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GOVERNMENT NOTICE GOEWERMENTSKENNISGEWING

DEPARTMENT OF TRADE AND INDUSTRY
DEPARTEMENT VAN HANDEL EN NYWERHEID

No. R. 536

14 May 1999

STANDARDS ACT, 1993

PROPOSED AMENDMENT OF THE COMPULSORY SPECIFICATION FOR CATEGORY O₃ AND O₄ VEHICLES

I, Alexander 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 category O₃ and O₄ vehicles published by Government Notice No. 3181 of 20 November 1992, as set out in the Schedule, with effect from the date 2 months after the date of publication of this notice.

ALEXANDER ERWIN
Minister of Trade and Industry

SCHEDULE

COMPULSORY SPECIFICATION FOR CATEGORY O₃ AND O₄ VEHICLES

1 Scope

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

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

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

1.3 The specification shall not apply to experimental or to prototype trailers constructed or imported by the original manufacturers or by importers for the purpose of testing, assessment or development, or to military trailers that embody ordnance or missile systems, or to agricultural trailers not used on public roads.

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

1.5 Homologation shall comprise the confirmation by the 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 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 category O: Trailers

- a) **category O₃** trailers with a maximum weight exceeding 3,5 t (metric) but not exceeding 10 t (metric); and
- b) **category O₄** trailers with a maximum weight exceeding 10 t (metric).

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

2.3 model: The manufacturer's description for a series of vehicle designs that do not differ in respect of axle configuration, trailer configuration, coupling device, and braking system, or in respect of the vehicle category by which they are introduced to South Africa, by a specific source.

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

2.4 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 commonly use.

2.5 semi-trailer bus: A category O semi-trailer, that is intended to be drawn by a category N truck-tractor, the combination of which is designed or adapted for the conveyance of a driver and more than eight passengers. (See also 3.3.)

3 General requirements

3.1 Requirements for lights, lighting equipment and rear warning signs

3.1.1 Lights

Direction-indicator lights, stop lights and front and rear position lights fitted to a trailer 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, and in SABS 1376-3:1985, *Lights for motor vehicles – Part 3: Secondary lights*, as published by Government Notice No. 2328 of 18 October 1985.

3.1.2 Lighting

Lighting shall be fitted to a trailer 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 the requirements for the installation of retro-reflectors as given in 4.14, 4.16 and 4.17 of the said SABS 1046 may be met by the use and fitting of retro-reflectors that are defined in the relevant regulations of the 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.

3.1.3 Rear warning signs

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

3.2 Requirements for windows and partitions

Partitions of transparent material and windows fitted to a trailer shall be

- a) of safety glass that complies with the relevant requirements given in SABS 1191:1978, *High penetration-resistant laminated safety glass for vehicles*, SABS 1192:1978, *Laminated safety glass for vehicles*, or in SABS 1193:1978, *Toughened safety glass for vehicles*, all of these specifications as published by Government Notice No. 463 of 9 July 1982; or
- b) of plastics safety glazing material that complies with the relevant requirements of 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.

3.3 Requirements for brakes and braking equipment

Braking equipment shall be fitted to a trailer and shall comply with the relevant requirements given in SABS 1506:1990, *Motor vehicle safety specification for braking*, as published by Government Notice No. 869 of 20 April 1990 (as agreed upon with industry).

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

3.4 Requirements for electrical connectors

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

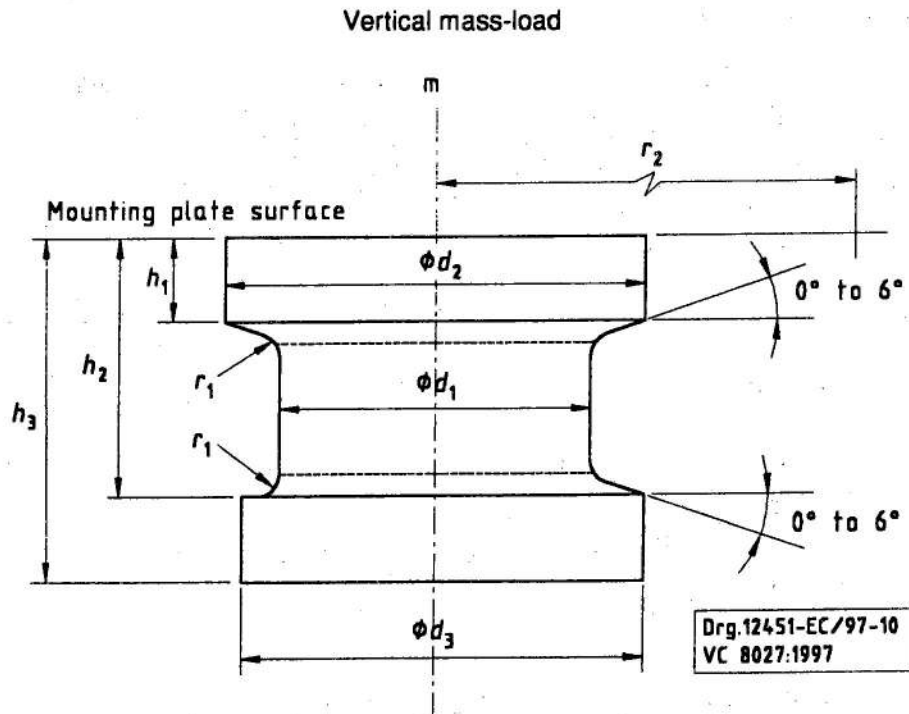
- a) in the case of 12 V systems
 - 1) SABS 1327:1981, *Electrical connectors for towing and towed vehicles (7-pole connectors)*, as published by Government Notice No. 463 of 9 July 1982; or
 - 2) SABS ISO 11446:1995, *Passenger cars and light commercial vehicles with 12 V systems – 13-pole connectors between towing vehicles and trailers – Dimensions and contact allocation*, as published by Government Notice No. 1670 of 18 October 1996.
- b) in the case of 24 V systems
 - 1) SABS 1327:1981, *Electrical connectors for towing and towed vehicles (7-pole connectors)*, as published by Government Notice No. 463 of 9 July 1982; or
 - 2) SABS ISO 12098:1994, *Commercial vehicles with 24 V systems – 15-pole connectors between towing vehicles and trailers – Dimensions and contact allocation*, as published by Government Notice No. 841 of 24 May 1996.

3.5 Requirements for couplings on semi-trailers

3.5.1 Kingpin and mounting plate

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

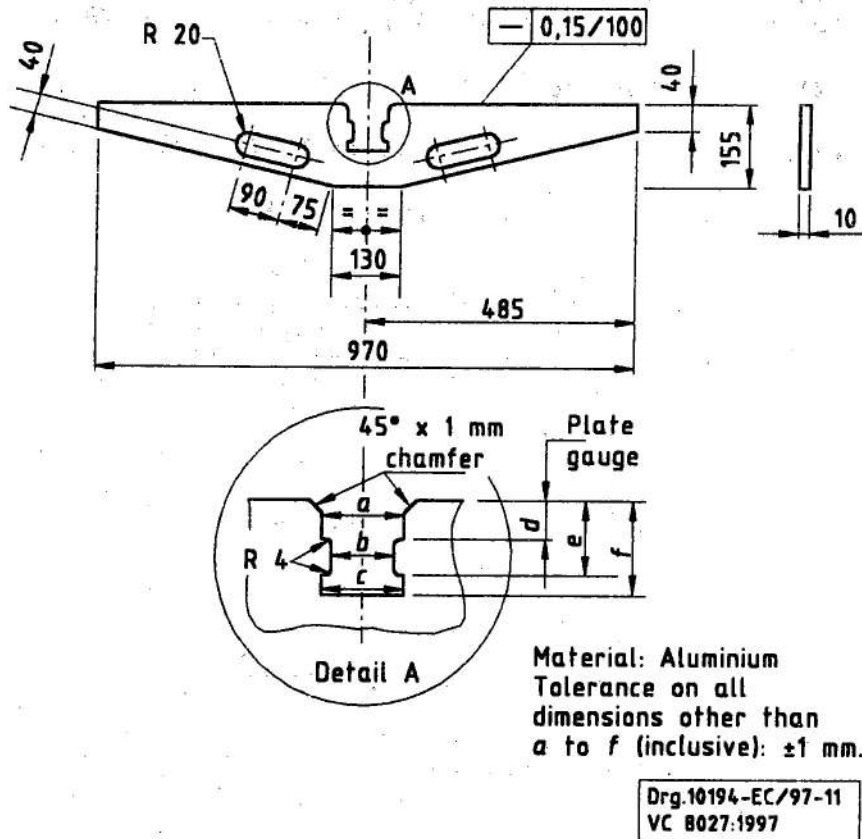
The kingpin shall be of type 50 or type 90. The combination of the kingpin and mounting plate shall be capable of supporting the appropriate mass-load, and its dimensions shall comply with those given in figure 1.



1	2	3
Parameter	Dimensions of kingpin	
	mm	
	Type 50	Type 90
ϕd_1	$50,8 \pm 0,1$	$89,0 \pm 0,1$
ϕd_2	$73,0 \pm 0,1$	$114,0 \pm 0,1$
ϕd_3	$71,5 \pm 0,4$	$111,0 \pm 0,4$
h_1	$35 + 0$ $-3,0$	$21 + 0$ $-3,0$
h_2	$70 + 1,5$ -0	$59 + 1,5$ -0
h_3	$84 + 0$ $-1,5$	$74 + 0$ $-2,0$
Radius r_1	$3,0 + 0,5$ -0	$3,0 + 0,5$ -0
Radius r_2	At least 485	At least 485
Vertical mass-load		
t		
m	Not more than 20	Over 20

Figure 1 — Kingpin details

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



1	2	3
Parameter	Dimensions of kingpin mm	
	Type 50	Type 90
a	74,5	116,3
b	53,4	93,5
c	74,7	115,7
d	37,6	23,0
e	68,0	57,0
f	85,4	75,2
Note - Tolerance on all above dimensions: $\pm 0,05$.		

Figure 2 — Details of the kingpin/mounting plate gauges

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

3.5.2 Mechanical properties of kingpin

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

Table 1 — Mechanical properties of kingpin

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

3.6 Requirements for rear underrun protection devices

A rear underrun protection device shall be fitted to a trailer and it shall comply 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.

3.7 Requirements for warning triangles

In the case of a vehicle supplied with a warning triangle as part of the vehicle equipment, such a warning triangle shall comply with the requirements of SABS 1329-1:1987, *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 concerning metrological data

4.1 Trailer dimensions

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

4.2 Information to be displayed

4.2.1 Information plates

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

- the gross vehicle mass prefixed by the letters GVM/BVM, in kilograms;
- the gross axle mass-load of each axle or the gross axle unit mass-load of each axle unit, denoted and prefixed by the letters GA/BA or GAU/BAE, as applicable, in kilograms;
- if the trailer is a semi-trailer, the gross kingpin mass-load, prefixed by the letters GKM/BSM, in kilograms;

- d) the manufacturer's design intent, denoted by the wording "For public road operation"; and
- e) the month and the year of manufacture, denoted by four numeric digits, two for the month, followed by two for the year (for example, July 1987 would be denoted by 0787).

4.2.2 Vehicle identification number (VIN)

A trailer shall have a vehicle identification number that complies with the relevant requirements given in SABS ISO 3779:1983, *Road vehicles – Vehicle identification number (VIN) – Content and structure*, and SABS ISO 4030:1983, *Road vehicles – Vehicle identification number (VIN) – Location and attachment*, both of these standards as published by Government Notice No. 3160 of 20 November 1992.

However, the requirements for the VIN, as given in clause 5 of the said SABS ISO 4030, shall, for the purpose of this specification, be taken to read as follows:

5 VIN attachment

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

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

5.3 Deleted.

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

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

4.2.3 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 trailer mass); and
- c) A ... kg or AU/AE ... kg, as applicable (for the permissible axle mass-load or permissible axle unit mass-load of each axle or axle unit).

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

4.2.4 Axle brake data plates

Each axle on a trailer shall be provided with information applicable to the brake design, the particulars of which shall be permanently and legibly imprinted or stamped either on a data plate permanently affixed in a conspicuous position adjacent to the axle or on the plates as required by the said SABS 1506:1990, as follows:

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

4.3 Measuring units

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

5 Requirements for the control of environmental interference

5.1 Suppression of radio and television interference

All components, accessories or equipment that are fitted to a trailer and that generate and radiate electro-magnetic energy, shall comply with the current applicable regulations relating to interference with communications promulgated under the Radio Act, 1952 (Act 3 of 1952).

5.2 Suppression of atmospheric pollution

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

5.3 Suppression of noise emission in workplaces

In the case of any trailer manufactured that is clearly intended to become a workplace and that has components, accessories or equipment fitted to it that generate noise when they are operated, the interior shall comply with the applicable noise regulations promulgated under the Occupational Health and Safety Act, 1993 (Act 85 of 1993) and the Machinery and Occupational Safety Act, 1983 (Act 6 of 1983).

6 Requirements for trailer equipment, components and systems

6.1 Tyres

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

6.2 Wheel flaps

All trailers of gross mass exceeding 3,5 t shall be fitted with wheel flaps that comply with the relevant requirements given in SABS 1496:1989, *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 trailer manufacturer may be fitted as an alternative, provided that the rearmost axle of any group of axles shall comply with the relevant requirements of the said SABS 1496 for distance and height of the wheel flaps; and
- b) chassis-only trailers that are being driven to a place to have body work fitted or to a dealer of such vehicles are excluded from the requirement for the fitting of wheel flaps.

7 Equivalent requirements

The requirements of any of the SABS standards in the appropriate parts of section 3 of this specification may be deemed to have been met if compliance with the equivalent standards given in table 2, is achieved.

COMPULSORY SPECIFICATION FOR CATEGORY O₃ AND O₄ VEHICLES

Table 2 — 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	Inclusive	ECE	Others	Remarks
3.1.1	Lights	1376-1 1376-3	1983 1985		76/758 76/759 76/761 76/762 77/538 77/539 77/540	R1 R2.02 R4 R5.01 R6.01 R7.01 R8.04 R19.01 R20.02 R23 R31.01 R37.02 R38		
3.1.2	Lighting	1046	1990	76/756	89/278	R48		
3.2	Safety glazing	1191 1192 1193	1978 1978 1978	92/22 92/22 92/22		R43 R43 R43		
3.3	Brakes and braking	1506	1990	71/320	85/647	R13.05		
3.6	Rear underrun	1055	1983	70/221	81/333	R58		
NOTE - Vehicles that comply with any SABS or equivalent standard that supersedes any of the above-mentioned standards, may be deemed to comply with such a standard.								

COMPULSORY SPECIFICATION FOR CATEGORY O₃ AND O₄ VEHICLES

SCHEDULE — Operative dates

1	2	3	4	5
Subsection	Item	Operative date	Exclusions	Exclusion expiry date
	All subsections/items not referred to below	1 September 1992	Nil	
3.1.1	Lights to SABS 1376-1 and SABS 1376-3	15 July 1987 1 January 1998	Vehicle models homologated before 15 July 1987 Number plate lights, reversing lights, end-outline marker lights and parking lights fitted to vehicle models homologated before 1 January 1998	1 January 2001 1 January 2001
3.1.2	Lighting to SABS 1046	1 January 1993	End-outline marker lamps, rear fog lamp	1 January 2001
3.3	Braking to SABS 1506:1990	1 September 1992	Vehicles manufactured before 1 September 1992	1 January 2001
3.4	Electrical connectors to SABS ISO 11446 and SABS ISO 12098	1 January 1998	Vehicle models homologated before 1 January 1998	1 January 2001
3.6	Rear underrun protection devices to SABS 1055	15 July 1987	Vehicles manufactured before 1 January 1987	1 January 2001
3.7	Warning triangles to SABS 1329-1	1 September 1992	Vehicles manufactured before 1 September 1992	1 January 2001
6.2	Wheel flaps to SABS 1496	1 September 1992	Vehicles manufactured before 1 September 1992	1 January 2001
NOTES 1 Vehicles that comply with any SABS standard or with any ECE or EEC standard that supersedes any of 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 the specification, or in any applicable SABS standard.				

No. R. 536

14 Mei 1999

WET OP STANDAARDE, 1993**VERPLIGTE SPESIFIKASIE VIR
KATEGORIE O₃- EN O₄-VOERTUIE**

Ek, Alexander 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, die verpligte spesifikasie vir kategorie O₃- en O₄-voertuie gepubliseer by Goewermentskennisgewing No R.3181 van 20 November 1992, ooreenkomstig die besonderhede in die Bylae uiteengesit, met ingang van die datum 2 maande na die datum van publikasie van hierdie kennisgewing.

ALEXANDER ERWIN

Minister van Handel en Nywerheid

BYLAE

**VERPLIGTE SPESIFIKASIE VIR
KATEGORIE O₃- EN O₄-VOERTUIE****1 Bestek**

1.1 Hierdie spesifikasie dek die vereistes vir nuwe voertuie van kategorie O₃- en O₄ wat ontwerp of aangepas is om goedere op 'n openbare pad te vervoer met inbegrip van 'n kategorie O₃- en O₄-voertuig wat nie voorheen in Suid-Afrika geregistreer is nie.

OPM — Nuwe kategorie O₃- en O₄-voertuie wat ontwerp en aangepas is vir die vervoer van passasiers, soos in die geval van 'n leunwabus, is ook onderworpe aan die toepaslike vereistes vir kategorie M₂- en M₃-motorvoertuie (busse).

1.2 Die vereistes van die spesifikasie geld, vir sover dit die dele betref wat reeds ingelyf is, vir 'n onvolledige voertuig 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 die laasgenoemde fabrikant voltooi is.

1.3 Die spesifikasie geld nie vir eksperimentele sleepwaens of prototipes van sleepwaens wat vir toets-, beoordelings- of ontwikkelingsdoeleindes deur die oorspronklike fabrikante of invoerders gebou of ingevoer word of vir militêre sleepwaens met geskut- of missielstelsels of vir landbousleepwaens wat nie op openbare paaie gebruik word nie.

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

1.5 Homologasie behels bevestiging deur die Suid-Afrikaanse Buro vir Standaarde (SABS) 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 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 ten einde enige van of al die gelewerde bewyse 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 oudit.

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

OPM — In gevalle waar 'n SABS-standaard deur verwysing by hierdie spesifikasie ingelyf is, het sodanige inlywing betrekking op die basiese vereistes vir die kommoditeit wat in die ingelyfde standaard gestel word, maar nie op monsternemingsprosedures en ander begrippe en riglyne 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 fabrikant: Die persoon wat 'n kategorie O-voertuig vervaardig, produseer, monteer, verander, modifiseer, aanpas of ombou, en "vervaardig" het 'n ooreenstemmende betekenis.

2.2 kategorie O: Sleepwaens

a) **kategorie O₃-sleepwaens** met 'n maksimum massa van meer as 3,5 t (metrieke ton) maar hoogstens 10 t (metrieke ton); en

b) **kategorie O₄-sleepwaens** met 'n maksimum massa van meer as 10 t (metrieke ton).

2.3 leunwabus: 'n Kategorie O-leunwa, wat bedoel is om deur 'n kategorie N-voorspanmotor getrek te word en wat ontwerp of gewysig is om in kombinasie daarmee 'n bestuurder en meer as agt passasiers te vervoer. (Kyk ook 3.3.)

2.4 model: Die fabrikant se beskrywing van 'n reeks voertuigontwerpe wat nie verskil ten opsigte van die askonfigurasie, sleepwakonfigurasie, koppeltoestel en remstelsel of ten opsigte van die voertuig-kategorie 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 toegepas word in die land waarin die ontwerp sy oorsprong het..

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

3 Algemene vereistes

3.1 Vereistes vir ligte, verligtingstoerusting en agterwaarskutekens

3.1.1 Ligte

Rigtingwyserligte, stopligte en voorste en agterste posisieligte wat aan 'n sleepwa aangebring is, moet voldoen aan die toepaslike vereistes van SABS 1376-1:1983, *Ligte vir motorvoertuie — Deel 1: Gloeilampe*, soos gepubliseer by Goewermentskennissgewing No 563 van 29 Julie 1983, en SABS 1376-3:1985, *Ligte vir motorvoertuie — Deel 3: Sekondêre ligte*, soos gepubliseer by Goewermentskennissgewing No 2328 van 18 Oktober 1985.

3.1.2 Verligting

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

Met dien verstande dat daar aan die vereistes vir die installering van trukaatsers soos aangegee in 4.14, 4.16 en 4.17 van genoemde SABS 1046 voldoen kan word deur die gebruik en aanbring van trukaatsers wat in die toepaslike regulasies van die Padverkeerswet, 1989 (Wet 29 van 1989), omskryf word, en voorts dat daar ook aan die vereistes voldoen kan word deur die gebruik en aanbring van trukaatsers wat integreerende dele van 'n ander liglenssamenstel is.

3.1.3 Agterwaarskuteken

'n Agterwaarskuteken moet op 'n sleepwa aangebring wees en moet voldoen aan die toepaslike vereistes van die Padverkeerswet, 1989 (Wet 29 van 1989).

3.2 Vereistes vir vensters en afskortings

Afskortings van deursigtige materiaal en vensters wat op 'n sleepwa aangebring is, moet

- a) van veiligheidsglas wees wat voldoen aan die toepaslike vereistes van SABS 1191:1978, *Hoogs penetrasiebestande lamelveiligheidsglas vir voertuie*, SABS 1192:1978, *Lamelveiligheidsglas vir voertuie* of SABS 1193:1978, *Getemperde veiligheidsglas vir voertuie*, al hierdie spesifikasies soos gepubliseer by Goewermentskennisgewing No 463 van 9 Julie 1982; of
- b) van plastiekveiligheidsbeglasingsmateriaal wees wat voldoen aan die toepaslike vereistes van SABS 1472:1989, *Motorvoertuigveiligheidsstandaardspesifikasie vir plastiekveiligheidsbeglasingsmateriaal vir motorvoertuie*, soos gepubliseer by Goewermentskennisgewing No 775 van 21 April 1989.

3.3 Vereistes vir remme en remtoerusting

Remtoerusting moet aan 'n sleepwa aangebring wees en moet voldoen aan die toepaslike vereistes van SABS 1506:1990, *Motorvoertuigveiligheidsstandaardspesifikasie vir remming*, soos gepubliseer by Goewermentskennisgewing No 869 van 20 April 1990 (soos met die nywerheid ooreengekom).

Die voertuig moet in die geval van 'n leunwabus vir die doel van remvereistes as 'n kategorie O-handelsvoertuig beskou word.

3.4 Vereistes vir elektriese verbinders

Elektriese verbinders wat vir sleepdoeleindes aangebring word, moet voldoen aan

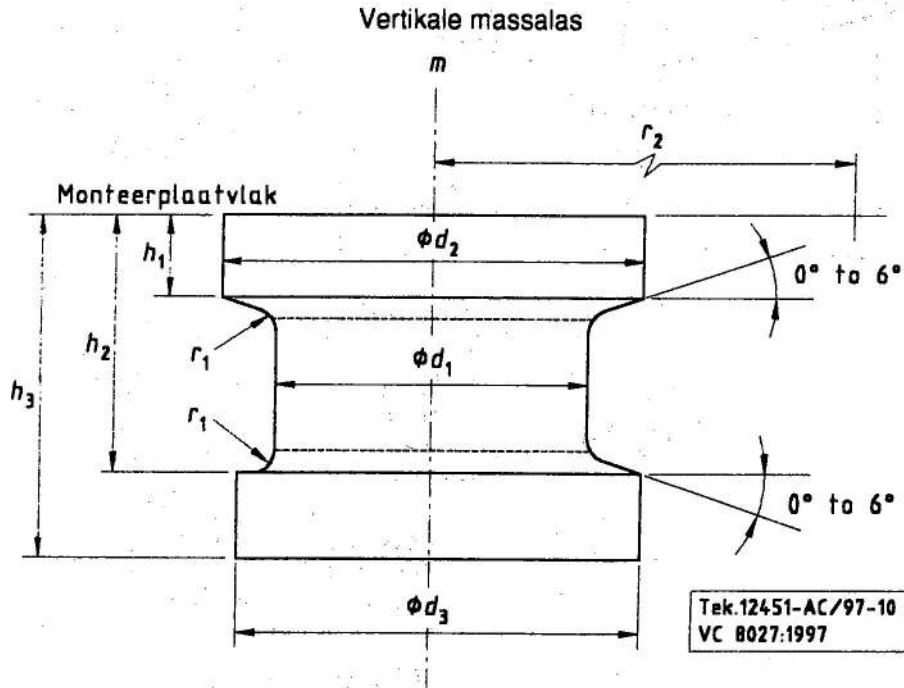
- a) in die geval van 12-V-stelsels
 - 1) SABS 1327:1981, *Elektriese verbinders vir sleep- en gesleepte voertuie (7-poolverbinders)*, soos gepubliseer by Goewermentskennisgewing No 463 van 9 Julie 1982; of
 - 2) SABS ISO 11446:1995, *Passenger cars and light commercial vehicles with 12 V systems — 13-pole connectors between towing vehicles and trailers — Dimensions and contact allocation*, soos gepubliseer by Goewermentskennisgewing No 1670 van 18 Oktober 1996.
- b) in die geval van 24-V-stelsels
 - 1) SABS 1327:1981, *Elektriese verbinders vir sleep- en gesleepte voertuie (7-poolverbinders)*, soos gepubliseer by Goewermentskennisgewing No 463 van 9 Julie 1982; of
 - 2) SABS ISO 12098:1994, *Handelsvoertuie met 24-V-stelsels — 15-poolverbinders tussen sleepvoertuie en sleepwaens — Afmetings en kontaktoewysing*, soos gepubliseer by Goewermentskennisgewing No 841 van 24 Mei 1996.

3.5 Vereistes vir koppelings op leunwaens

3.5.1 Krinkspil en monterplaat

'n Leunwa moet voorsien wees van 'n skamelkrinkspil wat stewig op 'n monterplaat op die leunwa gemonteer is.

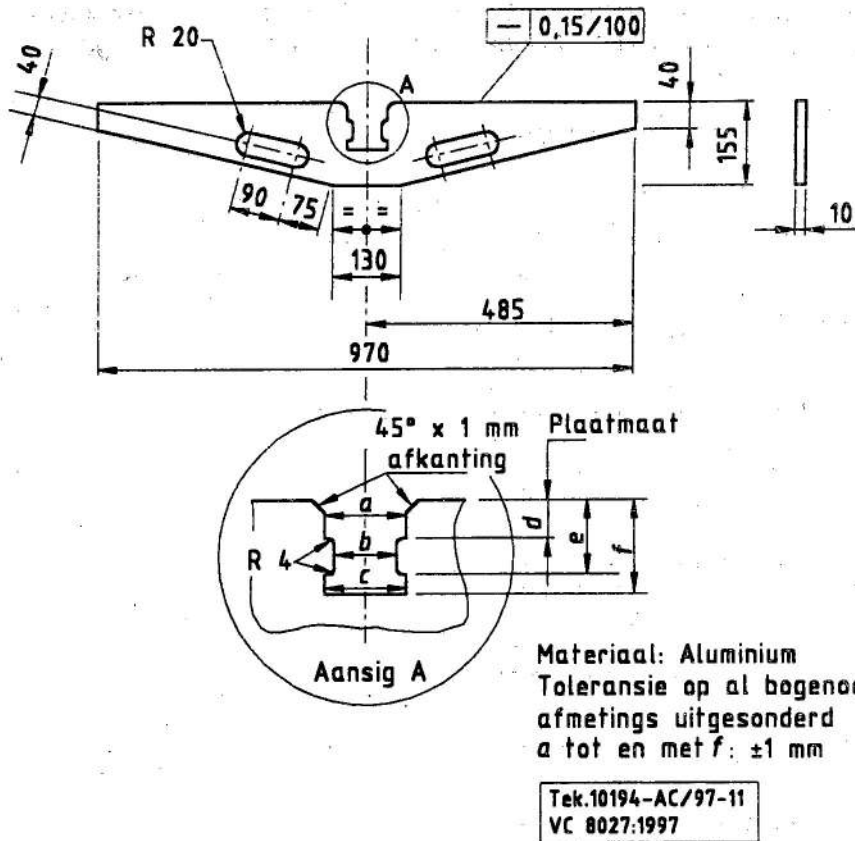
Die krinkspil moet van tipe 50 of tipe 90 wees. Die krinkspil-en-monteerplaat-kombinasie moet die vereiste massalas kan dra en die afmetings daarvan moet voldoen aan dié wat in figuur 1 aangegee word.



1	2	3
Parameter	Afmetings van krinkspil	
	mm	
	Tipe 50	Tipe 90
ϕd_1	$50,8 \pm 0,1$	$89,0 \pm 0,1$
ϕd_2	$73,0 \pm 0,1$	$114,0 \pm 0,1$
ϕd_3	$71,5 \pm 0,4$	$111,0 \pm 0,4$
h_1	$35 + 0$ $-3,0$	$21 + 0$ $-3,0$
h_2	$70 + 1,5$ -0	$59 + 1,5$ -0
h_3	$84 + 0$ $-1,5$	$74 + 0$ $-2,0$
Radius r_1	$3,0 + 0,5$ -0	$3,0 + 0,5$ -0
Radius r_2	Minstens 485	Minstens 485
Vertikale massalas		
t		
m	Hoogstens 20	Bo 20

Figuur 1 — Detail van krinkspil

Die monteerplaatoppervlak moet oor 'n radius van minstens 485 mm van die as van die krinkspil af 'n platheid, volgens totale wyserlesing, van 1,5 mm hê. Die geometrie van die krinkspil-en-monteerplaat-kombinasie moet so wees dat wanneer die toepaslike meter, aangetoon in figuur 2, oor enige dwarsdiameter van die monteerplaatoppervlak in aanraking daarmee geplaas word, die krinkspil deur die meter kan gaan terwyl die meter steeds met die oppervlak in aanraking is.



1	2	3
Parameter	Afmetings van kringspil	
	mm	
	Tipe 50	Tipe 90
a	74,5	116,3
b	53,4	93,5
c	74,7	115,7
d	37,6	23,0
e	68,0	57,0
f	85,4	75,2
OPM -Toleransie op al die afmetings hierbo: ± 0,05.		

Figuur 2 — Detail van die kringspil/monteerplaat-meters

Die as van 'n krinkspil moet op enige plek op die oppervlak van die monterplaat binne 'n radius van minstens 485 mm van die as van die krinkspil af, 'n hoek van $90^\circ \pm 1^\circ$ met die oppervlak van die monterplaat vorm.

3.5.2 Meganiese eienskappe van krinkspil

Die meganiese eienskappe van 'n krinkspil moet gelyk aan of beter as dié wees wat in tabel 1 aangegee word.

Tabel 1 — Meganiese eienskappe van krinkspil

1	2
Eienskap	Waarde
Treksterkte, MPa, bestek	850 tot 1 000
Vloeispanning, MPa, min	680
Verlenging, %, min	13
Izod-slagwaarde, J, min	54
Hardheid, HB, bestek	250 tot 300

3.6 Vereistes vir toestelle vir beskerming teen onderinry van agter

'n Toestel vir beskerming teen onderinry van agter moet aan 'n sleepwa aangebring wees en moet voldoen aan die toepaslike vereistes van SABS 1055:1983, *Motorvoertuigveiligheidsstandaardspesifikasie vir toestelle vir beskerming teen onderinry van agter*, soos gepubliseer by Goewermentskennisgewing No 785 van 14 Oktober 1983.

3.7 Vereistes vir waarskudriehoek

In die geval van 'n voertuig waarby 'n waarskudriehoek as deel van die voertuigtoerusting voorsien is, moet so 'n waarskudriehoek voldoen aan die vereistes van SABS 1329-1:1987, *Trukaats- en fluoresserende waarskudtekens vir padvoertuie — Deel 1: Driehoek*, soos gepubliseer by Goewermentskennisgewing No 2227 van 9 Oktober 1987.

4 Vereistes met betrekking tot metrologiese gegewens

4.1 Sleepwa-afmetings

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

4.2 Besonderhede wat vertoon moet word

4.2.1 Inligtingsplate

'n Sleepwa moet een of meer dataplate hê wat permanent op 'n opvallende plek daaraan bevestig is en dit moet van die linkerkant van die sleepwa af sigbaar wees. Die volgende besonderhede moet leesbaar en permanent op die dataplaat(plate) gedruk of gestempel wees:

- die bruto voertuigmassa, voorafgegaan deur die letters GVM/BVM, in kilogram;
- die bruto asmassas of bruto aseenhedmassas van elke as of aseenhed, voorafgegaan deur die letters GA/BA of GAU/BAE, soos toepaslik, in kilogram;
- indien die sleepwa 'n leunwa is, die bruto krinkspilmassas, voorafgegaan deur die letters GKM/BSM, in kilogram;

- d) die fabrikant se ontwerpoommerk, aangedui deur die woorde "vir gebruik op openbare paaie"; en
- e) die maand en die jaar van vervaardiging, aangedui deur vier syfers, twee vir die maand gevolg deur twee vir die jaar (Julie 1987 sal byvoorbeeld as 0787 aangedui word).

4.2.2 Voertuigidentifikasienommer (VIN)

'n Sleepwa moet 'n voertuigidentifikasienommer hê wat voldoen aan die toepaslike vereistes van SABS ISO 3779:1983, *Padvoertuie — Voertuigidentifikasienommer (VIN) — Inhoud en struktuur*, en SABS ISO 4030:1983, *Padvoertuie — Voertuigidentifikasienommer (VIN) — Plasing en bevestiging*, beide standaarde soos gepubliseer by Goewermmentskennisgewing No 3160 van 20 November 1992.

Vir die doeleindes van hierdie spesifikasie word die vereistes vir die VIN, soos dit in klousule 5 van genoemde SABS ISO 4030 aangegee word, egter geag soos volg te lui:

5 Aanbring van VIN

5.1 Die VIN moet word op 'n integrerende deel van die voertuig aangebring, hetsy op die raamwerk 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 word ook op die dataplaat aangebring.

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 (raamwerk, bakwerk, ens) aan motorvoertuie en sleepwaens aangebring is; en
- minstens 3 mm indien dit volgens 5.2 (dataplate) aangebring is.

4.2.3 Voorsiening vir registrasie

Geskikte ruimtes moet op die dataplaat(plate) voorsien wees vir

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

Die verantwoordelikheid vir die aanbring van hierdie besonderhede op die dataplaat(plate) berus by die sleepwafabrikant.

4.2.4 Asremdataplate

Elke as op 'n sleepwa moet voorsien wees van besonderhede wat op die remontwerp van toepassing is, wat permanent en leesbaar gedruk of gestempel is op 'n dataplaat wat permanent op 'n opvallende plek langs die as aangebring is, of op die plate soos vereis volgens genoemde SABS 1506: 1990, soos volg:

- a) die asfabrikaat en reeksnommer;
- b) die remkamergrootte en die remhefboomlengte; en
- c) die maksimum buitebandgrootte.

4.3 Meeteenhede

Alle meters, wysers of instrumente wat op 'n sleepwa aangebring is en in fisiese eenhede gekalibreer is, moet gekalibreer wees in eenhede soos voorgeskryf deur die geldende toepaslike regulasies uitgevaardig kragtens die Wet op Meeteenhede en Nasionale Meetstandaarde, 1973 (Wet 76 van 1973).

5 Vereistes vir die beheer van omgewingsteuring

5.1 Onderdrukking van radio- en televisiesteuring

Alle onderdele, bybehores of toerusting wat aan 'n sleepwa aangebring is en wat elektromagnetiese energie opwek en uitstraal, moet voldoen aan die geldende toepaslike regulasies met betrekking tot kommunikasiesteuring uitgevaardig kragtens die Radiowet, 1952 (Wet 3 van 1952).

5.2 Beperking van lugbesoedeling

Alle enjins, bybehores of toerusting wat aan 'n sleepwa aangebring is en wat rook uitlaat, moet voldoen aan die geldende regulasies uitgevaardig kragtens die Wet op Voorkoming van Lugbesoedeling, 1965 (Wet 45 van 1965).

5.3 Onderdrukking van geraasuitstraling in werkplekke

In die geval van 'n sleepwa wat klaarblyklik bedoel is om as werkplek gebruik te word en wat toegerus is met onderdele, bybehores of toerusting wat geraas voortbring indien dit gebruik word, moet die binnekant voldoen aan die toepaslike geraasregulasies wat kragtens die Wet op Beroepsgesondheid en Veiligheid, 1993 (Wet 85 van 1993) en die Wet op Masjinerie en Beroepsveiligheid, 1983 (Wet 6 van 1983) uitgevaardig is.

6 Vereistes vir sleepwatoerusting, -onderdele en -stelsels

6.1 Bande

Die bande wat op die wiele van 'n sleepwa aangebring is, moet afmetings en laswaardes hê wat met die gespesifiseerde vellings saambruikbaar is wat aan die vereistes van die toepaslike regulasies van die Padverkeerswet, 1989 (Wet 29 van 1989) voldoen.

6.2 Wielklappe

Alle sleepwaens met 'n bruto massa van meer as 3,5 t moet voorsien wees van 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

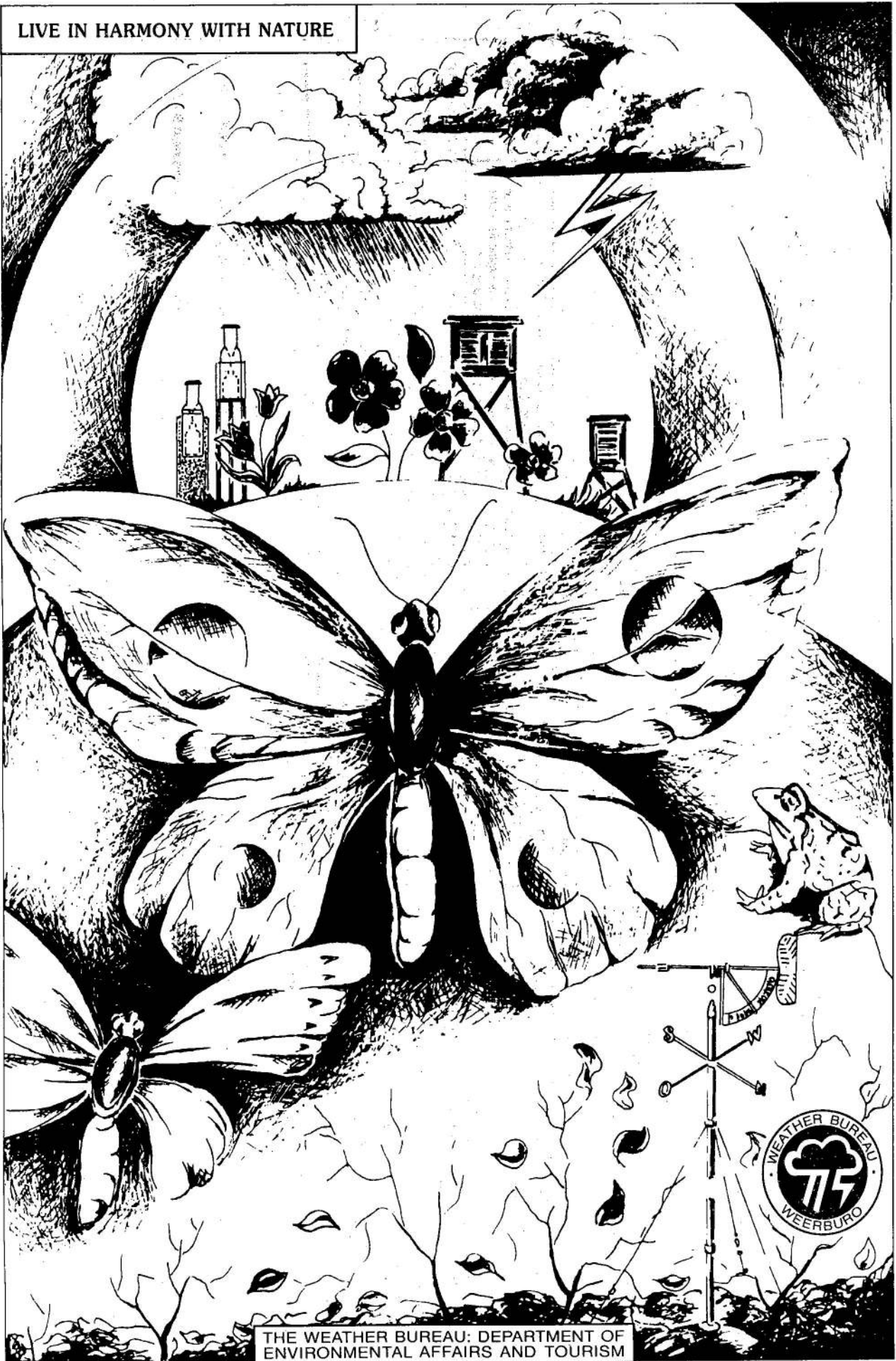
- a) wielklappe wat deur die sleepwafabrikant ontwerp en goedgekeur is as alternatief aangebring kan word, met dien verstande dat die agterste as van 'n groep asse aan die toepaslike vereistes vir afstand en hoogte van die wielklappe van genoemde SABS 1496 voldoen; en
- b) sleepwa-onderstelle wat na 'n plek gesleep word om van bakwerk voorsien te word of wat na 'n handelaar in sodanige voertuie gesleep word, van die vereiste vir die aanbring van wielklappe uitgesluit word.

**VERPLIGTE SPESIFIKASIE VIR
KATEGORIE O₃- EN O₄-VOERTUIE**

BYLAE — Datums van inwerkingtreding

1	2	3	4	5
Onder-afdeling	Item	Datum van inwerkingtreding	Uitsluitings	Vervaldatum van uitsluiting
	Alle onderafdelings/items nie hieronder genoem nie	1 September 1992	Geen	
3.1.1	Ligte volgens SABS 1376-1 en SABS 1376-3	15 Julie 1987 1 Januarie 1998	Voertuigmodelle wat voor 15 Julie 1987 gehomologeer is Normmerplaatjige, trukjige, buitelynmmerklampe en parkeerligte aangebring aan voertuigmodelle wat voor 1 Januarie 1998 gehomologeer is	1 Januarie 2001 1 Januarie 2001
3.1.2	Verligting volgens SABS 1046	1 Januarie 1993	Buitelynmmerklampe, agterste mistlamp	1 Januarie 2001
3.3	Remming volgens SABS 1506:1990	1 September 1992	Voertuie wat voor 1 September 1992 vervaardig is	1 Januarie 2001
3.4	Elektriese verbinders volgens SABS ISO 11446 en SABS ISO 12098	1 Januarie 1998	Voertuigmodelle wat voor 1 Januarie 1998 gehomologeer is	1 Januarie 2001
3.6	Toestelle vir beskerming teen onderafdeling van agter volgens SABS 1055	15 Julie 1987	Voertuie wat voor 1 Januarie 1987 vervaardig is	1 Januarie 2001
3.7	Waaerskudrehoelke volgens SABS 1329-1	1 September 1992	Voertuie wat voor 1 September 1992 vervaardig is	1 Januarie 2001
6.2	Wielklappe volgens SABS 1496	1 September 1992	Voertuie wat voor 1 September 1992 vervaardig is	1 Januarie 2001
OPM	1 Voertuie wat voldoen aan enige SABS-standaard of ECE- of EEC-standaard wat bogenoemde standaarde vervang, word geag aan die toepaslike vereistes van hierdie verpligte spesifikasie te voldoen. 2 Die uitsluitings in hierdie bylae moet gelees word in samehang met ander uitsluitings in die hoofdeel van die spesifikasie of in enige toepaslike SABS-standaard.			

LIVE IN HARMONY WITH NATURE



THE WEATHER BUREAU: DEPARTMENT OF ENVIRONMENTAL AFFAIRS AND TOURISM



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