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DEPARTMENT OF TRADE AND INDUSTRY
DEPARTEMENT VAN HANDEL EN NYWERHEID

No. R. 537

14 May 1999

STANDARDS ACT, 1993

PROPOSED AMENDMENT OF THE COMPULSORY SPECIFICATION FOR CATEGORY O₁ AND O₂ 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 O₁, and O₂ vehicles published by Government Notice No. 3182 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 O₁ AND O₂ VEHICLES

1 Scope

1.1 This specification covers the requirements for new vehicles of category O₁ and O₂, including any category O₁ and O₂ vehicle not previously registered or licensed in South Africa, designed or adapted for operation on a public road.

1.2 The requirements of this specification apply, in so far as the parts already incorporated are concerned, 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 prototype vehicles constructed or imported by the original manufacturers or importers for the purpose of testing, assessment or development, or to agricultural trailers not designed for use on public roads.

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 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 axle unit: A unit that consists of two or more close-coupled and interconnected parallel axles: Provided that any adjacent parallel axles not more than 1,2 m apart shall be considered as an axle unit for the purpose of determining the rear overhang.

2.2 caravan: A trailer that provides mobile living accommodation and that has a gross vehicle mass not exceeding 1,8 t.

2.3 category O: Trailers

- a) **category O₁** single-axled trailers, other than semi-trailers, with a maximum weight not exceeding 0,75 t (metric); and
- b) **category O₂** trailers with a maximum weight not exceeding 3,5 t (metric), other than trailers of category O₁.

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

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

2.6 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.

2.7 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 commonly use.

2.8 semi-trailer: A trailer with one axle or axle unit, that is designed to be coupled to a towing vehicle in such a manner that at least 15 % of the tare of the trailer is borne by the towing vehicle.

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

2.10 tent trailer: A trailer that has a gross vehicle mass not exceeding 1,8 t and that provides mobile living accommodation by means of a collapsible soft-topped tent that can be permanently attached to or can be removable from the trailer.

2.11 trailer: A vehicle that is not self-propelled and that is designed and adapted to be coupled behind a towing vehicle in such a manner that no substantial portion of its mass is borne by the towing vehicle.

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 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 any 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 either SABS 1207:1985, *Motor vehicle safety standard specification for braking*, as published by Government Notice No. 6 of 3 January 1986, or in SABS 1506:1994, *Motor vehicle safety specification for braking*, as published by Government Notice No. 869 of 20 April 1990 (as agreed with industry).

Where a trailer is fitted with a stabilizer or an equalizer by the manufacturer, any effect of this shall be taken into account during tests of the braking system.

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 any 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 and drawbars on trailers with one axle or axle unit

3.5.1 Coupling device

Excluding semi-trailers, all caravans and trailers that have a gross vehicle mass not exceeding 3 500 kg and that are intended to be equipped with a ball-type coupling device on the drawbar, shall have coupling sockets that comply with the relevant requirements given in SABS 1505-3:1990, *Ball type couplings and towing brackets for towing caravans and light trailers – Part 3: Coupling sockets*, as published by Government Notice No. 1735 of 27 July 1990.

3.5.2 Static vertical loading on ball couplings

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

3.5.3 Height of the ball coupling device

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

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

shall be excluded for the purposes of this subsection.

3.5.4 Trailer articulation clearance

The coupling device fitted to a trailer shall be located on the drawbar in accordance with the minimum dimensions shown in figure 1.

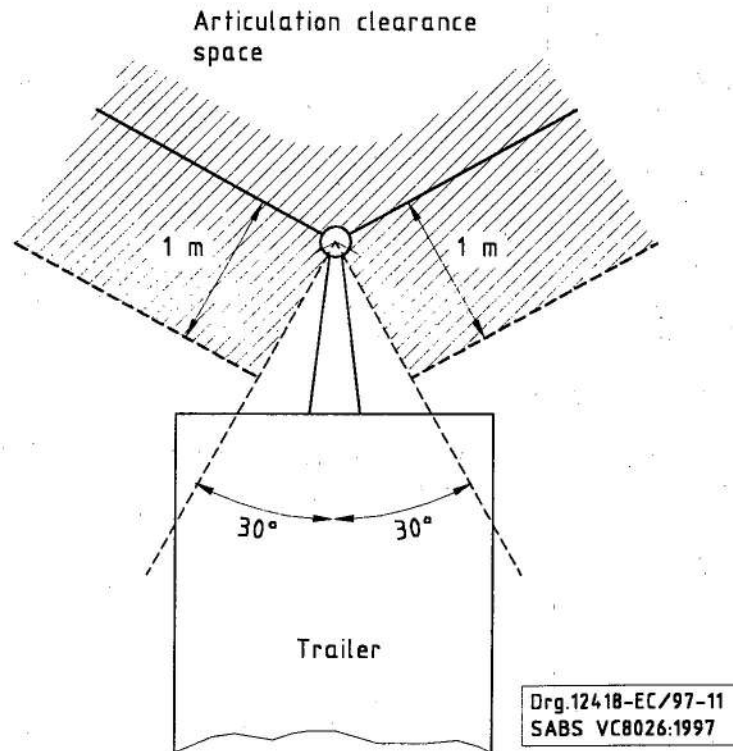


Figure 1 – Minimum articulation clearance space

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

3.6.1 General

These requirements are only applicable to trailers with ball couplings as in 3.5. Stability may be determined by calculation or, in the case of a caravan, by verifying compliance with the metrological requirements of 4.1.2 (overall height), 4.1.3 (centre of gravity) and 4.1.4 (rear overhang).

3.6.2 Trailer configuration

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

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

4 Requirements concerning metrological data

4.1 Trailer dimensions

4.1.1 General

The dimensions of a trailer shall comply with the requirements of the relevant regulations to the Road Traffic Act, 1989 (Act 29 of 1989), except as provided for in 4.1.2, 4.1.3 and 4.1.4 below.

4.1.2 Centre of gravity of a caravan

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

4.1.3 Overall height of a caravan

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

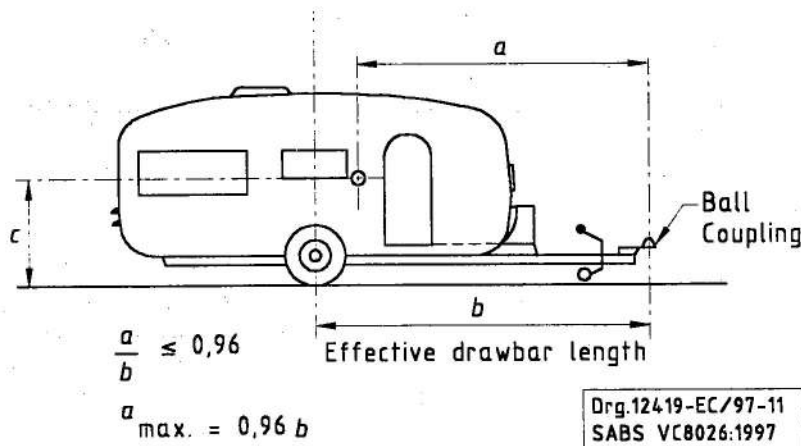
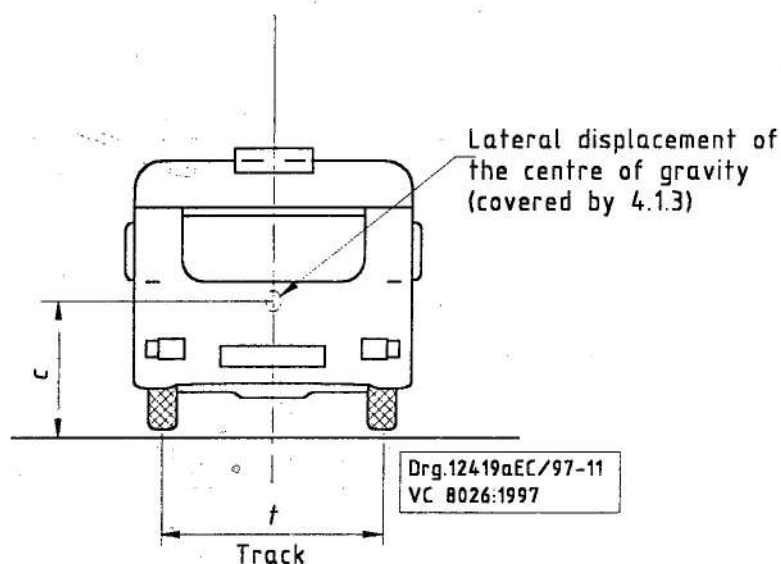


Figure 2(a) – Longitudinal limitations



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

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

Figure 2(b) – Vertical limitations

4.1.4 Rear overhang of a trailer

The ratio of the rear overhang of a trailer to the effective drawbar length (the horizontal distance from the centre-line of the axle or axle unit to the centre of the socket on the ball coupling, both measured in metres, shall not exceed 0,7 (see figure 3):

Provided that the rear overhang shall not exceed 50 % of the length of the trailer body.

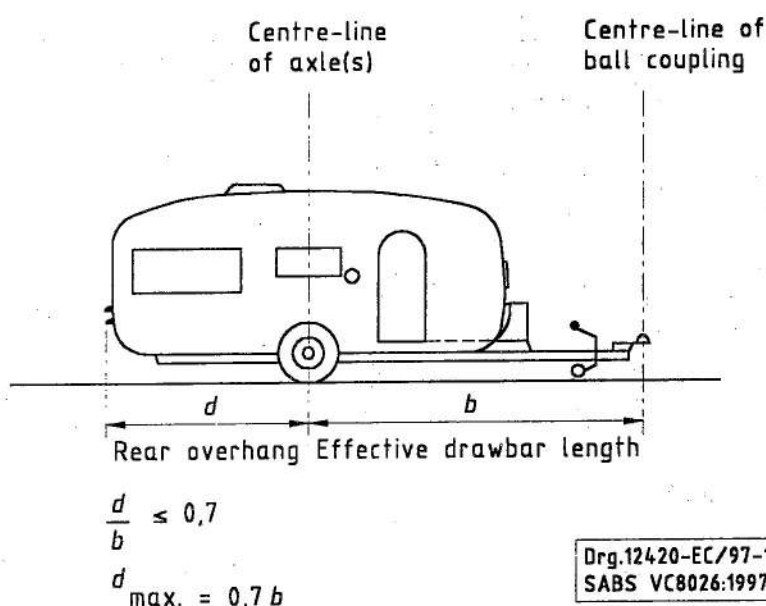


Figure 3 – Rear overhang limitations of a caravan

4.1.5 Minimum payload of a caravan

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

4.2 Information to be displayed

4.2.1 Information plates

The data plate(s) shall be permanently affixed either to the trailer or to the trailer drawbar, 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 tare of the trailer, prefixed by the letter T, in kilograms;
- the gross vehicle mass of the trailer, 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; and
- the manufacturer's design intent, denoted by the wording "For public road operation".

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 purposes 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 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 plates).

4.3 Measuring units

All gauges, indicators and 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).

4.4 Load-carrying capacity of caravan tyres

The tyres fitted to the wheels of a caravan 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).

5 Requirements for the control of environmental interference

5.1 Suppression of radio and television interference

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

5.2 Suppression of atmospheric pollution

All engines, accessories and 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 caravan equipment and components

6.1 Liquid petroleum gas containers

6.1.1 General

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

6.1.2 Ventilation

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

6.1.3 Location

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

6.1.4 Fuel storage

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

6.2 Provision of fire extinguishers

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

The fire extinguisher(s) shall comply with the relevant requirements given in SABS 810:1992, *Portable rechargeable fire extinguishers – Dry powder type extinguishers*, as published by Government Notice No. 3160 of 20 November 1992, or in SABS 1322:1981, *Portable, non-refillable fire extinguishers (general purpose type)*, as published by Government Notice No. 463 of 9 July 1982.

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

7 Requirements for trailer brake fluids

If a trailer is fitted with a hydraulic brake system, any brake fluid contained in the hydraulic brake system shall comply with the relevant requirements of the compulsory specification for hydraulic brake and clutch fluid, as published by Government Notice No. 128 of 17 January 1975.

8 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 1, is achieved.

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	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	1207 or 1506	1985 1990	71/320 71/320	79/489 85/647	R13.04 R13.05		

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 O₁ AND O₂ 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 January 1993	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 Registration plate lights, reversing lights, end-outline marker lights and parking lights fitted to vehicle models homologated before 1 January 1998	1 January 2001 1 January 2001
3.1.2	Lighting to SABS 1046	1 January 1993	Rear fog lamp	1 January 2001
3.4(a)(2) and 3.4(b)(2)	Electrical connectors (where fitted) to SABS ISO 11446 and SABS ISO 12098	1 January 1998	Vehicle models homologated before 1 January 1998	1 January 2001
3.5.1	Coupling device to SABS 1505-3	15 July 1987	Vehicle models homologated before 1 January 1987	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.

WET OP STANDAARDE, 1993**VERPLIGTE SPESIFIKASIE VIR
KATEGORIE O₁- EN O₂-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 O₁- en O₂-voertuie gepubliseer by Goewermentskennisgewing No R.3182 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 O₁- EN O₂-VOERTUIG****1 Bestek**

1.1 Hierdie spesifikasie dek die vereistes vir nuwe voertuie van kategorie O₁ en O₂, met inbegrip van 'n kategorie O₁- en O₂-voertuig wat nog nie voorheen in Suid-Afrika geregistreer of gelisensieer is nie, wat vir gebruik op 'n openbare pad ontwerp of aangepas is.

1.2 Die vereistes van hierdie 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 laasgenoemde fabrikant voltooi is.

1.3 Die spesifikasie geld nie vir eksperimentele voertuie of prototipes van voertuie wat deur die oorspronklike fabrikante of invoerders vir toetsing, beoordeling of ontwikkeling gebou of ingevoer is nie, of vir landbou-sleepwaens wat nie vir gebruik op openbare paaie ontwerp is 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 dié datum vervaardig of ingevoer is nie.

1.5 Homologasie behels die 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 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 bewys of al die bewyse wat gelewer is te verifieer;
- d) besonderhede van die kwaliteitbestuurstelsel wat die fabrikant toepas;
- e) indien toepaslik, dokumentasie om latere fabrikante van onvolledige kommoditeite oor hul verantwoordelikhede in te lig; en
- f) instemming deur die vervaardigingsbron om produksiekonformiteitsoudits deur die SABS of deur die SABS se aangestelde agent by die betrokke vervaardiging-, monteer- en toetsfasiliteite toe te laat.

Die SABS kan sodanige bevestiging nie ten opsigte van nuwe modelle of tipes op aanvraag uitreik, met dien verstande dat sodanige bevestiging 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 aseenhed: 'n Eenheid wat bestaan uit twee of meer kortgekoppelde parallelle asse wat onderling met mekaar verbind is: Met dien verstande dat aanliggende parallelle asse wat nie meer as 1,2 m van mekaar af is nie, vir die doel van die bepaling van agterste oorhang as 'n aseenhed beskou word.

2.2 effenaar: 'n Toestel wat tussen die sleepvoertuig en 'n sleepwa aangebring word en wat ontwerp is om die vertikale las wat deur die sleepwa op die bolkoppeling uitgeoefen word, te verminder en om las na die voor- en agterasse van die voertuigkombinasie oor te dra. Die toestel is gewoonlik in die vorm van 'n paar vere, een aan elke kant van die trekstang, wat na onder gebuig is en wat boontoe styf getrek word wanneer dit aan die sleepvoertuig gekoppel word.

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

2.4 kategorie O: Sleepwaens

- a) **kategorie O₁**-enkelassleepwaens, uitgesonderd leunwaens, met 'n maksimum gewig van hoogstens 0,75 t (metrieke ton); en
- b) **kategorie O₂**-sleepwaens met 'n maksimum gewig van hoogstens 3,5 t (metrieke ton), uitgesonderd sleepwaens van kategorie O₁.

2.5 leunwa: 'n Sleepwa met een as of aseenhed, wat ontwerp is om op só 'n wyse aan 'n sleepvoertuig gekoppel te word dat minstens 15 % van die tarra van die sleepwa deur die sleepvoertuig gedra word.

2.6 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 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 toegepas word in die land waarin die ontwerp sy oorsprong het.

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

2.8 sleepwa: 'n Voertuig wat nie selfgedrewe is nie en wat ontwerp en aangepas is om op só 'n wyse agter aan 'n sleepvoertuig gekoppel te word dat geen beduidende deel van die massa daarvan deur die sleepvoertuig gedra word nie.

2.9 stabiliseerder: 'n Toestel wat tussen die sleepvoertuig en 'n sleepwa aangebring word en wat ontwerp is om sydelingse ossillasies (slingering) of vertikale ossillasies (galopbeweging), of kombinasies hiervan, van die voertuigkombinasie te verminder of te demp. Die toestel is gewoonlik in die vorm van 'n wrywings- of hidrouliese dempmiddel in óf die horisontale vlak óf die vertikale vlak, of 'n kombinasie van albei, en kan soms by 'n effenaar ingesluit wees.

2.10 tentsleepwa: 'n Sleepwa met 'n bruto voertuigmassa van hoogstens 1,8 t wat mobiele huisvesting bied deur middel van 'n opvoubare sagtekaptent wat permanent aangebring kan wees of van die sleepwa verwyder kan word.

2.11 woonwa: 'n Sleepwa wat mobiele huisvesting bied en wat 'n bruto voertuigmassa van hoogstens 1,8 t het.

3 Algemene vereistes

3.1 Vereistes vir ligte, verligtingstoestelle 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 Goewermentskennisgewing No 563 van 29 Julie 1983, 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 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 Goewermentskennisgewing 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 hierbenewens kan daar ook aan die vereistes voldoen word deur die gebruik en aanbring van trukaatsers wat integreerende dele van 'n ander liglenssamenstel is.

3.1.3 Agterwaarskutekens

'n Agterwaarskuteken moet op 'n sleepwa aangebring word 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 in '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 van 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, *Motorvoertuigveiligheid-standaardspesifikasie 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 1207:1985, *Motorvoertuigveiligheid-standaardspesifikasie vir remming*, soos gepubliseer by Goewermentskennisgewing No 6 van 3 Januarie 1986, of van SABS 1506:1994, *Remming*, soos gepubliseer by Goewermentskennisgewing No 869 van 20 April 1990 (soos met die nywerheid ooreengekom).

Indien 'n sleepwa deur die fabrikant van 'n stabiliseerder of effenaar voorsien is, moet enige invloed wat dit kan hê in aanmerking geneem word wanneer die remstelsel getoets word.

3.4 Vereistes vir elektriese verbinders

Elektriese verbinders wat vir sleepdoeleindes aangebring is, moet voldoen aan die vereistes van

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

- 1) SABS 1327:1981, *Elektriese verbinders vir sleep- en gesleepte voertuie (7-pool-verbinders)*, soos gepubliseer by Goewermentskennisgewing No 463 van 9 Julie 1982; of
- 2) SABS ISO 11446:1995, *Passasiersmotors en ligte handelsvoertuie met 12-V-stelsels – 13-poolverbinders tussen sleepvoertuie en sleepwaens – Afmetings en kontaktoewysing*, 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-pool-verbinders)*, 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 en trekstange aan sleepwaens met een as of aseenhed

3.5.1 Koppeldoestel

Alle woonwaens en sleepwaens, uitgesonderd leunwaens, met 'n bruto voertuigmassa van hoogstens 3 500 kg en wat bedoel is om met 'n boltype koppeldoestel aan die trekstang toegerus te wees, moet koppelsokke hê wat voldoen aan die toepaslike vereistes van SABS 1505-3:1990, *Boltype koppelings en sleepsteunstukke vir die sleep van woonwaens en ligte sleepwaens – Deel 3: Koppelsokke*, soos gepubliseer by Goewermentskennisgewing No 1735 van 27 Julie 1990.

3.5.2 Statiese vertikale las op bolkoppelings

Die fabrikant moet die maksimum en minimum statiese vertikale las in die middel van die bolsok op die koppelpop bepaal, maar dit mag in geen geval meer as 100 kg of minder as 25 kg wees wanneer die sleepwa gelaai is nie. Indien 'n sleepwa deur die fabrikant van 'n stabiliseerder of effenaar voorsien is, moet die uitwerking van so 'n toestel op die maksimum en minimum statiese vertikale las deur die fabrikant vermeld word.

3.5.3 Hoogte van 'n bolkoppeldoestel

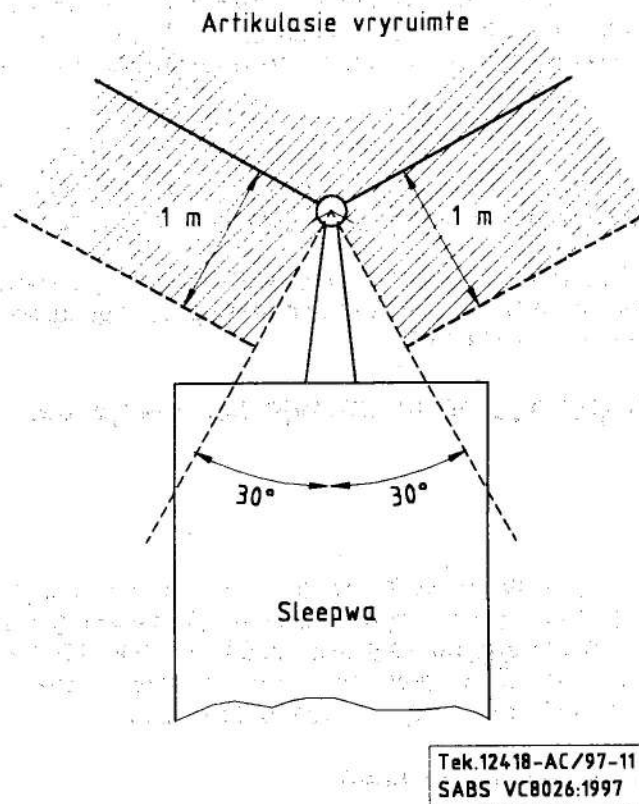
Die hoogte van 'n bolkoppeldoestel wat aan 'n sleepwa aangebring is, vertikaal vanaf die grondvlak tot by die middelpunt van die bolsok gemeet met die binnevloer van die sleepwa horisontaal en die sleepwa by sy bruto voertuigmassa, moet minstens 350 mm en hoogstens 465 mm wees, met dien verstande dat doelgeboude sleepwaens wat

- a) band-en-wiel-kombinasies het met algehele diameters wat groter as 665 mm is as dit in die onbelaste staat gemeet word, of
- b) ontwerp of aangepas is om agter voertuie met 'n bruto voertuigmassa van meer as 3 500 kg gesleep te word.

vir die doeleindes van hierdie onderafdeling uitgesluit is.

3.5.4 Artikulasievry ruimte van sleepwa

Die koppeltoestel wat aan 'n sleepwa aangebring is, moet in ooreenstemming met die minimum afmetings in figuur 1 op die trekstang geplaas wees.



Figuur 1 — Minimum artikulasievry ruimte

3.6 Vereistes vir die stabiliteit van sekere sleepwa/sleepvoertuig-kombinasies terwyl dit beweeg

3.6.1 Algemeen

Hierdie vereistes geld slegs vir sleepwaens met bolkoppelings soos in 3.5. Stabiliteit kan bepaal word deur berekening, of, in die geval van 'n woonwa, deur voldoening aan die metrologiese vereistes van 4.1.2 (totale hoogte), 4.1.3 (swaartepunt) en 4.1.4 (agterste oorhang) te verifieer.

3.6.2 Sleepwakonfigurasie

Die statiese vertikale las op die bolkoppeling van die sleepwa moet by die minimum waarde wees wat deur die fabrikant aangegee word (kyk 3.5.2) en die stabiliteit moet vir twee lastoestande nagegaan word, soos volg:

- met die sleepwa by sy tarra, volledig toegerus vir diens ooreenkomstig die fabrikant se spesifikasie maar sonder alle niepermanente toerusting of voorraad; en

- b) met die sleepwa by sy bruto voertuigmassa met die las versprei soos die fabrikant aanbeveel.

4 Vereistes ten opsigte van metrologiese gegewens

4.1 Sleepwa-afmetings

4.1.1 Algemeen

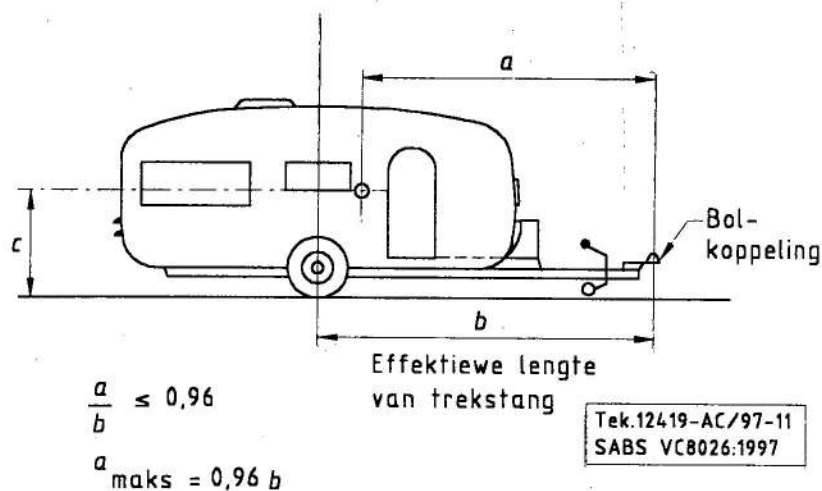
Die afmetings van 'n sleepwa moet voldoen aan die vereistes van die toepaslike regulasies van die Padverkeerswet, 1989 (Wet 29 van 1989), behalwe soos in 4.1.2, 4.1.3 en 4.1.4 bepaal word.

4.1.2 Swaartepunt van 'n woonwa

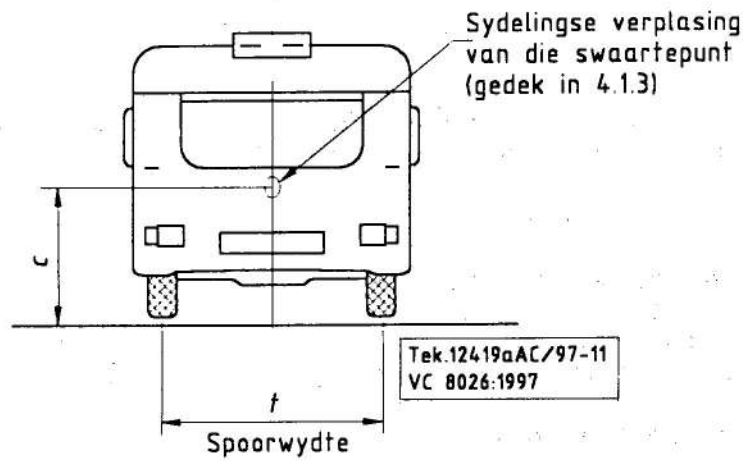
Die verhouding tussen die horisontale afstande vanaf die hartlyn van die bolkoppeling tot by die swaartepunt en tot by die hartlyn van die as of aseenhed van 'n woonwa mag hoogstens 0,96 wees (kyk figuur 2(a)). Die verhouding tussen die hoogte van die swaartepunt vertikaal bo die grondvlak tot die spoorwydte van 'n woonwa, albei in meter gemeet, mag hoogstens 0,725 wees (kyk figuur 2(b)).

4.1.3 Totale hoogte van 'n woonwa

Die totale hoogte van 'n woonwa, vertikaal van die grondvlak af gemeet, mag nie 1,8 maal die spoorwydte van die woonwa of 3,0 m, wat ook al die kleinste is, oorskry nie (kyk figuur 2(b)).



Figuur 2(a) – Oorlangse beperkings



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

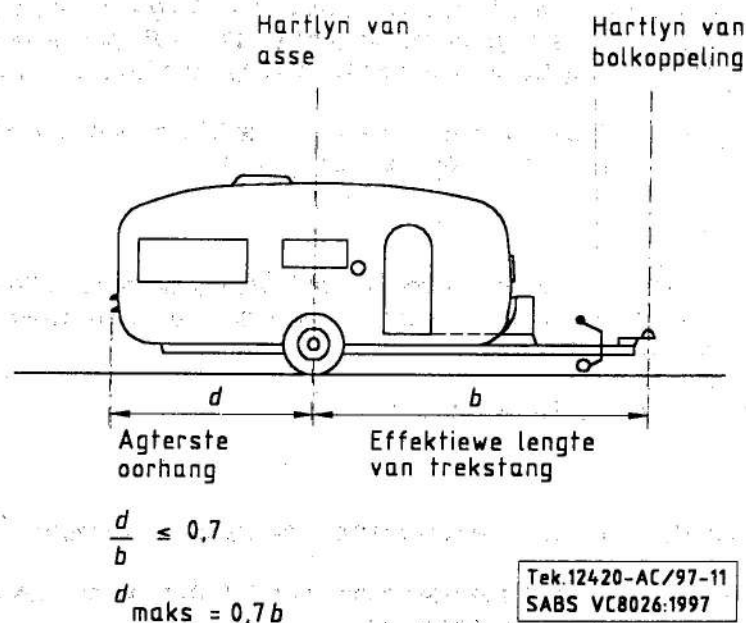
$$c_{\text{maks}} = 0,725 t$$

Figuur 2(b) — Vertikale beperkings

4.1.4 Agterste oorhang van 'n sleepwa

Die verhouding van die agterste oorhang van 'n sleepwa tot die effektiewe trekstanglengte (die horisontale afstand vanaf die hartlyn van die as of aseenhed tot by die middelpunt van die sok van die bolkoppeling, albei in meter gemeet) mag hoogstens 0,7 wees (kyk figuur 3):

Met dien verstande dat die agterste oorhang hoogstens 50 % van die lengte van die sleepwaromp mag wees.



Figuur 3 — Agterste oorhang-beperkings van 'n woonwa

4.1.5 Minimum loonvrag van 'n woonwa

Om voldoende dra vermoë vir los items te verseker, moet die loonvrag van die woonwa (BVM minus tarra) minstens gelyk wees aan die totale massa van die gebruiksitems wat die woonwa na verwagting normaalweg sal dra (beskou as minstens 15 % van die BVM), plus 'n toelating van minstens 15 kg vir VPG-silinders en minstens 30 kg vir 'n koelkas, indien sodanige items nie as standaardtoerusting deur die fabrikant aangebring is nie.

4.2 Besonderhede wat vertoon moet word

4.2.1 Inligtingsplate

'n Sleepwa moet 'n dataplaat of -plate hê wat permanent aan die sleepwa of aan die sleepwatrekstang aangebring is op 'n opvallende plek wat van die linkerkant van die sleepwa sigbaar is. Die volgende besonderhede moet leesbaar en permanent op die dataplaat gedruk of gestempel wees:

- die tarra van die sleepwa, voorafgegaan deur die letter T, in kilogram;
- die bruto voertuigmassa van die sleepwa, voorafgegaan deur die letters GVM/BVM, in kilogram;
- die bruto asmassalas van elke as of die bruto aseenheidmassalas van elke aseenheid, aangedui en voorafgegaan deur die letters GA/BA of GAU/BAE, soos toepaslik, in kilogram; en
- die fabrikant se ontwerpdoel, aangedui deur die bewoording "Vir gebruik op openbare paaie".

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*, albei hierdie standarde soos gepubliseer by Goewermentskennisgewing No 3160 van 20 November 1992.

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

5 Bevestiging van VIN

5.1 Die VIN word regstreeks op 'n integrerende deel van die voertuig aangebring, 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 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) op motorvoertuie en sleepwaens aangebring is; en
- minstens 3 mm indien dit in ooreenstemming met 5.2 (dataplate) aangebring is.

4.3 Meeteenhede

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

4.4 Lasdravermoë van woonwabande

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

5 Vereistes vir die beheer van omgewingsteurnis

5.1 Onderdrukking van radio- en televisiesteurings

Alle komponente, bybehore en toerusting wat aan 'n sleepwa aangebring is en elektromagnetiese energie opwek en uitstraal, moet voldoen aan die geldende toepaslike regulasies met betrekking tot kommunikasiesteurings wat ingevolge die Radiowet, 1952 (Wet 3 van 1952), uitgevaardig is.

5.2 Onderdrukking van lugbesoedeling

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

5.3 Onderdrukking van geraasuitstraling in werkplekke

In die geval van 'n sleepwa wat duidelik bedoel is om 'n werkplek te word en wat komponente, bybehore van toerusting het wat geraas voortbring wanneer dit werk, moet die binnekant voldoen aan die toepaslike geraasregulasies wat ingevolge die Wet op Beroepsgesondheid en Veiligheid, 1993 (Wet 85 van 1993), uitgevaardig is.

6 Vereistes vir woonwatoerusting en -komponente

6.1 Houers vir vloeibare petroleumgas

6.1.1 Algemeen

Voorsiening moet gemaak word om te verseker dat 'n VPG-houer of -houers, hetsy dit binne of buite 'n woonwa of tentsleepwa vervoer word, voldoende bevestig is om te voorkom dat dit in enige rigting beweeg wanneer die woonwa of tentsleepwa aan versnelling of spoedvermindering onderwerp word.

6.1.2 Ventilاسie

Permanente ventilاسie na buite moet op 'n lae vloervlak voorsien word. Die ventilاسieoppervlakte moet minstens 4 % van die vloeroppervlakte van die behuising of kompartement wees, of 10 000 mm², wat ook al die grootste is. Daar mag geen obstruksie op die ventilاسieoppervlakte wees nie.

6.1.3 Plasing

Toegang tot die VPG-houers moet van buite die woonwa of tentsleepwa wees en geen VPG-damp mag die binnekant van die woonwa of tentsleepwa binnedring nie.

6.1.4 Brandstofbewaring

Geen komponent of vaste toebehore wat tydens normale gebruik die VPG-installasie kan beskadig of wat lekkende gas kan laat ontvlam mag in 'n brandstofbewaaruiskel of brandstofbewaarkompartement geïnstalleer word nie.

6.2 Voorsiening van brandblussers

'n Woonwa of tentsleepwa moet voorsien wees van een of meer draagbare 1-kg- droëpoeiertipe brandblussers wat op 'n geredelik bereikbare plek gebêre word wat, in die geval van 'n woonwa, langs die hoofingangdeur is.

Die brandblusser(s) moet voldoen aan die toepaslike vereistes in SABS 810:1992, *Draagbare hervulbare brandblussers – Droëpoeiertipe blussers*, soos gepubliseer by Goewermentskennisgewing No 3160 van 20 November 1992, of in SABS 1322:1981, *Draagbare, nie-hervulbare brandblussers (vir algemene doeleindes)*, soos gepubliseer by Goewermentskennisgewing No 463 van 9 Julie 1982.

6.3 Vereistes vir waarskudriehoeke

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

7 Vereistes vir sleepwaremvloeistof

Indien 'n sleepwa 'n hidrouliese remstelsel het, moet remvloeistof wat in die hidrouliese remstelsel is, voldoen aan die toepaslike vereistes van die verpligte spesifikasie vir hidrouliese rem- en koppelaar-vloeistof, soos gepubliseer by Goewermentskennisgewing No 128 van 17 Januarie 1975.

8 Ekwivalente vereistes

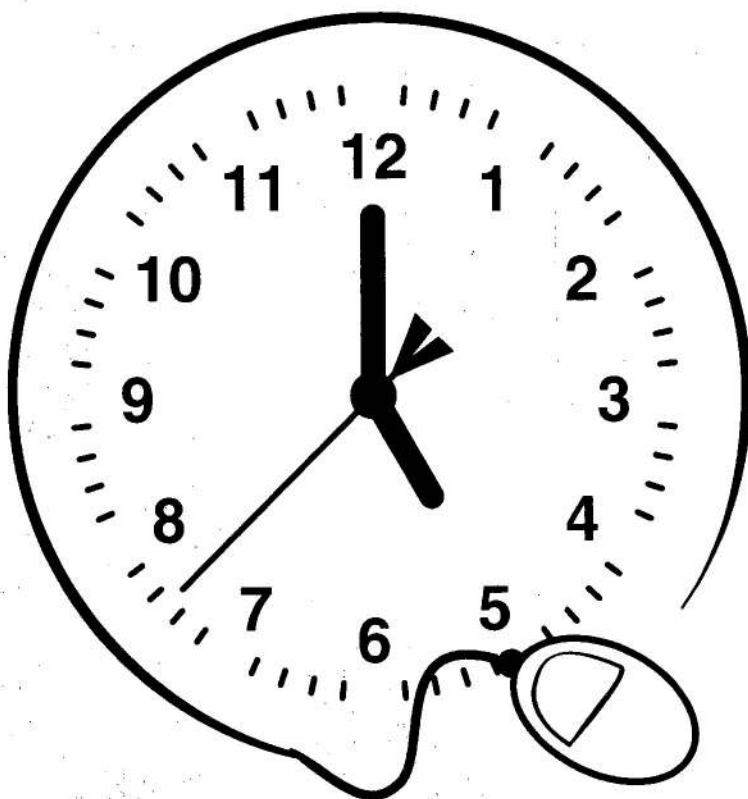
Daar kan geag word dat daar aan die vereistes van enigeen van die SABS-standaarde in die toepaslike dele van afdeling 3 van hierdie spesifikasie voldoen word indien voldoening aan die ekwivalente standaarde in tabel 1 verkry word.

VERPLIGTE SPESIFIKASIE VIR KATEGORIE O₁- EN O₂-VOERTUIE

BYLAE — Datums van inwerkingtreding

1	2	3	4	5
Onderafdeling	Item	Datum van inwerkingtreding	Uitsluitings	Vervaldatum van uitsluiting
	Alle onderafdelings nie hieronder genoem nie	1 Januarie 1993	Geen	
3.1.1	Ligte volgens SABS 1376-1 en SABS 1376-3	15 Julie 1987 1 Januarie 1998	Voertuigmodelle voor 15 Julie 1987 gehomologeer Registrasieplaatligte, truiligte, buitelynmmerkligte en parkeerligte aangebring aan voertuigmodelle voor 1 Januarie 1998 gehomologeer	1 Januarie 2001 1 Januarie 2001
3.1.2	Verligting volgens SABS 1046	1 Januarie 1993	Agterste mislamp	1 Januarie 2001
3.4(a)(2) en 3.4(b)(2)	Elektriese verbinders (indien aangebring) volgens SABS ISO 11446 en SABS ISO 12098	1 Januarie 1998	Voertuigmodelle voor 1 Januarie 1998 gehomologeer	1 Januarie 2001
3.5.1	Koppeldoestel volgens SABS 1505-3	15 Julie 1987	Voertuigmodelle voor 1 Januarie 1987 gehomologeer	1 Januarie 2001
OPM 1 Voertuie wat voldoen aan enige SABS-standaard of ECE- of EEC-standaard wat enige van bogenoemde standaarde vervang, word geag aan die toepaslike vereistes van hierdie verpligte standaard 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.				

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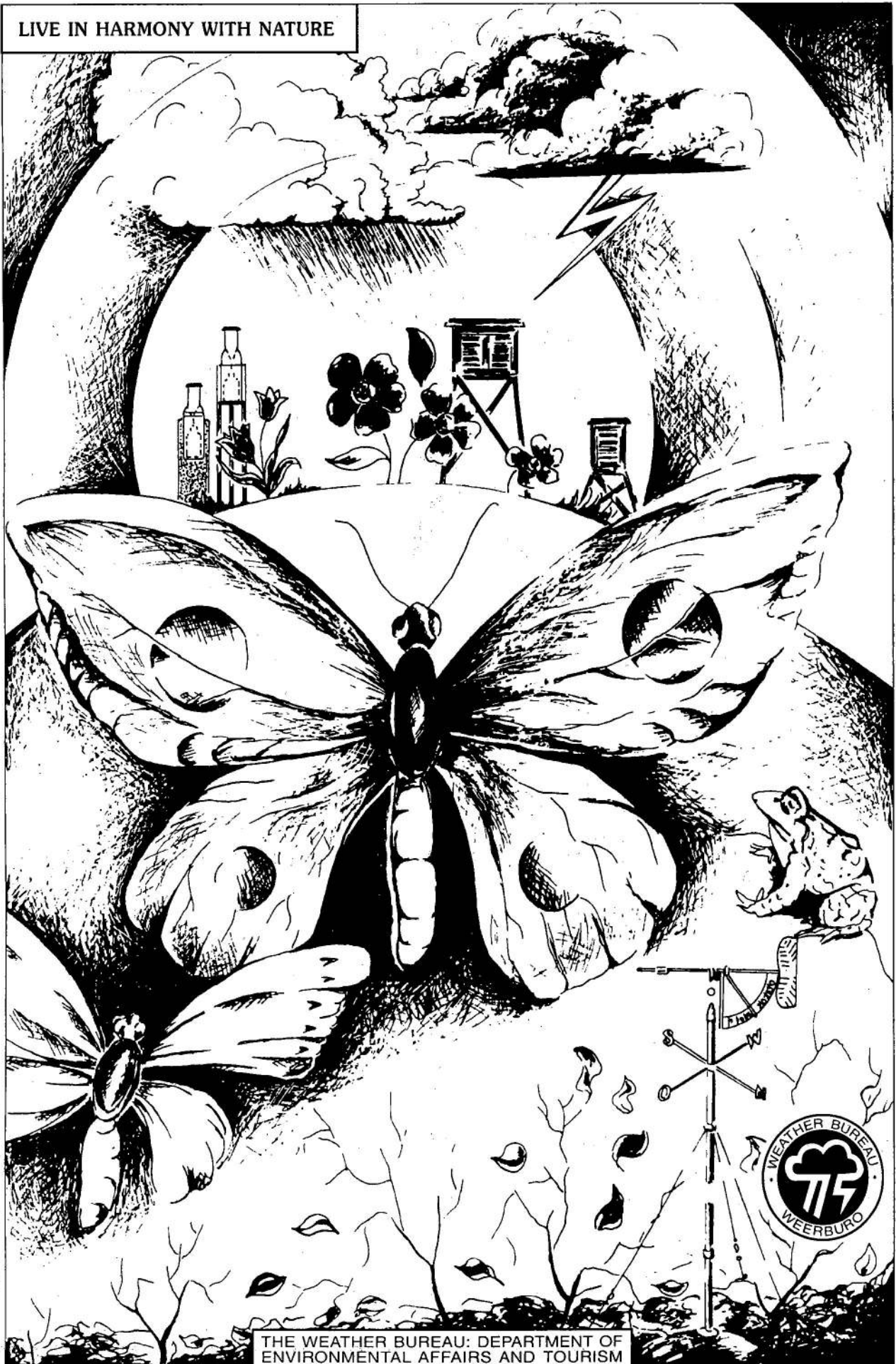
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