 'n 12 maande-permit wat goederevervoer magtig na enige ander land as 'n land bedoel in paragraaf (c);
 - (f) R650 plus R650 per sleepwa, vir 'n cabotage-permit van drie maande;
 - (g) R50 vir 'n voertuigvervangingspermit; en
 - (h) R50 vir 'n duplikaatpermit.
- (4) 'n Aansoeker of 'n belanghebbende party wat vertoë gerig het ter ondersteuning van of teen 'n aansoek en wat die Hoof- Uitvoerende Beampte versoek om hom of haar te voorsien van enige afskrifte van dokumente met betrekking tot die aansoek, moet R10 betaal vir enige getal afskrifte tot 10 bladsye en 50 sent per bladsy vir enige verdere afskrifte.

Wyse van betaling van gelde

8. (1) Gelde betaalbaar aan die Agentskap, moet betaal word—
- (a) in kontant;
 - (b) per posorder of poswissel;
 - (c) per tjek wat ten gunste van die Agentskap uitgemaak is; of
 - (d) deur geld oor te plaas na die bankrekening van die Agentskap.
- (2) Waar gelde aan die Agentskap betaal is soos beoog in subregulasie (1), moet 'n kwitansie ten opsigte van die betaling aan die betrokke persoon uitgereik word.

DEEL IV**VRAGBRIEWE EN PASSASIELSLYSTE****Vragbriewe en passasierslyste**

9. (1) 'n Vragbrief, soos voorsien deur die Reëlingskomitee, moet voltooi word voor die aanvang van 'n rit vir die vervoer van goedere ingevolge 'n permit.
- (2) 'n Passasierslys, soos voorsien deur die Reëlingskomitee, moet voltooi word voor die aanvang van 'n rit vir die vervoer van passasiers ingevolge 'n permit.
- (3) Die bestuurder van 'n voertuig moet verseker dat die vragbrief of passasierslys beoog in subregulasie (1) of (2), na gelang van die geval, deur 'n grensposbeampte gestempel word by die ingangspunt van elke grenspos waardeur die voertuig gaan.

DEEL V**RIGLYNE VIR RAADPLEGENDE MEGANISMES****Instelling van Roetebeheergroepe**

10. (1) Die Raad kan roetes identifiseer waarop daar hoë volumes verkeer is, met die oog op die instelling van Roetebeheergroepe ten opsigte van goedere- en passasiersvervoer, onderskeidelik.
- (2) Die Raad moet die instelling van 'n Roetebeheergroep inisieer deur al die karweiers op 'n spesifieke roete uit te nooi om 'n aanvangsvergadering van die Roetebeheergroep by te woon.
- (3) Die Raad kan verteenwoordigers van die volgende instellings wat funksioneer op, of 'n belang het in, 'n spesifieke roete, uitnooi om die aanvangsvergadering van die spesifieke Roetebeheergroep by te woon:
- (a) Die Departement;
 - (b) plaaslike en provinsiale vervoerowerhede;
 - (c) vervoer- en verkeerspolisiërings-owerhede;
 - (d) doeane- en aksynsowerhede;
 - (e) immigrasie-owerhede;
 - (f) handel en nywerheidsowerhede;
 - (g) grensposowerhede en -beamptes;
 - (h) operateurs van ander soorte van vervoer;
 - (i) vrag-aanstuurders en klaringsagente;
 - (j) finansiële en versekeringsinstellings;
 - (k) nyweraars en ontwikkelaars;
 - (l) toerisme-groepe; en
 - (m) enige ander persoon of instelling wat 'n belang in die spesifieke roete mag hê.
- (4) Die lede van 'n Roetebeheergroep moet 'n voorsitter vir die Roetebeheergroep aanstel.
- (5) Die Hoof- Uitvoerende Beampte moet personele van die Agentskap aanwys om as sekretariaat van 'n Roetebeheergroep op te tree.

Vergaderings van Roetebeheergroep

11. (1) Die voorsitter van 'n Roetebeheergroep moet minstens een vergadering van die Groep per jaar belê, en kan 'n vergadering belê nadat 'n skriftelike versoek vanaf enige lid van die Roete-beheergroep ontvang is.
- (2) Die besluite van 'n Roetebeheergroep moet aangeteken word, en die verslag moet deur die sekretariaat van die Groep onder die lede van die Groep versprei word.
- (3) 'n Verslag bedoel in subregulasie (2) wat deur die voorsitter van die Roetebeheergroep by die daaropvolgende vergadering van die Groep onderteken is, word, by ontstentenis van bewys van 'n fout daarin, geag 'n ware en juiste verslag te wees van die besluite wat deur die Groep geneem is.

Doelwitte van roetebeheergroepe

12. Roetebeheergroepe moet ingestel word met die doelwitte om—

- (a) aanbevelings te formuleer en te bespreek ten opsigte van bedryfsbeperkings op die roete; en
- (b) inligting oor die roete uit te ruil; wat moet insluit maar nie beperk is nie tot—
 - (i) die aantal karweiers op die spesifieke roete;
 - (ii) die wetstoepassingsprofiel van die karweiers op die roete;
 - (iii) infrastruktuurbeperkings op die roete; en
 - (iv) enige ander soort inligting ten opsigte van die roete.

Instelling van Gesamentlike Roetebeheergroepe

13. (1) Die Raad kan die instelling van Gesamentlike Roetebeheergroepe iniseer ten opsigte van roetes wat ook deur ander state gaan waarmee ooreenkomste kragtens artikel 2 (1) van die Wet aangegaan is.

(2) 'n Gesamentlike Roetebeheergroep bedoel in subregulasie (1) moet verteenwoordigers insluit van die Roetebeheergroep, asook verteenwoordigers van soortgelyke groepe ten opsigte van dieselfde roete in ander betrokke state.

(3) 'n Gesamentlike Roetebeheergroep kan verteenwoordigers insluit van—

- (a) die oorgrenspadvervoer-owerhede van die onderskeie state;
- (b) die bevoegde owerhede van die onderskeie state;
- (c) verkeers- en vervoerpolisiërings-beamptes;
- (d) plaaslike owerhede;
- (e) immigrasie-owerhede;
- (f) oorgrenspadvervoer-karweiers; en
- (g) enige ander belanghebbende party wat die lede van die Gesamentlike Roetebeheergroep wil nooi om aan sy beraadslagings deel te neem.

(4) Die werksaamhede van 'n Gesamentlike Roetebeheergroep is, onder andere, om—

- (a) 'n forum vir kommunikasie tussen die betrokke partye te voorsien;
- (b) die vreedsame oplossing van konflik op die roete te bevorder;
- (c) effektiewe roetebeheer te voorsien;
- (d) in die behoeftes van die gebruikers van die roete te voorsien; en
- (e) aan enige ander aspek rakende die roete aandag te gee.

(5) Die bepalings van regulasie 10 (2) en 11 is, met die nodige wysigings, van toepassing op vergaderings van 'n Gesamentlike Roetebeheergroep.

Lidmaatskaplyste

14. (1) Die Raad moet 'n lidmaatskaplys laat byhou ten opsigte van elke Roetebeheergroep en Gesamentlike Roetebeheergroep.

(2) 'n Lidmaatskaplys bedoel in subregulasie (1) moet die volgende inligting bevat:

- (a) Die naam, posadres, straatadres, telefoonnommer, faksnommer en elektroniese posadres, indien van toepassing, van elke lid;
- (b) besonderhede oor elke lid se affiliasie by, of lidmaatskap van, 'n organisasie of vereniging;
- (c) besonderhede ten opsigte van enige permitte wat 'n lid het;
- (d) besonderhede van alle voertuie wat op die spesifieke roete bedryf word;
- (e) die roetebeskrywing, in die geval van passasiersvervoer;
- (f) die diensfrekwensie, in die geval van passasiersvervoer;
- (g) die soort goedere wat vervoer word, in die geval van goederevervoer;
- (h) die getal passasiers wat vervoer word, in die geval van passasiersvervoer; en
- (i) enige ander tersaaklike inligting wat die Raad nodig ag.

(3) Die Raad moet die lidmaatskaplyste jaarliks laat updateer.

(4) 'n Lid van 'n Roetebeheergroep of 'n Gesamentlike Roetebeheergroep moet binne 21 dae na 'n verandering van sy of haar besonderhede, die Raad daarvan in kennis stel.

(5) Die Raad moet op versoek die lidmaatskaplyste aan die publiek beskikbaar laat stel.

DEEL VI

INLIGTINGSBEHEER

Verkoop van inligting

15. (1) Die Raad kan, behoudens regulasie 7 (4), afskrifte van enige verslag, bevinding en gevolgtrekking wat deur hom op versoek van die Minister of uit eie beweging opgestel is, verkoop.

(2) Die gelde vir dokumente bedoel in subregulasie (1) is beperk tot 'n standaardprys vir die soek, duplikasie en inspeksie van die dokument.

(3) Dokumente bedoel in subregulasie (1) kan gratis of teen 'n laer prys as die standaardprys bedoel in subregulasie (2) verskaf word wanneer die inligting wat versoek word in die openbare belang is omdat dit sal bydra tot 'n begrip van die werking of bedrywighede van die Agentskap of wanneer die dokumentasie verlang nie primêr van kommersiële belang vir die persoon wat die inligting aanvra, is nie.

Databasis

16. (1) Die inligting wat ingevolge artikel 35 van die Wet by die databasis ingesluit moet word, sluit, waar dit beskikbaar is, die volgende in:

- (a) Statistieke oor oorgrenspadvervoer-permitte wat deur die Reëlingskomitee uitgereik is, met inbegrip van—
 - (i) die besonderhede van karweiers aan wie permitte uitgereik is, en die permittnommers;
 - (ii) die registrasienommers van die voertuie ten opsigte waarvan permitte uitgereik is;
 - (iii) die geldigheidstydperke van sulke permitte;
 - (iv) die roetebeskrywings, ten opsigte van passasiersvervoer; en
 - (v) die tariewe, roosters en diensfrekwensie, ten opsigte van passasiersvervoer;
- (b) vereistes, voorwaardes, kostes en gelde vir die onderneming van oorgrenspadvervoer in die streek;
- (c) beskrywings en toestande van pad-infrastruktuur, met inbegrip van brûe, en roetes in die streek;
- (d) prosedures, dokumentasie en openings-ure van grensposte in die streek;
- (e) oorgrenspadvervoer- en randbeperkings in die streek;
- (f) statistieke oor die getal passasiers wat op roetes tussen Suid-Afrika en elders in die streek vervoer word;
- (g) beskrywings van goedere en statistieke oor tonnemate en bestemmings waarheen goedere vervoer word tussen Suid-Afrika en elders in die streek;
- (h) oorgrensvervoer- en handelsvloei-statistieke;
- (i) statistieke oor wetstoepassing, met inbegrip van—
 - (i) identifisering van hoofmisdrywe;
 - (ii) identifisering van die oortreders;
 - (iii) uitslae van vervolgings; en
 - (iv) oorgrens gesamentlike wetstoepassingsoptrede; en
- (j) enige ander inligting wat die Raad nodig ag.

(2) Die inligting vervat in die databasis moet beskikbaar gestel word aan enige persoon by voltooiing van die vorm wat deur die Agentskap voorsien word, mits die geld beoog in regulasie 15 (2) die aansoekvorm vergesel.

DEEL VII

WETSTOEPASSING

Stop van voertuie

17. 'n Nasionale padvervoerinspekteur kan 'n voertuig laat stop deur middel van—

- (a) 'n stopteken met 'n rand en opskrif van wit weerkaatsende materiaal teen 'n rooi weerkaatsende agtergrond wat duidelik leesbaar is op 'n afstand van 100 meters;
- (b) 'n klakson soos beoog in die Paverkeersregulasies, 1989, wat op die inspekteur se voertuig gemonteer is; of
- (c) 'n lamp wat 'n flitsende blou lig met tussenpose uitstraal in enige rigting en wat op die inspekteur se voertuig gemonteer is.

Gekonfiskeerde dokumentasie

18. 'n Nasionale padvervoerinspekteur wat dokumentasie ooreenkomstig artikel 38 (1) van die Wet gekonfiskeer het, moet 'n kennisgewing, soos voorsien deur die Agentskap, uitreik aan die persoon van wie die dokumentasie gekonfiskeer is.

Verslag deur Padvervoerinspektoraat

19. (1) Die verslag wat die Padvervoerinspektoraat ingevolge artikel 39 (2) van die Wet aan die Reëlingskomitee moet voorlê, moet in die formaat wees wat die Reëlingskomitee bepaal.

(2) Die verslag bedoel in subregulaise (1) moet, bykomstig tot die inligting bedoel in artikel 39 (2) van die Wet, die volgende inligting bevat ten opsigte van die roetes wat deur die Raad geïdentifiseer word:

- (a) 'n Beskrywing van die roete wat ondersoek is;
- (b) inligting oor die datums waartydens die opnames gedoen is;
- (c) ten opsigte van goederevervoer—
 - (i) die getal en die soort voertuie op die roete;
 - (ii) die tonnemate en soort goedere wat deur sulke voertuie vervoer is;
 - (iii) die misdrywe wat ten opsigte van bedrywe op die roete, ten opsigte van voertuig, bestuurder en karweier, gepleeg is;
 - (iv) die getal vervolgings wat teen oortreders ingestel is; en
 - (v) die sukseskoers ten opsigte van die vervolgings wat teen die oortreders ingestel is;
- (d) ten opsigte van passasiersvervoer—
 - (i) die getal en soort voertuie op die roete;
 - (ii) die getal passasiers wat deur voertuie op die roete vervoer is;
 - (iii) die misdrywe wat ten opsigte van bedrywe op die roete, ten opsigte van voertuig, bestuurder en karweier, gepleeg is;
 - (iv) die getal vervolgings wat teen oortreders ingestel is; en
 - (v) die sukseskoers ten opsigte van die vervolgings wat teen oortreders ingestel is; en
- (e) enige ander inligting wat deur die Reëlingskomitee versoek word.

DEEL VIII

SLOT

Kort titel

20. Hierdie Regulasies heet die Oorgrenspadvervoerregulasies, 1998.

Keep South Africa Clean



Throw trash where it belongs

Hou Suid-Afrika Skoon



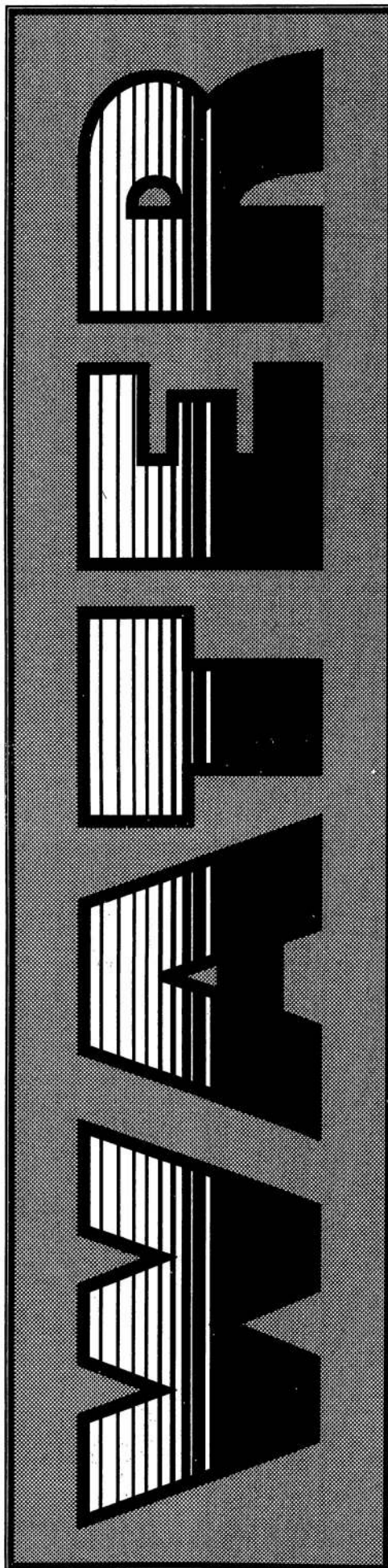
Gooi rommel waar dit hoort



DON'T

WASTE

It!

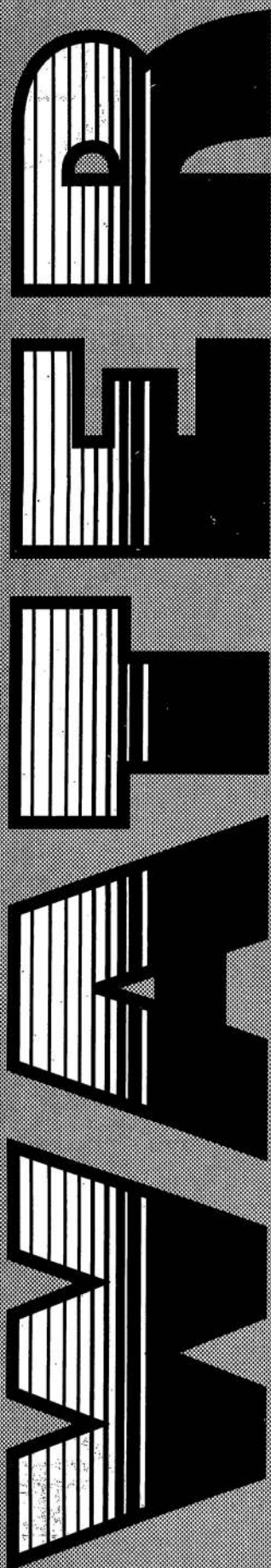




WERK

SPAARSAAM

DAARMEE !



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