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GENERAL NOTICE

NOTICE 1085 OF 2004

DEPARTMENT OF TRANSPORT

NATIONAL ROAD TRAFFIC ACT, 1996 (ACT NO. 93 OF 1996)

AMENDMENT OF NATIONAL ROAD TRAFFIC REGULATIONS

I, Jeffrey Thamsanqa Radebe, Minister of Transport, acting in terms of section 75(6) of the National Road Traffic Act, 1996 (Act No. 93 of 1996) publish for comments the draft regulations in the Schedule in terms of section 75 of the National Road Traffic Act, 1996. All interested persons who have any objections to the proposed amendments are hereby called upon to lodge their objections within 14 days from the date of publication of this notice to:

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J T RADEBE
MINISTER OF TRANSPORT

SCHEDULE

Definition

1. In this Schedule "the Regulations" means the National Road Traffic Regulations published in Government Notice No. R. 225 of 17 March 2000, as amended by Government Notice No's. R. 761 of 31 July 2000, R. 941 of 22 September 2000, R. 726 of 3 August 2001, R. 2116 of 5 October 2001, R. 779 of 4 June 2002 and R. 1341 of 25 September 2003.

Amendment of regulation 1 of the Regulations

2. Regulation 1 of the Regulations is amended—
- (a) by the substitution for the definition of "**acceptable identification**" of the following definition:
- "**acceptable identification**" means—
- (a) in the case of a person, a temporary identity certificate, an identity document or identity card issued in terms of the Identification Act, 1997 (Act No. 68 of 1997);
- (b) in the case of a person, a valid South African passport issued to a South African citizen;
- (c) in the case of a person not permanently resident in the Republic, an identity document issued by a foreign country or a traffic register number certificate issued in terms of regulation 335;
- (d) in the case of—

- (i) a company, a certificate of incorporation or name change issued in terms of the Companies Act, 1973 (Act No. 61 of 1973); or
 - (ii) a close corporation, a founding statement or a certificate of name change issued in terms of the Close Corporations Act, 1984 (Act No. 69 of 1984);
- (e) in the case of—
- (i) a person carrying on a business which, for the purposes of this definition, includes farming activities; or
 - (ii) a body of persons not referred to in paragraph (d),
- a traffic register number certificate issued in terms of regulation 335;
- (f) in the case of a person, a driving licence card issued in terms of regulation 108; or
- (g) for the purposes of the identification of a person with an application in terms of regulation 8, 24 or 139 or for the purposes of the identification of a person carrying on a business and its proxy and representative or, an original certified copy of the applicable certificate or document referred to in paragraph (a), (b), (c), (d) or (e):

Provided that if an application, which is required to be accompanied by acceptable identification, in terms of the Act is made to a registering authority, driving licence testing centre or testing station, such application shall also be accompanied by a copy of the applicable certificate or document referred to in paragraph (a), (b), (c), (d), (e), (f) or (g) for record and filing purposes: Provided further that the registering authority, driving licence testing centre or testing station concerned shall return the certificate or document referred to in paragraph (a), (b), (c), (d), (e), (f) or (g) to the applicant after the identity of the applicant has been verified;";

- (b) by the substitution for paragraph (b) of the definition of "**appropriate registering authority**" of the following paragraph:

"(b) in relation to the registration of a motor vehicle—

- (i) subject to the provisions of items (ii), (iii), (iv) and (v), the appropriate registering authority of the title holder, and in the case of an application for a registration certificate as contemplated in regulation 16, the appropriate registering authority of the title holder or owner, whatever the case may be;
- (ii) if the manufacturer or importer of such motor vehicle has been appointed as an agent of a registering authority, such manufacturer or importer, until a registration certificate has been issued in respect of such motor vehicle;
- (iii) of which the title holder is a department of State which has been appointed as a registering authority, such department of State;
- (iv) of which the title holder is a foreign government, diplomat representing a foreign country, international or intergovernmental organization or any person or class of persons determined by the Minister of Foreign Affairs, the Department of Foreign Affairs;
- (v) of which the title holder does not permanently reside in the Republic, the appropriate registering authority of the owner;
- (vi) the appropriate registering authority of the owner; or
- (vii) the appropriate registering authority of the motor dealer or seller;";

- (c) by inserting after the definition of **'bus-train'**, the following definition:
- " **'caravan'** means an enclosed vehicle which is designed or adapted solely to live in;";
- (d) by inserting after the definition of **'emergency vehicle'**, the following definition:
- " **'external road traffic register user'** means a person who carries on a business and who has been registered in terms of regulation 64B;"; and
- (e) by the substitution for the definition of **"overall width"** of the following definition:
- " **'overall width'** in relation to a vehicle, means the width measured between two planes parallel to the longitudinal centre-line of the vehicle and passing through the extreme projecting points on either side of such vehicle, excluding any side mirror or direction indicator or 30 millimetres on either side in respect of the fitment or air deflectors, reflectors or dangerous goods placards;".
- (f) by inserting after the definition of **"temporary permit"** the following definition:
"testing station proprietor" means a person or body of persons in whose name a testing station is registered as contemplated in regulation 130;";
- (g) by deleting the definition of **"vintage motor vehicle"**

Amendment of regulation 2 of the Regulations

3. Regulation 2 of the Regulations is amended by-
- (a) the substitution for paragraph (dA) of subregulation (4) of the following paragraph:
- "(dA) as a grade F examiner for driving licences, shall be authorised to substitute a driving licence of any code contained in an identity document, issued before 1 March 1998, in terms of section 19 of the Act and to issue a new or duplicate driving licence card contemplated in regulation 108 (5) (b) or 109 or professional driving permit;";
- (b) the substitution for paragraph (dB) of subregulation (4) of the following paragraph:
- "(dB) as a grade G examiner for driving licences, shall be authorised to determine whether a person is disqualified from obtaining or holding a learner's or driving licence in terms of regulation 102 and to take an imprint of the left thumb and right thumb of the applicant as referred to in regulation 108 (1) (c) and 119 (1) (a) and to issue a new or duplicate driving licence card contemplated in regulation 108 (5) (b) or 109 or professional driving permit;"; and
- (c) the substitution for paragraph (f) of subregulation (4) of the following paragraph:
- "(f) as a grade A, B, C or D examiner for driving licences shall, notwithstanding anything to the contrary contained in these regulations, be authorised to substitute a driving licence of any code issued before 1 March 1998, in terms of section 19 of the Act, or to issue a driving licence in terms of section 20 (3), 23 (4) or 24 (3) of the Act or to issue a new or duplicate driving licence card contemplated in regulation 108 (5) (b) or 109 or professional driving permit."

Amendment of Regulation 2A of the Regulations

4. Regulation 2A of the regulations is amended by the substitution for subregulations (4) and (5) of the following subregulations:

"(4) An authorised officer or instructor whose registration has been cancelled or suspended due to the following:

- (a) fraudulent or illegal actions which constitute an offence;
- (b) investigation into fraudulent actions; or
- (c) resigns before completion of investigation into fraud and has been found guilty of fraud;

shall not be appointed or registered by any authority.

(5) An authorised officer or instructor whose registration has been cancelled or suspended due to the following:

- (a) resignation for reasons other than that referred to in subregulation (4); or
- (b) stopped practising as a specific type of authorised officer or instructor for an unspecified period for reasons other than that referred to in subregulation (4),

may be appointed or registered by any authority after the period specified and on the conditions determined by the MEC."

Amendment of regulation 4 of the Regulations

5. Regulation 4 of the regulations is amended by the substitution for the regulation of the following regulation:

"Motor vehicle deemed to be registered

4(1) A motor vehicle in the Republic which is separately registered and licensed in terms of any law of a prescribed territory and which was not ordinarily kept in a garage or at any other place in the Republic when it was so registered and licensed in terms of such law shall, subject to the provisions of subregulations (3) and (4), while it is used by or on behalf of the owner in whose name such vehicle is so registered and licensed, be deemed to be registered in terms of this Part.

(2) Subject to the provisions of subregulation (3) and (4), a motor vehicle which is registered in accordance with a law of a Contracting State to the Convention and in accordance with the terms of the Convention, shall be deemed to be registered in terms of this Part while in the Republic—

- (a) during a continuous period of 12 months calculated from the date on which such motor vehicle is brought into the Republic; or
- (b) until the registration ceases to be of force and effect in terms of the Convention, whichever event is the earlier, and such vehicle may, notwithstanding anything to the contrary contained in this Part, be operated on a public road while it complies with the provisions of the Convention.

(3) If a licence of a motor vehicle contemplated in subregulation (1) or (2) is not renewed within the period of validity of such licence, such vehicle shall no longer be deemed to be registered and licensed with effect from the first day of the month following upon the month in which such period of validity has expired.

(4) If a motor vehicle contemplated in subregulation (1) or (2) is, with effect from a date after its registration and licensing in terms of the law of the prescribed territory concerned or Contracting State, ordinarily kept in a garage or at any other place in the Republic, such vehicle shall

with effect from that date no longer be deemed to be registered and licensed in terms of that subregulation.”.

Amendment of regulation 5 of the Regulations

6. Regulation 5 of the regulations is amended by the substitution for subregulation (1) of the following subregulation:

- “(1) A motor vehicle—
- (a) propelled by electrical power derived from electrical cabling affixed to the vehicle and that is not used on a public road;
 - (b) which has crawler tracks;
 - (c) which is not—
 - (i) self-propelled;
 - (ii) a caravan;
 - (iii) designed principally for the conveyance of persons or goods, or both; and
 - (iv) operated on a public road;
 - (d) which by reason of its dimensions or the mass thereof or the mass of a part thereof may not be operated on a public road in terms of the Act, and which is not so operated;
 - (e) referred to in paragraph (c) and which is drawn by a tractor whether or not it is operated on a public road;
 - (f) of which the Department of Defence is the title holder and owner;
 - (g) which is designed exclusively for racing, and includes a micro midget car or cart and a go-cart, and by virtue of its design, does not comply with the provisions of Parts II, III, and IV of Chapter VI and by reason of such design may not be operated on a public road in terms of the Act;
 - (h) which is a self-propelled lawnmower and by virtue of its design, does not comply with the provisions of Parts II, III, and IV of Chapter VI and by reason of such design may not be operated on a public road in terms of the Act;
 - (i) which is designed exclusively to be used on a golf course and by virtue of its design, does not comply with the provisions of Parts II, III, and IV of Chapter VI and by reason of such design may not be operated on a public road in terms of the Act and for the purpose of this paragraph operate on a public road shall not include the operation of such vehicle within the confines of a golf course;
 - (j) which is a type of motor cycle on which a person stands, generally known as a motorised skateboard, and by virtue of its design, does not comply with the provisions of Parts II, III, and IV of Chapter VI and by reason of such design may not be operated on a public road in terms of the Act; or
 - (k) of any particular class or type of vehicle not provided for in Parts II, III, and IV of Chapter VI, which by virtue of its design, does not comply with the provisions of Parts II, III, and IV of Chapter VI and by reason of such design may not be operated on a public road in terms of the Act, as determined by notice in the Gazette by the Minister, after consultation with the MECs,

shall be exempt from registration and shall not be registered in accordance with the provisions of this Part: Provided that if the ownership of a motor vehicle is to be transferred from the Department of Defence to another person, such Department shall register such motor vehicle prior to such transfer."

Amendment of regulation 9B of the Regulations

7. Regulation 9B of the regulations is amended by substituting the word "deregistration" in the third line of paragraph (a) with the word "registration".

Amendment of regulation 12A of the Regulations

8. Regulation 12A of the regulations is amended by the substitution for the regulation of the following regulation:

"Additional requirements for registration of motor vehicle previously deregistered as stolen

12A. An application for the registration of a motor vehicle previously deregistered as stolen shall, in addition to the requirements and documents referred to in regulation 8, be accompanied by—

- (a) the deregistration certificate issued in terms of regulation 54 (4) in respect of such motor vehicle, or an affidavit containing evidence of the fact that the motor vehicle was previously reported as stolen;
- (b) a South African Police Service clearance of the motor vehicle; and
- (c) duly completed form CCL as shown in Schedule 2."

Amendment of regulation 21 of the Regulations

9. Regulation 21 of the regulations is amended—

- (a) by deleting the word "or" at the end of paragraph (f) of subregulation (1);
- (b) by inserting the word "or" at the end of paragraph (g) of subregulation (1);
- (c) by adding the following paragraph after paragraph (g) to subregulation (1):
 - "(h) which is not a tractor or a caravan and which is not originally adapted or designed for the conveyance of persons, excluding the driver only, or of goods, or both or is not adapted or designed for the conveyance of persons, excluding the driver only, or of goods, or both or,"; and
- (d) by deleting subregulation (5).

Insertion of regulation 25A in the Regulations

10. The following regulation is inserted in the Regulations after regulation 25:

"Electronic motor vehicle licensing

25A (1) If the MEC concerned deems it expedient, he or she may allow for the licensing of a motor vehicle by the owner thereof through a bank's Automatic Teller Machine (ATM) or other form of electronic means.

- (2) Upon the licensing of a motor vehicle in the manner contemplated in subregulation (1), the owner shall pay—
- (a) the appropriate motor vehicle licence fees as determined by the MEC of the Province concerned; and
 - (b) if applicable, the penalties and arrear licence fees referred to in regulations 57 and 59.
- (3) On receipt of the licence information from the Bank concerned, the motor vehicle as referred to in subregulation (1), the Department shall licence the motor vehicle in the manner contemplated in regulation 25.”

Amendment of regulation 37 of the Regulations

11. Regulation 37 of the regulations is amended by the substitution for subregulation (1) of the following subregulation:

- “(1) The owner of a motor vehicle which has been—
- (a) reported stolen as referred to in regulation 54 (1) (c);
 - (b) reported permanently unfit for use as a motor vehicle or as permanently demolished as referred to in regulation 55 (1) (b); or
 - (c) deregistered in terms of regulation 17,

may apply for a refund of an amount calculated at one twelfth of the motor vehicle licence fees paid in respect of such motor vehicle in terms of regulation 25 (2) for every month for which the motor vehicle licence remains valid, on the day immediately preceding the day on which the owner becomes exempt from liability for licensing of the motor vehicle concerned in terms of regulation 54 (5) or 55 (4) or is deregistered in terms of regulation 17.”.

Amendment of regulation 43 of the Regulations

12. Regulation 43 of the regulations is amended by the substitution for subregulations (1) and (2) of the following subregulations:

“(1) Any manufacturer, any builder who modifies motor vehicles, or any importer, who is not required to be registered in terms of these regulations, shall apply to the inspectorate of manufacturers, builders and importers for a letter of authority on form ALA as shown in Schedule 2, in respect of every motor vehicle or every motor vehicle modification, except in respect of a trailer with a gross vehicle mass not exceeding 750 kilograms or a motor vehicle referred to in regulation 21 (c), (d), (e), (f), (g) or (h).

(2) Notwithstanding anything to the contrary contained in these regulations, a motor vehicle contemplated in subregulation (1), shall not be registered unless such manufacturer, builder or importer holds a letter of authority for such motor vehicle.”

Amendment of regulation 54 of the Regulations

13. Regulation 54 of the Regulations is amended—
- (a) by deleting the word “and” at the end of paragraph (a) of subregulation (6);
 - (b) by inserting the phrase “; and” at the end of paragraph (b) of subregulation (6); and

- (c) by adding the following paragraph to subregulation (6):
- "(c) apply for the licensing of such motor vehicle as referred to in regulation 24, which application shall be accompanied by a South African Police Service clearance of the motor vehicle and a duly completed form CCL as shown in Schedule 2."

Amendment of regulation 55 of the Regulations

14. Regulation 55 of the Regulations is amended by the substitution for paragraph (b) of subregulation (3) of the following paragraph:

- "(b) update the particulars pertaining to the motor vehicle in the register of motor vehicles;"

Insertion of regulations after regulation 64 of the Regulations

15. The following regulations are inserted in the Regulations after regulation 64:

"Manner of application for registration as an external road traffic register user

64A. (1) An application for registration as an external road traffic register user shall be made in writing with a detailed motivation to the Minister.

- (2) An application, referred to in subregulation (1) shall be accompanied by-
 - (a) the acceptable identification of the applicant and that of its proxy and representative and a letter of proxy; and
 - (b) any other additional information or documents as may be required by the Minister.

Manner of registration as an external road traffic register user

64B. (1) On receipt of the application referred to in regulation 64A, the Minister shall-

- (a) ensure that such application is in order;
- (b) require the Department to-
 - (i) evaluate the applicant; and
 - (ii) submit a recommendation in respect of the registration of the applicant;
- (c) require the designated officer of the South African Police Service as appointed by the Vehicle Identification Section and Safeguarding Unit to submit a report, in respect of the applicant, and such report may contain any prior convictions recorded against the applicant and the nature of such convictions, and any such official is hereby authorised to report accordingly;
- (d) with due regard to the evaluation and recommendations of the Department and the South African Police Service, satisfy himself or herself that the applicant is suitable to be registered; and
- (e) after consultation with the MECs, inform the applicant of his or her decision.
- (2) If the Minister is satisfied that the applicant may be registered as an external road traffic register user, the Minister shall-

- (a) register the applicant subject to the condition as is prescribed in regulation 64C and, such other conditions as the Minister deems fit;
 - (b) record the particulars pertaining to such applicant in the register of external road traffic register users; and
 - (c) issue to such applicant a letter of confirmation of registration, which shall include the conditions referred to in paragraph (a).
- (3) If the Minister is not satisfied that the applicant may be registered as an external road traffic register user, the Minister shall notify such applicant accordingly.

Conditions for registration as an external road traffic register user

64C. The Minister shall require as a condition of registration that the external road traffic register user must sign a contract which stipulates the provisions that the external road traffic register user must comply with.

Manner of suspension or cancellation of registration as an external road traffic register user

64D. (1) If the Minister intends to suspend or cancel the registration of an external road traffic register user, he or she shall notify such external road traffic register user of such intention and the reason therefore.

(2) The external road traffic register user referred to in subregulation (1), may, within 14 days from the date of issue of such notification submit a written representation to the Minister.

(3) The Minister shall after due consideration of any representation made in terms of subregulation (2), if any-

- (a) cancel the registration of the external road traffic register user concerned, or suspend such registration for such period as he or she may deem fit; or
- (b) not cancel or suspend the registration of the external road traffic register user concerned,

and notify the external road traffic register user accordingly.

(4) The external road traffic register user, of which the registration has been cancelled, shall within 14 days after having been notified of such cancellation, submit to the Minister the certificate of registration.

(5) In the case where an external road traffic register user no longer desires to be registered as such, he or she shall, in writing, notify the Minister."

Amendment of regulation 69 of the Regulations

16. Regulation 69 of the Regulations is amended by the substitution for paragraph (e) of subregulation (1) of the following paragraph:

- "(e) delivery of such motor vehicle as well as one other motor vehicle that is loaded onto such motor vehicle: Provided that if any part of the motor vehicle loaded onto such motor vehicle is operated on a road, the other motor vehicle shall also display a motor trade number in the prescribed manner."

Amendment of regulation 95 of the Regulations

17. Regulation 95 of the Regulations is amended by -

(a) the substitution for paragraph (f) of subregulation (2) of the following paragraph:

"(f) as a grade F driving licence testing centre, shall be authorised to substitute a driving licence of any code contained in an identity document, issued before 1 March 1998, in terms of section 19 of the Act and to issue a new or duplicate driving licence card contemplated in regulation 108(5)(b) or 109 or professional driving permit;" and

(b) the substitution for paragraph (g) of subregulation (2) of the following paragraph:

"(f) as a grade A, B, C, D or E driving licence testing centre shall, notwithstanding anything to the contrary contained in these regulations, be authorised to substitute a driving licence of any code issued before 1 March 1998, in terms of section 19 of the Act, or to issue a driving licence in terms of section 20 (3), 23 (4) or 24 (3) of the Act or to issue a new or duplicate driving licence card contemplated in regulation 108 (5) (b) or 109 or professional driving permit."

Repealing of regulation 98 of the Regulations

18. Regulation 98 of the Regulations is repealed.

Amendment of regulation 108 of the Regulations

19. Regulation 108 of the Regulations is amended—

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

"(1) An examiner for driving licences shall forthwith, after the examiner for driving licences notified the applicant that he or she shall be issued with a driving licence after an examination and test in terms of regulation 107 or in the case of an application in terms of subregulation (5) (b) or regulation 109, and if he or she is satisfied that the applicant must be issued with a driving licence and that the applicant is not disqualified from holding a driving licence as contemplated in section 15 (1) (f) of the Act read with regulation 102—

(a) complete the authorisation to issue the driving licence on form DL1, as shown in Schedule 2 and record the authorisation on the register of driving licences;

(b) indicate in the authorisation referred to in paragraph (a) whether the driving licence card should reflect an endorsement in terms of section 18 (4) of the Act;

(c) take an imprint of the left thumb and right thumb of the applicant on the image scanning sheet (form ISS) and the duplicate of it, and should the applicant not have a left or right thumb, an imprint of such fingers as specified on the ISS form, the identification of which shall be noted on the image scanning sheet;

(d) affix one photograph of the applicant to the image scanning sheet (form ISS) and one photograph to its duplicate;

(e) ensure that the same bar code number appears on form ISS and the duplicate of it;

(f) ensure that the applicant signs form ISS and the duplicate of it;

(g) retain the duplicate of form ISS for record purposes;

(h) record the barcode number of the image scanning sheet (form ISS) on the application form

submitted in terms of regulation 106 (1) and on the register of driving licences; and

(i) send form ISS to the Card Production Facility not later than two working days after the date of the authorisation referred to in paragraph (a) and, upon receipt of the fee for the issuance of a driving licence as determined by the MEC of the province concerned, if such fee has not already been paid for the simultaneous issue of a driving licence with a different code, order the driving licence card on which the driving licence appears from that facility. Provided that the tasks mentioned in paragraphs (g) to (i) may be performed by an employee of the driving licence testing centre concerned.”;

(b) by the substitution in subregulation (5) for paragraph (a) of the following paragraph:

“(a) Subject to regulation 101 (2) (a), a driving licence card shall expire five years from the date on which it has been ordered from the Card Production Facility. Provided that where a person has applied for a new driving licence card in the manner contemplated in paragraph (b) on or before the expiry date of the driving licence card held by such person, the new driving licence card shall expire five years from the date after the expiry date of the driving licence card held by such person.”; and

(c) by the substitution for subregulation (6) of the following subregulation:

“(6) (a) Notwithstanding the provisions of subregulation (5) (a), where a person has applied for a new driving licence card in the manner contemplated in subregulation (5) (b) on or before the expiry date of the driving licence card held by such person and a driving licence of the person concerned has not been suspended or cancelled, that card shall remain valid until the new driving licence card has been issued in terms of subregulation (3) but not for more than three months after the expiry date of such driving licence card.

(b) The provisions of paragraph (a) shall only apply if the holder of the driving licence card is in possession of the driving licence card previously issued to him or her and proof of the fees paid in terms of Regulation 109 (2) (c) for a new driving licence card as contemplated in Regulation 108 (1).”.

Amendment of regulation 109 of the Regulations

20. Regulation 109 of the Regulations is amended—

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

“(1) An application for a duplicate of a learner's licence shall be made by the applicant on form LL1 as shown in the Schedule 2 and an application for a duplicate driving licence card shall be made by the applicant on form DL1 as shown in Schedule 2 at any driving licence testing centre.”; and

(b) by the deletion of subregulation (4).

Amendment of regulation 114C of the Regulations

21. Regulation 114C of the Regulations is amended by the substitution for the regulation of the following regulation —

“Registration of instructor

114C. (1) If the chief executive officer is satisfied as contemplated in section 28B of the Act, he or she shall—

(a) in the case of an instructor, grade the applicant in terms of regulation 114F;

- (b) record the particulars of the applicant on the register of instructors referred to in regulation 331 (4) (a); and
 - (c) issue to the applicant a certificate of registration on form CRI as shown in Schedule 2.
- (2) If the chief executive officer is not satisfied as contemplated in section 28B of the Act, he or she shall refuse to register the applicant and notify such applicant accordingly.
- (3) Any person whose registration has been cancelled in terms of section 28C of the Act and who applies to be registered, may in addition to the requirements referred to in subregulation (1), be required to have successfully completed a refresher course, at a training centre contemplated in section 28C, within a period of three months prior to such application.”

Amendment of regulation 114D of the Regulations

22. Regulation 114D of the Regulations is amended by the substitution for subregulations (4), (5) and (6) of the following subregulations —

- “(4) The instructor whose registration has been suspended or cancelled shall surrender his or her registration certificate forthwith to the chief executive officer.
- (5) The chief executive officer shall update the register of instructors.
- (6) After the expiry of the period of suspension, the chief executive officer shall return to the person entitled thereto, the registration certificate that was surrendered to it in terms of subregulation (4).”.

Amendment of regulation 114E of the Regulations

23. Regulation 114E of the Regulations is amended by the substitution for subregulation (4) of the following subregulation —

- “(4) If the application is granted—
 - (a) the chief executive officer shall update the register of instructors;
 - (b) the chief executive officer shall issue the new registration certificate free of charge; and
 - (c) the new registration certificate shall not be issued before the existing registration certificate has been surrendered to the chief executive officer concerned for cancellation.”.

Insertion of regulation 114F in the Regulations

24. The following regulation is inserted in the Regulations after regulation 114E:

“Grades of instructors

114F (1) The chief executive officer shall grade an instructor as—

- (a) grade A, if such instructor is competent as referred to in regulation 114B to train a person for a driving licence of any code and such instructor holds a code EC driving licence for a manual transmission and a code A driving licence;

- (b) grade B, if such instructor is competent as referred to in regulation 114B to train a person for a driving licence of the code B, C1, C, EB, EC1 and EC, and such instructor holds a code EC driving licence for a manual transmission;
 - (c) grade C, if such instructor is competent as referred to in regulation 114B to train a person for a driving licence of the code A1, A and B, and such instructor holds a code EB driving licence for a manual transmission and a code A driving licence;
 - (d) grade D, if such instructor is competent as referred to in regulation 114B to train a person for a driving licence of the code B, and such instructor holds a code EB driving licence for a manual transmission; or
 - (e) grade L, if such instructor is competent as referred to in regulation 114B to train a person for a learner's licence of any code.
- (2) An instructor who is graded in terms of subregulation (1)—
- (a) as a grade A instructor, shall be authorised to train a person for a driving licence of any code;
 - (b) as a grade B instructor, shall be authorised to train a person for a driving licence of the code B, C1, C, EB, EC1 or EC;
 - (c) as a grade C instructor, shall be authorised to train a person for a driving licence of the code A1, A or B;
 - (d) as a grade D instructor for driving licences, shall be authorised to train a person for a driving licence of the code B; or
 - (e) as a grade L instructor, shall be authorised to train a person for a learner's licence of any code."

Amendment of regulation 115 of the Regulations

25. Regulation 115 of the Regulations is amended by the substitution for paragraph (f) of subregulation (1) of the following paragraph:

"(f) a motor vehicle the gross vehicle mass of which exceeds 3 500 kilograms to which regulations 273 to 283 apply as contemplated in regulation 274; and".

Amendment of regulation 120 of the Regulations

26. Regulation 120 of the Regulations is amended by the substitution for the Regulation of the following regulation:

"Professional driving permit remains in force after application

120. (1) Notwithstanding the provisions of Regulation 122 (1), where the holder of a professional driving permit has applied for a new professional driving permit in the manner contemplated in Regulation 122 (2) on or before the expiry date of the professional driving permit held by such person and the professional driving permit or a driving licence of the person concerned has not been suspended or cancelled, that permit shall remain valid until the new professional driving permit has been issued in terms of Regulation 119 (3) or until such holder is notified that his or her application for a new professional

driving permit has been refused in terms of Regulation 125 (4) but not for more than four months after the expiry date of such professional driving permit.

- (2) The provisions of subregulation (1) shall only apply if the holder of the professional driving permit is in possession of the professional driving permit previously issued to him or her and proof of the fees paid in terms of Regulation 118 (2) (a) for a new professional driving permit as contemplated in Regulation 122 (2)."

Amendment of regulation 122 of the Regulations

27. Regulation 122 of the Regulations is amended by the substitution for subregulation (1) of the following subregulation:

- "(1) A professional driving permit shall be valid for a period of 24 months from the date of authorisation thereof as referred to in regulation 119 (1) (e) unless the permit or a driving licence of the person concerned has been suspended or cancelled. Provided that where a person has applied for a new professional driving permit in the manner contemplated in subregulation (2) on or before the expiry date of the professional driving permit held by such person, the new professional driving permit shall be valid for a period of 24 months from the date after the expiry date of the professional driving permit held by such person."

Substitution of regulations 128 to 137 of the Regulations

28. Regulation 128 to regulation 137 of the Regulations are hereby substituted for the following regulations

"Application to be approved to register testing station

Manner of application to be approved as suitable person or body of persons to be able to apply for registration of testing station

127A. (1) A person or body of persons desiring to operate a testing station as contemplated in section 38, shall declare such intention in writing in an affidavit or an affirmation and submit such affidavit or affirmation and the fee as determined by the MEC concerned, to the MEC concerned.

- (2) The affidavit or statement contemplated in subregulation (1) shall contain-
- (a) the particulars of every person, or the members or directors of every juristic person in whose name such testing station shall be registered in the event that such application is approved;
 - (b) the exact location of the proposed testing station;
 - (c) the grade of testing station to be operated; and
 - (d) all matters relevant to the consideration of the suitability of such application, addressed in the agreement to be concluded between the MEC and a testing station proprietor as shown in Schedule 3.

Consideration of suitability of testing station and person or body of persons to operate testing station

127B. (1) The MEC shall consider the application referred to in regulation 127A and shall, without limiting the factors to be considered, take the following into account-

- (a) the suitability of the applicant;
- (b) the rejection of the applicant to register a testing station, by any other MEC;
- (c) the rejection of any spouse or partner of the applicant to operate a testing station;

- (d) the recommendations from the inspectorate of testing stations;
 - (e) all matters relevant to the application as stated in the concept agreement to operate a testing station as shown in Schedule 3.
- (2) The MEC may require or obtain any additional information to decide on the application.
- (3) The MEC may require that any applicant or the spouse or partner of the applicant obtain a record of previous convictions from the South African Police Services.
- (4) If the MEC is satisfied as to the suitability of the testing station he or she shall notify the applicant in writing of his or her decision to approve the application.
- (5) If the MEC is not satisfied as to the suitability of the testing station he or she shall refuse to register such testing station, and shall notify the applicant accordingly.
- (6) A person or body of persons whose application to operate a testing station has been refused by an MEC due to the unsuitability of such person or body of persons, may not apply in any other Province for the operation of a testing station as contemplated in regulation 127A.

Manner of application of approved person or body of persons to register testing station

- 128.** (1) An application by an approved person or body of persons as contemplated in regulation 127B (4) for the registration of a testing station, shall be made on form TS1 as shown in Schedule 2, and a management representative and alternative management representative shall be identified in respect of the testing station concerned.
- (2) An application as referred to in subregulation (1) shall be accompanied by acceptable identification of the applicant and of the management representatives identified under subregulation (1), and such other documentation as required to complete the agreement as shown in Schedule 3.

Requirements to be met for registration of testing station

- 129.** The requirements for registration of a testing station, are—
- (a) proven compliance with the level of technical competence required in terms of "The requirements for testing stations" as shown in Schedule 4;
 - (b) the ability to test and examine a motor vehicle in terms of "The testing and examination of motor vehicles" as shown in Schedule 5;
 - (c) a signed agreement between the MEC and the testing station proprietor reflecting the information of the agreement as shown in Schedule 3; and
 - (d) the payment of the fees as determined by the MEC of the province concerned.

Manner of registration of a testing station

- 130.** (1) The MEC shall, upon receipt of an application for registration of a testing station made in terms of regulation 128 with due regard to the evaluation and recommendations of the inspectorate of testing stations, satisfy himself or herself that the testing station concerned complies with the requirements referred to in regulation 129.
- (2) If the MEC is satisfied as to the suitability of the testing station in terms of regulations 127A and 128, he or she shall—
- (a) subject to the conditions he or she may deem fit, register and, in terms of regulation 132, grade such testing station;
 - (b) record the particulars of such testing station on the register of testing stations;
 - (c) issue a certificate of registration on form as shown in Schedule 2, to such testing station;
 - (d) provide, upon payment of the fees as determined by the MEC of the province concerned, as many forms necessary for the certification of roadworthiness of motor vehicles as requested by a testing station, if such testing station is not under the control of a registering authority; and
 - (e) give notice of the registration of the testing station in the provincial gazette concerned.

(3) A certificate of registration issued in terms of subregulation (2)(c) shall be displayed in a conspicuous place where members of the public who make use of the testing station can see such certificate.

(4) A testing station shall only be registered for the premises reflected on form TS1 and may only be operated by the testing station proprietor in whose name the testing station is registered.

Notification of change of particulars of testing station

131. (1) Subject to the previous provisions of subregulations (3), the testing station proprietor in whose name the testing station is registered, shall, upon the change of any of the particulars submitted in terms of regulations 127A and 128, notify the MEC and the inspectorate of testing stations of such change on form TS1 as shown in Schedule 2, within 14 days after such change.

(2) The MEC shall, upon receipt of a notification referred to in subregulation (1), update the register of testing stations accordingly.

(3) In the event that the testing station proprietor sell or alienate the testing station, it shall be considered as a new application and the procedure of regulations 127A shall apply.

Approval of appointment of examiner of vehicles prior to appointment

131A. (1) A testing station proprietor who desires to appoint an examiner of vehicles at a testing station, shall submit the particulars of such examiner of vehicles to the MEC, concerned for approval.

(2) The MEC shall evaluate the record, registration and grading of the examiner of vehicles referred to in subregulation (1) for his or her suitability to be appointed at the testing station concerned and shall notify the testing station proprietor of his or her decision.

(3) A testing station proprietor shall not appoint an examiner of vehicles, unless the appointment of such examiner has been approved by the MEC.

Grades of testing stations

132. (1) The MEC shall grade a testing station as a grade A or B, as the case may be, if such testing station complies with the appropriate grading requirements when it is evaluated, according to "The requirements for testing stations" as shown in Schedule 4.

- (2) (a) A grade A testing station is authorized to examine and test a motor vehicle of any class in terms of regulation 140 for roadworthiness; or
- (b) A grade B testing station is authorized to examine and test a motor vehicle of any class, excluding -
- (i) a bus, minibus or goods vehicle the gross vehicle mass of which exceeds 3 500 kilograms; or
- (ii) any other motor vehicle the tare of which exceeds 3 500 kilograms.

- (3) The MEC may restrict a testing station to examine and test only -
- (a) vehicles owned and operated by certain persons;
- (b) vehicles of certain makes;
- (c) vehicles of certain models;
- (d) vehicles of certain classes;
- (e) vehicles with certain dimensions; or
- (f) vehicles as may be determined by the MEC concerned.

(4) The MEC may amend the grading of a testing station registered before the implementation of this regulation, if such testing station does not fully comply with the requirements in Schedule 4 and shall do so in terms of the provisions of such schedule.

Manner of suspension or cancellation of registration of a testing station

133. (1) Subject to subregulation (3) the MEC shall, upon being notified that a registered testing station does not comply with the provisions of this Act, or upon a recommendation of the inspectorate of testing stations of non-compliance satisfy himself or herself of such testing station.

(2) The MEC shall, in considering the suspension or cancellation of the registration of a testing station on any matter, other than an alleged criminal offence—

- (a) notify the testing station proprietor of the failure of such testing station to comply with the requirements of this Act; and
- (b) demand from such testing station proprietor to indicate in writing within three days from the date of the said notification—
 - (i) the reason for such failure; and
 - (ii) the details of the measures that have been taken to rectify and prevent such failure.

(3) If the MEC has any information on any alleged criminal offence committed by any testing station proprietor or an employee, agent or manager of such testing station, he or she may immediately suspend the registration of such testing station and seize any records and unused documents of such testing station.

(4) If the MEC is not satisfied with the reason or measures referred to in subregulation (2)(b), he or she shall inform the proprietor referred to in paragraph (2)(a) and may—

- (a) suspend; or
 - (b) cancel,
- the registration of such testing station.

(5) If the MEC suspends or cancels the registration of a testing station, he or she shall—

- (a) notify such testing station proprietor of such suspension or cancellation and the reason therefor and, in the case of suspension, the period thereof; and
- (b) give notice in the Provincial Gazette of the cancellation referred to in paragraph (a).

(6) The person referred to in paragraph (2)(a) whose testing stations registration has been cancelled, shall within three days after having been notified of such cancellation, submit to the MEC—

- (a) the certificate of registration referred to in regulation 130(2)(c) issued in respect of such testing station;
- (b) any certificates held but not issued by such testing station; and
- (c) a reconciliation of forms held and issued, and blank forms.

Duties of a testing station proprietor

134. A testing station proprietor shall—

- (a) notify the MEC of the province concerned within seven days of any change in particulars or circumstances in relation to any information provided to the MEC on the testing station;
- (b) exercise proper control over the management representative, examiner of vehicles or officer employed at such testing station;
- (c) ensure that motor vehicles tested at such testing station are tested and examined in accordance with the Act;
- (d) ensure that all records are kept as required by the Act;
- (e) ensure that all records, tax clearance certificates and calibration tables are submitted to the relevant MEC; and
- (f) ensure that all documents pertaining to the road traffic legislation and SABS specifications are kept up to date and all amendments recorded.

Duties of a management representative

134A. A management representative shall—

- (a) ensure that every vehicle tested at the testing station, is tested in accordance with the provisions of the legislation;
- (b) if he or she is not the testing station proprietor, report possible deviations from the legislation, by any examiner employed at such station to the testing station proprietor.

134B. Act or omission of management representative, examiner of vehicles or employee employed by testing station operator proprietor

(1) Whenever any management representative, examiner of vehicles or employee of a testing station commits or omits an act which would have constituted an offence in terms of this Act if the testing station proprietor had committed or omitted such act, that testing station proprietor shall, in the absence of evidence—

- (a) that he or she did not connive at or permit such act or omission;
- (b) that he or she took all reasonable measures to prevent an act or omission of the nature concerned; and
- (c) that an act or omission of the nature of the act or omission charged did not fall within the scope of the authority of or the course of the employment as such manager, agent or employee,

be deemed himself or herself to have committed or omitted that act and be liable to be convicted and sentenced in respect thereof.

(2) Whenever any management representative, examiner of vehicles or employee of a testing station commits or omits any act which would have constituted an offence in terms of this Act if the testing station proprietor had committed or omitted it, such manager, agent or employee shall be liable to be convicted and sentenced in respect thereof as if he or she were such testing station proprietor.

Transitional provision for registering testing station operating without agreement

135. A testing station that was registered prior to the implementation of this provision, shall comply with the provisions of regulation 129(c) from a date, 12 months after implementation of this regulation."

Amendment of regulation 154 of the Regulations

29. Regulation 154 of the Regulations is amended by the substitution for subregulation (1) of the following subregulation:

"(1) Subject to the provisions of subregulation (2), no person shall, after 1 January 1995, operate on a public road, a goods vehicle, the gross vehicle mass of which exceeds 3 500 kilograms, a mini-bus, bus or tractor which was registered for the first time on or after 1 January 1986, unless the brakes fitted to such vehicle comply with the standard specification SABS 1207 "Motor Vehicle Safety Standard Specification for Braking", the standard specification SABS 1051 "Motor Vehicle Safety Specification for Braking" or the specification SABS ECE R13 "Uniform provision concerning approval of vehicle categories N, M and O with regard to braking".

Amendment of regulation 184 of the Regulations

30. Regulation 184 of the Regulations is amended by adding the following subregulation:

"(7) The provisions of subregulation (1) shall not apply to main beam lamps that comply with the requirements of standard specification SABS 1046 "Motor vehicle safety specification for lights and light signalling devices installed on motor vehicles and trailers", and standard specification SABS 1376 "Lights for motor vehicles", Part 2: Head lights" and which is homologated as such by the Inspectorate of Manufacturers, Importers and Builders."

Amendment of regulation 200 of the Regulations

31. Regulation 200 of the Regulations is amended by the substitution for subregulation (2) of the following subregulation:

- "(2) (a) Subject to paragraph (b), no person shall operate on a public road a motor vehicle referred to in regulation 142 (1) in respect of which a roadworthy certificate is required, first registered in the Republic or any other country and into his or her name on or after 1 July 1999, or any motor vehicle first registered in the Republic or any other country and into his or her name on or after 1 January 2000, the steering wheel of which is on the left hand side.
- (b) Paragraph (a) does not apply in respect of a vehicle manufactured, built or imported by a registered manufacturer, builder or importer for the purpose of export or for the purpose of testing, assessment or development, if such vehicle is operated on a public road under an exemption in terms of section 81 of the Act."

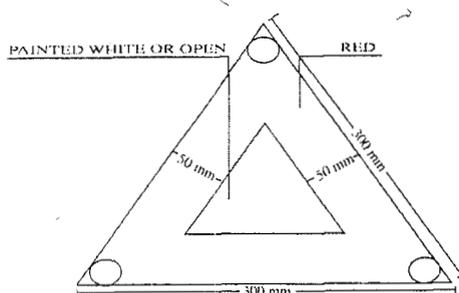
Amendment of regulation 202 of the Regulations

32. Regulation 202 of the Regulations is amended by the substitution for subregulation (4) of the following subregulation:

- "(4) The provisions of subregulation (3) (a) (ii) shall not apply to an ambulance or a hearse or to windows complying with SABS ECE R43."

Amendment of regulation 214 of the Regulations**33. "Emergency warning signs (triangles)"**

- (1) For the purpose of this regulation 214(1) –
- (a) the expression "motor vehicle" excludes an ambulance or motor-car first registered before 1 July 2005, a motor cycle, motor tricycle or a motor quadrucycle;
- (b) "reflective material" means reflective material which under all circumstances is capable of reflecting light; and
- (c) the expression "warning triangle" means
- (i) for goods vehicles, minibuses and buses with a gross vehicle mass of 3 500 kilograms or less a double sided sign having the shape, design minimum dimensions and colours as illustrated hereunder and of which the red portion on each side –
- (aa) shall consist of red reflective material; or
- (bb) shall be painted red and have retro-reflectors in each corner; or



- (ii) for any other motor vehicle, a warning sign complying with the requirements of standard specifications SABS 1329 "Retro-Reflective and Fluorescent Warning Signs For Road Vehicles", Part 1: "Triangles" and bears a certification mark. Provided that in the case of a combination of motor vehicles, the emergency warning sign for every motor vehicle of such combination may be carried on the drawing vehicle.
- (2) Where a motor vehicle is for any reason stationary on the roadway or the shoulder of a public road, the driver of such vehicle shall display or cause to be displayed at least two emergency warning signs in the manner contemplated in subregulation (5).
 - (3) No person shall, without lawful cause, remove or tamper with any emergency warning sign, which is being displayed in accordance with the provisions of this regulation.
 - (4) At least one emergency warning sign shall be displayed in the following manner:
 - (a) The sign shall be placed not less than 45 metres from the motor vehicle along the roadway of the public road concerned in the direction from which traffic will approach such vehicle when travelling on the side of the roadway closest to such motor vehicle;
 - (b) the sign shall be placed approximately as far from the edge of the roadway as the transverse centre of the motor vehicle is from the edge of the roadway; and
 - (c) the reflective side of the sign shall face in the direction from which any traffic will approach.
 - (5) The provisions of subregulation (3) shall not apply where a motor vehicle is stationary—
 - (a) in a place where a road traffic sign authorises the loading or unloading of a vehicle;
 - (b) in compliance with any direction conveyed by a road traffic sign or given by a traffic officer;
 - (c) on account of other traffic on the public road concerned and while the driver occupies the driving seat of such motor vehicle; or
 - (d) in the course of events accompanying the carrying out of a State or municipal function.

Amendment of regulation 220 of the Regulations

34. Regulation 220 of the Regulations is amended by deleting subregulation 3 of the regulation.

Amendment of regulation 233 of the Regulations

35. Regulation 233 of the Regulations is amended by the substitution for subregulation (4) of the following subregulation:

- "(4) Where in this regulation a reference is made to a maximum or minimum dimension, a tolerance of 10 millimeters shall apply to such dimension."

Amendment of regulation 245 of the Regulations

36. Regulation 245 of the Regulations is amended by the substitution for subregulation (1) of the following subregulation:

"(1) No person shall operate on a public road a mini-bus, bus or goods vehicle of which the gross vehicle mass exceeds 3 500 kilograms unless the following particulars in respect of such mini-bus, bus or a goods vehicle are clearly imprinted or stamped on a metal plate or plates affixed in an accessible place on a door post, under the bonnet or on the dash board of the vehicle concerned or, in the case of a trailer, on the left side thereof in any conspicuous place:

- (i) The tare in kilograms (denoted as T);
- (ii) the gross vehicle mass in kilograms (denoted as GVM/BVM);
- (iii) the gross axle massload or gross axle unit massload of each axle or axle unit in kilograms (denoted as GA/BA and GAU/BAE, respectively);
- (iv) in the case of a semi-trailer the gross kingpin massload as specified by the manufacturer (denoted as GKM/BSM);
- (v) the gross combination mass in kilograms where the vehicle is used to draw any other vehicle (denoted as GCM/BKM);
- (vi) where applicable, the net power in kilowatts as determined in accordance with or calculated with due regard to code of practice SABS 013 "The determination of performance (at net power) of internal combustion engines";
- (vii) the permissible maximum vehicle mass referred to in regulation 236 in kilograms (denoted as V): Provided that this item is not applicable in respect of a semi-trailer;
- (viii) the permissible maximum axle massload referred to in regulation 234 or axle unit massload referred to in regulation 235 of each axle or axle unit in kilograms (denoted as A and AU/AE, respectively); and
- (ix) the permissible maximum drawing vehicle mass referred to in regulation 244 (c) (denoted as D/T)."

Amendment of regulation 287 of the Regulations

37. Regulation 287 of the Regulations is amended by the substitution of paragraph (c) of subregulation (1) of the following paragraph:

- "(c) be displayed substantially in conformity with:
- (i) the Southern African Development Community Road Traffic Signs Manual Volume One and Four; and
 - (ii) the South African Road Traffic Signs Manual Volume Two and Three."

Amendment of regulation 293 of the Regulations

38. Regulation 293 of the regulations is amended by substituting the word "of" after the word "kilograms" in item (ii) of paragraph (b) of subregulation (1), with the word "or".

Amendment of regulation 331 of the Regulations

39. Regulation 331 of the Regulations is hereby amended by the addition of the following subregulations after subregulation (5):

(6) The manner in which records may be kept is by electronic record or by hard copy and a hard copy may be scanned and kept as an electronic copy.

(7) Any summary or reconciliation of any records that has to be submitted to the MEC in terms of this regulation, may be submitted in electronic format."

Amendment of regulation 338 of the Regulations

40. Regulation 338 of the Regulations is amended by inserting the following paragraph after paragraph (n):

"(nA) in regulations 114A to 114F, the words "chief executive officer" mean the MEC;"

Section 32 of the Act must be amended first.

Amendment of Schedule 2 of the Regulations

41. Schedule 2 of the Regulations is amended—

- (a) by inserting form "ATD" as shown in Schedule 1 to these Regulations;
- (b) by inserting form "CCL" as shown in Schedule 1 to these Regulations;
- (c) by inserting form "COO" as shown in Schedule 1 to these Regulations;
- (d) by inserting form "CRI" as shown in Schedule 1 to these Regulations;
- (e) by inserting form "MMC" as shown in Schedule 1 to these Regulations;
- (f) by the substitution for form "RI" of form "ACR" as shown in Schedule 1 to these Regulations; and
- (g) by the substitution for form "ADV" of form "ADV" as shown in Schedule 1 to these Regulations.

Insertion of Schedule 3,4 and 5 in the Regulations

42. Schedule 3,4 and 5 as shown in Schedule 2, are inserted after schedule 2 of the Regulations.

Short title and commencement

43. (1) These Regulations are called the Seventh Amendment to the National Road Traffic Regulations, and come into operation upon publication in the *Gazette*.
- (2) Regulation 25 and 41 of the Sixth Amendment of the National Road Traffic Regulations issued in terms of the National Road Traffic Act, 1996 (Act No 93 of 1996) as published in Government Notice No R. 1341 of 25 September 2003, will come into operation upon publication of these Regulations in the *Gazette*.

- (3) Regulations 3, 4 and 21 to 24 will come into operation upon a date to be determined by the Minister in the Gazette.

MOTOR VEHICLE DESCRIPTIONS MOTORVOERTUIGBESKRYWINGS	
Unknown/Onbekend	Mesh side body/Maaskantbak
Motorcycle (no sidecar)/Motorfiets (nie syspan)	Caravan/Woonwa
Motorcycle (with sidecar)/Motorfiets (met syspan)	Tractor/Trekker
Scooter/Bromponie	Breakdown/Teëspoedwa
Motor tricycle/Motordriewiel	Fire engine/Brandweerwa
Motor quadrucycle/Motorvierwiel	Ambulance/Ambulans
Beach buggy/Ritsmotor	Rescue vehicle/Reddingsvoertuig
Sedan (closed top)/Sedan (toe-kap)	Hearse/Lykswa
Coupe (closed top)/Koepee (toe-kap)	Grader/Skraper
Coupe (open top)/Koepee (oop-kap)	Compactor/Kompakteerder
Station wagon/Stasiewa	Roller/Roller
Jeep/	Loader/Laaier
Hatch back/Luikrug	Crane/Hyskraan
Combi/Micro/Minibus/Kombi/Mikro-/Minibus	Tarmac spreader/Teerverspreider
Bus (single deck)/Bus (enkeldek)	Digger/Graaf
Bus (double deck)/Bus (dubbeldek)	Backacter/Tru-grawer
Bendi bus/Bus-train/Buigbus/Bustrein	Drill/Borer/Drain cleaner.Boor/Rioolpomp
Pick-up/Bakkie	Generator/Generator
Panel Van/Paneelwa	Compressor/Kompressor
Box body/Kokerbak	Sweeper/Veër
Van body/Toebak	Pipelaying/Pyplêer
Flat deck/Platform/Platbak/Platform	Harvester/Stroper
Dropside/Klapkant	Baler/Mower/Baalpers/Snymasjien
Tipper/Wipbak	Planter/Planter
Compactor body/Kompakteerbak	Hammer/Hamer
Equipment platform/low/Toerusting platform/laeblad	Mini bus (10-15)/Minibus (10-15)
Logger body/Houtstompbak	Stationwagon/Combi/Stasiewa/Kombi
Sheet glass body/Ruitglasbak	Hearse/Ambulance/Lykswa/Ambulans
Mixer/Menger	Roadmaking/Padbou
Tanker/Tenkwa	Earthmoving/Grondverplasing
Truck tractor/Voorspanmotor	Excavation/Uitgrawings
Chassis-cab/Onderstel-kap	Construction/Konstruksie
Chassis/Onderstel	Mass/Diesel crt farm/Massa/Diesel boer
Skeletal/Skelet	Utility vehicle/Nutsvoertuig
Adapter dolly/Pasdrasteel	Agriculture machine/Landboumasjien
Converter dolly/Omsetterdrasteel	Mobile equipment/Mobiele toerusting
Vehicle carrier/Voertuigdraer	

**CERTIFICATE OF REGISTRATION
FOR INSTRUCTOR**
(National Road Traffic Act, 1996)

**SERTIFIKAAT VAN REGISTRASIE
VIR INSTRUKTEUR**
(Nasionale Padverkeerswet, 1996)

It is hereby certified that
Hiermee word gesertifiseer dat

#c\$#
#c\$#
#c\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$#

has been registered as
geregistreeer is as

Instructor/Instrukteur

#c\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$#
#c\$#
#c\$#

Infrastructure number : #1\$\$\$\$\$\$#
Infrastruktuurnommer

Signed : _____ at _____
Geteken : _____ te _____

MEC responsible for Road Traffic
LUR verantwoordelik vir Padverkeer

Date : #c\$\$\$\$\$\$\$\$# Official seal
Datum : #c\$\$\$\$\$\$\$\$# Amptelike seël

Issue number : #2\$#
Uitreikingsnommer

Control number : #c\$\$\$\$\$\$\$\$#
Beheernommer

INSTRUCTIONS

1. Cut on line to remove proof of registration.
2. Keep proof of registration with driving licence card.
3. Retain certificate in a safe place.

PROOF OF REGISTRATION AS INSTRUCTOR

RSA		
NO.	#c\$\$\$\$\$\$\$\$#	NR.
Name/Naam		
#c\$#		
Type of identification/Soort identifikasie		
#c\$#		
Identification number	#c\$\$\$\$\$\$\$\$#	Identifikasie-nommer
Grade	#c\$#	Graad
Date of issue	#c\$\$\$\$\$\$\$\$#	Datum van uitreiking
BEWYS VAN REGISTRASIE AS INSTRUKTEUR		

AANWYSINGS

1. Knip bewys van registrasie uit op lyn.
2. Hou bewys van registrasie saam met bestuurlisensiekaart.
3. Bewaar sertifikaat op 'n veilige plek.

#1U\$#

#rD\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$#

ATD(1)(2003/10)

ATD

REPUBLIC OF SOUTH AFRICA

REPUBLIEK VAN SUID-AFRIKA

**APPLICATION TO HAVE
TEST DEFERRED**
(National Road Traffic Act, 1996)

**AANSOEK OM UITSTEL
VAN TOETS**
(Nasionale Padverkeerswet, 1996)

NOTE: Acceptable identification is essential.

LET WEL: Aanvaarbare identifikasie is noodsaaklik.

PARTICULARS OF APPLICANT	BESONDERHEDE VAN AANSOEKER				
Type of identification (mark with X)	<table border="1" style="display: inline-table; border-collapse: collapse;"> <tr> <td style="width:33%; text-align: center;">traffic register no. verkeersregisternr.</td> <td style="width:33%; text-align: center;">RSA-ID-doc. RSA-ID-dok.</td> <td style="width:33%; text-align: center;">foreign ID. buitelandse ID.</td> </tr> </table>	traffic register no. verkeersregisternr.	RSA-ID-doc. RSA-ID-dok.	foreign ID. buitelandse ID.	Soort identifikasie (merk met X)
traffic register no. verkeersregisternr.	RSA-ID-doc. RSA-ID-dok.	foreign ID. buitelandse ID.			
Identification number	Identifikasienommer				
Country of issue if foreign ID	Land van uitreiking indien buitelandse ID				
Surname and initials	Van en voorletters				
E-mail address	E-pos adres				
Contact telephone number during day	Kontak telefoonnommer bedags				
Street address	Straatadres				
	(postal code/poskode)				

PARTICULARS OF APPOINTMENT	BESONDERHEDE VAN AFSpraak			
Application and appointment for (mark with X)	<table border="1" style="display: inline-table; border-collapse: collapse;"> <tr> <td style="width:50%; text-align: center;">Learner's licence test Leerlinglisensie toets</td> <td style="width:50%; text-align: center;">Driving licence test Bestuurslisensie toets</td> </tr> </table>	Learner's licence test Leerlinglisensie toets	Driving licence test Bestuurslisensie toets	Aansoek en afspraak vir (merk met X)
Learner's licence test Leerlinglisensie toets	Driving licence test Bestuurslisensie toets			
I hereby declare that I could not be tested and examined in accordance to applicable legislation on	Ek verklaar hiermee dat ek nie getoets of ondersoek kon word nie ooreenkomstig met die toepaslike wetgewing op			
The following is the reason/ reasons I could not be tested and examined in terms of applicable legislation	Die volgende is die rede/redes waarom ek nie getoets of ondersoek kon word ooreenkomstig met die toepaslike wetgewing nie			

DECLARATION	VERKLARING						
I, the applicant	Ek, die aansoeker						
(a) declare that all the particulars furnished by me in this form are true and correct; and	(a) verklaar dat alle besonderhede wat deur my op hierdie vorm verstrekk is, waar en korrek is; en						
(b) realise that a false declaration is punishable with a fine or one year imprisonment or both.	(b) besef dat 'n vals verklaring strafbaar is met 'n boete of een jaar gevangenisstraf of beide.						
Signature Handtekening Place Plek Date <table border="1" style="display: inline-table; border-collapse: collapse;"> <tr> <td style="width:33%; text-align: center;">2:0</td> <td style="width:33%; text-align: center;">:</td> <td style="width:33%; text-align: center;">:</td> </tr> <tr> <td style="text-align: center;">Y/J</td> <td style="text-align: center;">M</td> <td style="text-align: center;">D</td> </tr> </table> Datum	2:0	:	:	Y/J	M	D	
2:0	:	:					
Y/J	M	D					

CCL(2)(2004/02)

CCL

<p>REPUBLIC OF SOUTH AFRICA</p> <div style="border: 1px solid black; padding: 5px; margin: 5px auto; width: 80%;"> <p>NOTIFICATION OF RELEASE OF MOTOR VEHICLE BY THE SOUTH AFRICAN POLICE SERVICE (National Road Traffic Act, 1996)</p> </div>	<p>REPUBLIEK VAN SUID-AFRIKA</p> <div style="border: 1px solid black; padding: 5px; margin: 5px auto; width: 80%;"> <p>KENNISGEWING VAN VRYSTELLING VAN MOTOR VOERTUIG DEUR DIE SUID-AFRIKAANSE POLISIEDIENS (Nasionale Padverkeerswet, 1996)</p> </div>	
<p>This serves as a notice by the South African Police Service of the <u>date of release</u> of the stolen and recovered or impounded vehicle as indicated below: Hierdie dien as 'n kennisgewing deur die Suid-Afrikaanse Polisiediens aangaande die <u>datum van vrystelling</u> van die motorvoertuig soos onder vermeld wat gesteel en herwin is of in bewaring was:</p>		
<p>To registering authority: Aan registrasie-owerheid:</p> <p>Date of release of motor vehicle: Datum van vrystelling van motorvoertuig:</p>		
IDENTIFICATION OF MOTOR VEHICLE	IDENTIFIKASIE VAN MOTORVOERTUIG	
Licence number: Lisensienommer:	Make: Fabrikaat:	
Vehicle register number: Voertuigregisternommer:	Series name: Reeksnaam:	
Chassis number/VIN: Onderstelnummer/VIN:	Engine number: Enjinnommer:	
Name of owner: Naam van eienaar:	ID number: ID-nommer:	
FOR USE OF THE SAPS OFFICIAL ONLY	SLEGS VIR GEBRUIK DEUR SAPD BEAMPTE	
Comments: Opmerkings:		
Original CAS/MAS number: Oorspronklike CAS/MAS nommer:		
Date of theft: Datum van diefstal:		
SAPS office where theft was reported: SAPD kantoor waar diefstal aangemeld is:		
<p>I, the undersigned SAPS official, herewith certify that the motor vehicle identified on this form, has been released for further use on _____ (Date)</p> <p>Hiermee verklaar ek, die ondertekende SAPD beampte, dat die betrokke motorvoertuig, soos geïdentifiseer op hierdie vorm, vrygestel is vir verdere gebruik op _____ (Datum)</p> <p>The above date can be obtained from the SAPS Circulation System (Vehicles) <u>or</u> from the property register(SAPS 13) <u>or</u> from the case docket (SAPS 3) <u>or</u> from the enquiry docket-vehicle theft (SAPS430) <u>or</u> from the Vehicle Safeguarding Section File [SAPS 430(b)]</p> <p>Bovermelde datum kan vanaf die SAPD Sirkulasie Stelsel (Voertuie) <u>of</u> die eiendomsregister (SAPD 13) <u>of</u> die saakdossier (SAPD 3) <u>of</u> die navraagdossier-voertuigdiefstal (SAPD 430) <u>of</u> die Voertuigbewaringsekselieër [SAPD 430(b)]</p>		
Name of SAPS official: Naam van SAPD beampte:		
Rank of SAPS official: Rang van SAPD beampte:		
_____ Signature of SAPS official Handtekening van SAPD beampte	_____ Date Datum	_____ Official office stamp Amptelike kantoorstempel
<p>Note: This form is not a SAPS Clearance issued in term of the National Road Traffic Act, 1996 (Act No 93 of 1996). The vehicle must be presented for a SAPS clearance before it may be re-licensed.</p> <p>Nota: Hierdie is nie 'n SAPD-voertuigklaring uitgereik in terme van die Nasionale Padverkeerswet, 1996 (Wet No 93 van 1996) nie. Die voertuig moet vir 'n SAPD klaring aangebied word alvorens herlisensieëring mag geskied.</p>		

COO(2)(2003/10)

COO

REPUBLIC OF SOUTH AFRICA

REPUBLIEK VAN SUID-AFRIKA

CERTIFICATE OF ORIGIN OF MOTOR VEHICLE
(National Road Traffic Act, 1996)

Logo

SERTIFIKAAT VAN OORSPRONG VAN MOTORVOERTUIG
(Nasionale Padverkeerswet, 1996)

Must accompany the application for first registration or registration certificate of a motor vehicle. Issued without erasures or alterations.

Moet die aansoek om eerste registrasie of registrasiesertifikaat van 'n motorvoertuig vergesel. Uitgereik sonder uitkrappings of veranderinge.

No

PARTICULARS OF MOTOR VEHICLE	BESONDERHEDE VAN MOTORVOERTUIG
Chassis number/VIN	Onderstelnummer/VIN
Engine number	Enjinnummer
Make	Fabrikaat
Series name (describe in full)	Reeksnaam (beskryf volledig)
Model number and derivative	Modeinummer en -afgeleide
Tare (T) and gross vehicle mass (GVM)	Tarra (T) en bruto voertuigmassa (BVM)
Net power and engine capacity	Netto dryfkrag en enjinkapasiteit
Main colour (mark with X)	Hoofkleur (merk met X)

CERTIFICATE ISSUED BY	SERTIFIKAAT UITGEREIK DEUR
Type of identification (mark with X)	Soort identifikasie (merk met X)
Identification number	Identifikasienummer
Business type and purpose of ownership (mark with X)	Besigheidstipe en doel van eiensaarskap (merk met X)
Name/Surname and initials	Naam/Van en voorletters
I declare that the information above is correct.	Ek verklaar dat bostaande inligting korrek is.
Surname and initials	Van en voorletters
Job title at issuer	Betrekking by uitreiker
Signature	Handtekening

FOR REGISTERING AUTHORITY USE	VIR REGISTRASIE-OWERHEID GEBRUIK
Register number	Registrernummer
Date of application	Datum van aansoek
Official office stamp and signature of official	Amptelike kantoorstempel en handtekening van beampte

ADV(7)(2004/02)

ADV

REPUBLIC OF SOUTH AFRICA

REPUBLIEK VAN SUID-AFRIKA

**APPLICATION FOR
DEREGISTRATION
OF MOTOR VEHICLE**
(National Road Traffic Act, 1996)

Pink/
Pienk

**AANSOEK OM
DEREGISTRASIE
VAN MOTORVOERTUIG**
(Nasionale Padverkeerswet, 1996)

NOTE: Acceptable identification is essential (including that of the proxy or representative). The owner may apply for the refund of licence fees under certain circumstances.

LET WEL: Aanvaarbare identifikasie is noodsaaklik (insluitend die van die gevolmagtigde of verteenwoordiger). Die eienaar mag, onder sekere omstandighede, aansoek doen om die terugbetaling van lisensiegeelde.

PARTICULARS OF TITLE HOLDER				BESONDERHEDE VAN TITELHOUER					
Type of identification (mark with X)	<table border="1" style="display: inline-table; border-collapse: collapse;"> <tr> <td style="padding: 2px;">traffic register no. verkeersregisternr.</td> <td style="padding: 2px;">RSA-ID-doc. RSA-ID-dok.</td> <td style="padding: 2px;">foreign ID. buitelandse ID.</td> <td style="padding: 2px;">business reg. no. besigh.reg.nr.</td> </tr> </table>	traffic register no. verkeersregisternr.	RSA-ID-doc. RSA-ID-dok.	foreign ID. buitelandse ID.	business reg. no. besigh.reg.nr.				Soort identifikasie (merk met X)
traffic register no. verkeersregisternr.	RSA-ID-doc. RSA-ID-dok.	foreign ID. buitelandse ID.	business reg. no. besigh.reg.nr.						
Identification number	<input style="width: 100%; height: 15px;" type="text"/>			Identifikasienommer					
Country of issue if foreign ID	<input style="width: 100%; height: 15px;" type="text"/>			Land van uitreiking indien buitelandse ID					
Surname and initials/name of organisation	<input style="width: 80%; height: 15px;" type="text"/>		and en	<input style="width: 10%; height: 15px;" type="text"/>		Van en voorletters/naam van instelling			
E-mail address	<input style="width: 100%; height: 15px;" type="text"/>			E-pos adres					
Contact telephone number during day	<input style="width: 10%; height: 15px;" type="text"/>	-	<input style="width: 10%; height: 15px;" type="text"/>	Kontak telefoonnummer bedags					
	(code/kode)		(number/nommer)						

ORGANISATION'S PROXY/REPRESENTATIVE				INSTELLING SE GEVOLMAGTIGDE/VERTEENWOORDIGER				
Type of identification (mark with X)	<table border="1" style="display: inline-table; border-collapse: collapse;"> <tr> <td style="padding: 2px;">traffic register no. verkeersregisternr.</td> <td style="padding: 2px;">RSA-ID-doc. RSA-ID-dok.</td> <td style="padding: 2px;">foreign ID. buitelandse ID.</td> </tr> </table>	traffic register no. verkeersregisternr.	RSA-ID-doc. RSA-ID-dok.	foreign ID. buitelandse ID.				Soort identifikasie (merk met X)
traffic register no. verkeersregisternr.	RSA-ID-doc. RSA-ID-dok.	foreign ID. buitelandse ID.						
Identification number	<input style="width: 100%; height: 15px;" type="text"/>			Identifikasienommer				
Country of issue if foreign ID	<input style="width: 100%; height: 15px;" type="text"/>			Land van uitreiking indien buitelandse ID				
Surname and initials	<input style="width: 80%; height: 15px;" type="text"/>		and en	<input style="width: 10%; height: 15px;" type="text"/>		Van en voorletters		

IDENTIFICATION OF MOTOR VEHICLE				IDENTIFIKASIE VAN MOTORVOERTUIG	
Licence number	<input style="width: 100%; height: 15px;" type="text"/>			Lisensienommer	
Vehicle register number (if available)	<input style="width: 100%; height: 15px;" type="text"/>			Voertuigregisternommer (indien beskikbaar)	
Chassis number/VIN	<input style="width: 100%; height: 15px;" type="text"/>			Onderstelnummer/VIN	
Make	<input style="width: 100%; height: 15px;" type="text"/>			Fabrikaat	
Series name (describe in full)	<input style="width: 100%; height: 15px;" type="text"/>			Reeksnaam (beskryf volledig)	

APPLICATION AS INSTRUCTOR	B	AANSOEK OM INSTRUKTEUR
Infrastructure number (if applicable) <input type="text"/>		Infrastruktuurnommer (indien van toepassing)
Serial number of driving licence and code(s) <input type="text"/> and <input type="text"/>		Reeksnommer van bestuurslisensie en kode(s)
Grade for which application is made (mark with X) <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D		Gradering waarvoor aansoek gedoen word (merk met X)
Name of driving school <input type="text"/>		Naam van bestuurskool

QUALIFICATIONS	C	KWALIFIKASIES																					
Qualifications obtained, including refresher courses attended:	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="width:50%;">QUALIFICATION (Attach certified copies) KWALIFIKASIES (Heg gesertifiseerde kopieë aan)</th> <th style="width:15%;">DATE OBTAINED DATUM BEHAAL</th> <th style="width:35%;">TRAINING INSTITUTION OPLEIDINGSSENTRUM</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table>	QUALIFICATION (Attach certified copies) KWALIFIKASIES (Heg gesertifiseerde kopieë aan)	DATE OBTAINED DATUM BEHAAL	TRAINING INSTITUTION OPLEIDINGSSENTRUM																			Kwalifikasies behaal, insluitend opknappingskursusse bygewoon:
QUALIFICATION (Attach certified copies) KWALIFIKASIES (Heg gesertifiseerde kopieë aan)	DATE OBTAINED DATUM BEHAAL	TRAINING INSTITUTION OPLEIDINGSSENTRUM																					

MEDICAL HISTORY	D	MEDIESE TOESTAND
State disorder which is applicable _____		Meld ongesteldheid wat betrekking het
Date <input type="text"/>		Datum

DECLARATION	E	VERKLARING
I, the applicant:		Ek, die aansoeker:
(a) declare that all the particulars furnished by me in this form are true and correct; and	Signature Handtekening	(a) verklaar dat alle besonderhede wat deur my op hierdie vorm verstrek is, waar en korrek is; en
(b) realise that a false declaration is punishable with a fine or one year imprisonment or both.	Place Plek	(b) besef dat 'n vals verklaring strafbaar is met 'n boete of een jaar gevangenisstraf of beide.
	Date <input type="text"/>	

FOR OFFICE USE ONLY - APPLICATION	NET VIR KANTOORGEBRUIK - AANSOEK
Fees paid and receipt number R _____ and <input type="text"/>	Gelde betaal en kwitansienommer
Date of application (effective date) <input type="text"/>	Datum van aansoek (effektiewe datum)
Name and signature of counter official _____	Naam en handtekening van toonbankbeampte
Medical certificate attached and date of medical certificate <input type="checkbox"/> yes / <input type="checkbox"/> no and <input type="text"/>	Mediese sertifikaat aangeheg en datum van mediese sertifikaat
Medical clearance <input type="checkbox"/> medically fit / <input type="checkbox"/> medically unfit	Mediese klaring
Infrastructure number of instructor <input type="text"/>	Infrastruktuurnommer van instrukteur
Criminal convictions _____	Kriminele veroordelings
Signature of SAPS officer _____	Handtekening van SAPS-offisier

FOR OFFICE USE ONLY - REGISTRATION		NET VIR KANTOORGEBRUIK - REGISTRASIE		
Grade	<input type="checkbox"/> not approved <input type="checkbox"/> nie goedgekeur nie	or of	<input type="checkbox"/> A <input type="checkbox"/> B	Graad
Graded by (surname and initials)	<input type="text"/>	and en	<input type="text"/>	Gegradeer deur (van en voorletters)
Signature and date	<input type="text"/>	and en	<input type="text"/> 2:0 : : Y/J M D	Handtekening en datum
Name and signature of data capturing official	<input type="text"/> Name/Naam	<input type="text"/> Signature/Handtekening	<input type="text"/> Date/Datum	Naam en handtekening van datavasleggingbeampte
Serial number (bottom right-hand corner) of certificate of registration for instructor issued	<input type="text"/>			Reeksnommer (onder regterkantste hoek) van sertifikaat van registrasie vir instrukteur uitgereik

SCHEDULE 3

**AGREEMENT
ENTERED INTO BY AND BETWEEN
THE MEC RESPONSIBLE FOR ROAD TRAFFIC**

as represented by _____ (Official)

in the Province of _____
and

_____ (testing station proprietor),

_____ (type of legal entity),

Registration Number _____

This Agreement is entered into on the ____ day of _____ 20__ at _____
by the _____ (Province).

1.0 Parties to the Agreement.

The parties to this Agreement are:

1.1 the _____ ("the Department"), acting for and on behalf of the _____ Provincial Government, represented herein by _____, Head of Department for the _____ Department of Transport; and

1.2 _____ (name of testing station proprietor), (type of legal entity), registered in terms of the _____ (name of Act) under registration number _____ ("Testing Station"), represented herein by _____ (name of signatory), in his or her capacity as a (legal capacity) of _____ (name of legal entity).

2.0 Statement of Purpose of Agreement between the Department and Testing Station.

2.1 The Department is responsible for the overall administration and management of road traffic matters, including but not limited to the registration and grading of testing stations within the Province.

- 2.2 The Department is responsible for ensuring that public safety is not compromised or jeopardized by the operation of unroadworthy vehicles on roads within the Province.
- 2.3 The Department is required to ensure that all vehicle testing stations comply with applicable national and provincial laws.
- 2.4 Section 37 of the National Road Traffic Act, 1996 specifies that no person may operate a testing station unless the testing station is registered and graded and that Testing Station must comply with this law.
- 2.5 Section 38 of the National Road Traffic Act, 1996 requires that any person desiring to operate a testing station must apply in the prescribed manner to the MEC for the registration of the testing station and that Testing Station must comply with this law.
- 2.6 Section 39 of the National Road Traffic Act, 1996 provides for the registration and grading of testing stations and that Testing Station must comply with this law.
- 2.7 Section 40 of the National Road Traffic Act, 1996 provides for the MEC to suspend or cancel the registration of a testing station where it no longer complies with the requirements of section 39 of the National Road Traffic Act, 1996 and that Testing Station must comply with this law.
- 2.8 The MEC is responsible for developing objective criteria based on the estimated vehicle population and registered testing stations within a geographical service area to determine whether a testing station is necessary and Testing Station must comply with the objective criteria.
- 2.9 The purpose of this Agreement is to formalise the relationship by and between the Department and the Testing Station and to establish the terms and conditions, including any restriction, in terms of which the Testing Station is registered and may operate.

3.0 Definitions. For the purpose of this Agreement, unless the context indicates otherwise, the following definitions are set out for the terms indicated:

"Agreement" means this Agreement.

"Applicant" means a person who requires the examination and testing of a motor vehicle by Testing Station.

"Change of ownership" means any change in the ownership or structure of the legal entity which owns the Testing Station and includes any change occasioned by the sale, exchange, alienation, cession, hypothecation or disposal of Testing Station.

"Constitution" means the Constitution of Republic of South Africa Act, 1996 (Act 108 of 1996).

"Department" means the _____.

"Face value documents" means documents for the testing and certification of roadworthiness of motor vehicles, as prescribed in road traffic legislation.

"Head of Department" means the public servant, who is the accounting officer and head of the _____ as defined in terms of the Public Finance Management Act, 1999 (Act No. 1 of 1999).

"_____ **Road Traffic Act, _____**" means the Provincial Road Traffic Act, _____ (Act No. _ of _____).

"Management Representative" means the person appointed in writing by the Testing Station Proprietor and who:

- (i) has the necessary authority for and responsibility to ensure that the levels of technical and managerial competence required for the successful evaluation of the Testing Station are maintained in terms of the relevant Schedules of the National Road Traffic Regulations; and
- (ii) is responsible for the day-to-day management of the Testing Station and supervision of staff of the Testing Station.

"MEC" means the member of the Executive Council in the Province responsible for road traffic, road safety and public transport matters.

"National Road Traffic Act, 1996" means the National Road Traffic Act, 1996 (Act No. 93 of 1996), including any regulations thereunder.

"NaTIS or eNaTIS" means the National Traffic Information System developed by and in conjunction with the National Department of Transport.

"Official" means the Departmental staff member appointed to this position and who reports to the Head of Department or such other person as may be appointed by the Head of Department in terms of this Agreement.

"Party" means the parties to this Agreement.

"Province" means the _____ Province.

"Road Traffic Act, 1989" means the Road Traffic Act, 1989 (Act No. 29 of 1989), including any regulations thereunder.

"Road traffic legislation" means:

- (i) the Road Traffic Act, 1989;
- (ii) the National Road Traffic Act, 1996;
- (iii) the Provincial Road Traffic Act, _____; and
- (iv) any other relevant national and provincial legislation.

"Roadworthy" in relation to a vehicle means a vehicle which complies with the relevant provisions of the Act is otherwise in a fit condition to be operated on a public road.

"Roadworthy Certificate" means, in relation to a motor vehicle, a certificate issued in terms of section 42 of the Act.

"Roadworthy Test Sheet" means a form completed in terms of Regulation 141 as shown in

Schedule 2 by the examiner of vehicles at the Testing Station.

"SABS" means the South African Bureau of Standards.

"Testing Station" means _____ (name of testing station),
owned by the testing station proprietor at _____ (physical address).

"Examiner of vehicles" means a person:

- (i) who has successfully completed the prescribed course for examiners of vehicles;
- (ii) who is registered in terms of applicable road traffic legislation as an examiner of vehicles;
- (iii) who is employed by the Testing Station as an examiner of vehicles;
- (iv) who does not have a criminal conviction in terms of Schedule 1 of the Criminal Procedure Act, 1977 (Act No. 51 of 1977) or any offence related to the issue of roadworthy certificates, roadworthiness certification or the testing of vehicles; and
- (v) whose registration as a vehicle examiner has not been suspended or canceled by a competent authority, except that in the case of a suspension, the MEC may, at its sole discretion, permit the vehicle examiner to be employed after the expiration of the suspension where the Testing Station has made a written request to the MEC, which has given written approval.

4.0 Interpretation of Agreement. In this Agreement, unless the context otherwise indicates:

- 4.1 All words and expressions referring to any one gender shall be capable of being construed as a reference to the other gender.
- 4.2 The words signifying the singular shall include the plural and vice versa.
- 4.3 A reference to a natural person shall be capable of being construed as a reference to a juristic person and vice versa.
- 4.4 Words and phrases defined in this Agreement shall bear the meaning assigned to them throughout this Agreement.
- 4.5 Words and phrases used in this Agreement which are defined or used in any statute which applies to the subject matter, professional person, goods or services provided for in this Agreement shall be construed in accordance with the applicable statute or regulations.
- 4.6 Headings of clauses are for convenience only and shall not aid in the interpretation or modification of clauses within the Agreement.
- 4.7 The parties are bound by applicable provisions of the Constitution and shall act in conformance with relevant sections of the Constitution and national and provincial legislation.
- 4.8 This Agreement shall be subject to and interpreted in terms of applicable provisions of the Constitution and in conformance with the Constitution, national and provincial legislation and the common law.

5.0 Duration of Agreement.

- 5.1 This Agreement shall commence on the ____ day of _____ 200 and shall remain in full force and effect until -
- 5.1.1 the testing station proprietor notifies the MEC that he or she no longer wishes to operate the testing station; or
- 5.1.2 the testing station's registration is suspended or cancelled.

6.0 Duties of testing station proprietor

- 6.1 A testing station proprietor shall comply with and fulfill all the duties of a testing station proprietor as prescribed in regulation 134A.
- 6.2 The testing station proprietor shall provide a -
- 6.2.1 copy of the title deed, offer to purchase or agreement of the premises on which the Testing Station is located, which is attached hereto as Annexure G;
- 6.2.2 copy of the written resolution from the Municipal Council of the municipality in which the Testing Station is located, supporting the application of the Testing Station, which is attached hereto as Annexure H, provided that the Department shall identify the official empowered to issue such resolution and that the official does not unreasonably delay;
- 6.2.3 copy of the initial and amended founding statement, partnership agreement, close corporation registration or company registration reflecting the sole proprietor, all partners, all members or all directors, respectively, of the Testing Station, which is attached hereto as Annexure I;
- 6.2.4 written consent for the Department to obtain a current South African Police Services clearance, reflecting any criminal record and the details and nature of any offence or offences, for:
- 6.2.6.1 the sole proprietor, all partners, all members or all directors, as is relevant;
- 6.2.6.2 the Management Representative of the Testing Station; and
- 6.2.6.3 all vehicle examiners employed by or otherwise contracted to the Testing Station,
- with the Testing Station to pay all costs for the South African Police Services clearance certificate;
- 6.2.7 South African Revenue Service income tax number in the name of the testing station proprietor for the Testing Station, attached hereto as Annexure J;
- 6.2.8 South African Revenue Service value added tax number in the name of the testing station proprietor for the Testing Station, which is attached hereto as Annexure K;

- 6.2.9 municipal levy number in the name of the testing station proprietor for the Testing Station, which is attached hereto as Annexure L;
- 6.2.10 current tax clearance certificate in the name of the testing station proprietor, issued no more than 30 (thirty) days prior to entering into this Agreement, from the South African Revenue Service, which is attached hereto as Annexure M, except that in the event of a delay by the South African Revenue Service in issuing the current tax clearance certificate the Testing Station shall provide written proof of its application for a current tax clearance certificate;
- 6.2.11 current levy clearance certificate in the name of the testing station proprietor, issued no more than 30 (thirty) days prior to entering into this Agreement, from the applicable municipal body, which is attached hereto as Annexure N;
- 6.2.12 certified copy of the South African identity documents of:
 - 6.2.12.1 the Testing Station Management Representative;
 - 6.2.12.2 the sole proprietor, all partners, all members or all directors, as is relevant; and
 - 6.2.12.3 any examiner of vehicles employed or otherwise contracted by Testing Station,

which is attached hereto as Annexure O, with Testing Station acknowledging that it must provide updated certified copies of South African identity documents within 10 (ten) working days in the event of any change in information reflected in this section 6.2.12;

- 6.2.13 statement identifying any:
 - 6.2.13.1 prior entity providing the same or similar services in which the Testing Station proprietor have had an interest in the 10 (ten) year period prior to entering into this Agreement; and
 - 6.2.13.2 prior activities of a same or similar nature to the Testing Station in which the Testing Station proprietor, have been engaged in the 10 (ten) year period prior to entering into this Agreement,
- which statement shall be attached hereto as Annexure S.

7.0 Copyright and Ownership of Documents and Materials.

- 7.1 All Roadworthy Test Sheets and Roadworthy Certificates purchased from the Department by the Testing Station, including its employees, agent, in the fulfilment of the terms of this Agreement shall be and remain the sole property of the Department.
- 7.2 The Testing Station proprietor, including its employees, agent and subcontractors, shall, on oral or written request of the Department, submit any requested documents and materials to the Department within 24 (twenty-four) hours of such request.

8.0 MEC and Departmental Obligations under this Agreement.

- 8.1 The MEC hereby acknowledges that he is responsible for receiving the application of the Testing Station proprietor and determining whether the Testing Station complies with registration requirements and, if it complies with registration requirements, how it should be graded in terms of Regulation 132 to the National Road Traffic Act, 1996.
- 8.2 The MEC or his or her designee shall review monthly reports submitted and advise the Testing Station if he has any queries and the time period within which the Testing Station must respond to a query.
- 8.3 The MEC or his designee may review any and all activities of the Testing Station to ensure compliance with national and provincial legislation and may instruct Departmental staff to conduct an evaluation of the Testing Station at any time.
- 8.4 The MEC or his designee may, in terms of Regulation 134 to the National Road Traffic Act, 1996:
- 8.4.1 consider the suspension or cancellation of the registration of the Testing Station; and
 - 8.4.2 suspend or cancel the registration of the Testing Station where it has not complied with the National Road Traffic Act, 1996 and give written reasons for the suspension or cancellation in terms of the Promotion of Administrative Justice Act, 2000 (Act No. 3 of 2000).
- 8.5 In the event the MEC suspends or cancels the registration of the Testing Station in terms of section 8.4, the MEC shall terminate this Agreement with immediate effect.

9.0 Breach of Agreement.

Each party shall be entitled to utilise any remedy at law in the event of a breach of this Agreement, provided that written notice, providing for an opportunity to rectify the breach within a reasonable period of time, must be timeously submitted by the aggrieved party to the defaulting party.

10.0 Termination of Agreement.

This Agreement shall terminate in terms of clause 5.0.

11.0 Indemnity.

- 11.1 The Testing Station proprietor, including any person acting for or on behalf of the Testing Station proprietor, shall exercise due care and diligence in the performance of its duties in terms of this Agreement and Testing Station shall be liable where it has failed to exercise such due care and diligence.
- 11.2 The Testing Station proprietor has no authority or right to bind the Department and the Testing Station proprietor, including any person acting for or on behalf of the Testing Station proprietor, shall be liable for any action where it seeks to bind the Department.

- 11.3 The Testing Station hereby indemnifies and holds the Department harmless against any claims of any nature whatever and however arising out of the wilful or negligent action or omission of the Testing Station proprietor or any person acting for and on behalf of the Testing Station proprietor, including any legal costs that may be incurred by the Department in defending any action arising out of this Agreement and instituted against it.

12.0 General.

- 12.1 This Agreement replaces any previous written or verbal agreement or contracts entered into by the Department or the Testing Station.
- 12.2 This Agreement constitutes the entire contract between the parties and may only be altered or varied in writing.
- 12.3 No party may be bound by any express or implied term, representation, warranty, promise or the like not recorded herein or otherwise created by operation of law.
- 12.4 No alteration of, variation of or amendment to this Agreement shall be of any force and effect unless it is reduced to writing and signed by the parties.
- 12.5 No indulgence or leniency which either party may grant or show the other shall in any way prejudice the granting party or preclude the granting party from exercising any of its rights in the future.

13.0 Domicilium Citandi et Executandi.

- 13.1 Any notice in terms of this Agreement may be hand delivered to the physical addresses of the parties, in which event proof of acknowledgment shall be endorsed upon a copy of the notice together with the name of the recipient and date of receipt, or may be sent by registered post to the nominated postal addresses of the parties, in which event a proof of postage issued by the relevant postal authority will serve as proof.
- 13.2 The Testing Station chooses for the purpose of this Agreement its domicilium citandi et executandi as follows:

Street Address:

Postal Address:

Telephone Number:

Fax Number:

13.3 The Department chooses for the purpose of this Agreement its domicilium citandi et executandi as follows:

Street Address: _____ Department of Transport

Postal Address: _____ Department of Transport

Telephone Number:

Fax Number:

14.0 Costs

Each party shall bear its own costs in the negotiation, preparation and finalisation of this Agreement.

SIGNED AT _____ on the ____ day of _____ 2002.

AS WITNESSES:

DEPARTMENT OF TRANSPORT

1. _____

(print name)

2. _____

(print name)

SIGNED AT _____ on the _____ day of _____ 200 .

AS WITNESSES: _____ (Testing station proprietor)

1. _____ By _____
_____ (print name) _____ (print name of signatory),
_____ (title of signatory)

2. _____
_____ (print name)

SCHEDULE 4

MINIMUM REQUIREMENTS FOR REGISTRATION AND GRADING OF TESTING STATIONS

CONTENTS

1. SCOPE

Matters pertaining to the minimum physical facilities of a vehicle testing station, the personnel, control, testing requirements and operational requirements are prescribed herein.

The grades of vehicle testing stations to which these minimum requirements apply are –

- 1.1 Grade A – authorized and equipped to test and examine any motor vehicle.
- 1.2 Grade B – authorized and equipped to test buses, minibuses and goods vehicles with a gross vehicle mass not exceeding 3 500 kg GVM and any other motor vehicle with a tare not exceeding 3 500 kg:

Provided that an existing testing station may be graded as a –

- Grade C – authorized and equipped to test all motor vehicles, a grade A testing station is authorized to test, excluding vehicles indicated on the registration certificate of the testing station; or
- Grade D – authorized and equipped to test all motor vehicles a grade B testing station is authorized to test, excluding vehicles indicated on the registration certificate of the testing station,

If such testing station does not comply with all the requirements of this Schedule. The MEC may place such conditions on the registration certificate as he or she deems necessary and may change the grading of a testing station to a grade A or B, as applicable, if such testing station complies with all the requirements

2. DEFINITIONS

"**examination pit**" means a pit with safe access for the examiner of vehicles that allows unimpeded longitudinal floor working space and has a motor vehicle entrance and exit;

"**play detector**" means a device that tests wear on components of the chassis;

3. PHYSICAL REQUIREMENTS

- 3.1 A vehicle testing station must have the equipment and facilities indicated in the table below and must use such equipment to evaluate the roadworthiness of a motor vehicle.

	GRADE A	GRADE B
1. Brake roller tester	10 000 kg capacity	2 000 kg capacity
2. Examination pit	At least 18 metres, unless such station was registered before 1 February 2000, at least five metres	At least five metres
3. Area for checking rearview field of		

vision	✓	✓
4. Safe or strong room	✓	✓
5. Hydraulic jack	10 000 kg capacity	2 000 kg capacity
6. Wheel alignment measuring equipment	✓	✓
7. Kingpin and fifth wheel gauges	✓	✓
8. Tyre tread depth gauge	✓	✓
9.. Vehicle height gauge	✓	✓
10. Noise meter	✓	✓
11. Measuring tape	30 m	5 m
12. Crow-bar	✓	✓
13. Plumb line	✓	✓
14. Inspection lamp	✓	✓
15. Straight edge	✓	✓
16. Head lamp aim checking device/screen	✓	✓
17. Wheel mass meter	✓	✓
18. Suitable road test area	Turning area for 13.1 metre turning radius	Turning area for 10 metre turning radius
19. Shock absorber tester		2 000 kg capacity
20. Play detector	10 000 kg capacity	2 000 kg capacity

Provided that a testing station registered prior to the implementation of this Schedule, shall comply with the requirements for a play detector and a shock absorber after three years from the date of implementation of this Schedule.

4. PERSONNEL REQUIREMENTS

4.1 MANAGEMENT REPRESENTATIVE

The testing station proprietor shall appoint a management representative who shall be a qualified examiner of vehicles registered as such by the MEC in terms of Section 3 of the Road Traffic Act, 1989, (Act No. 29 of 1989).

4.2 EXAMINER OF VEHICLES

The testing station proprietor shall appoint at least one examiner of vehicles other than the management representative who shall be registered and graded in terms of section 3 of the Road Traffic Act, 1989 (Act No. 29 of 1989).

4.3 NATIS OR eNATIS OFFICER

A person employed by the testing station proprietor shall be registered by the MEC as a NaTIS or eNaTIS officer, and such person shall sign the confidentiality agreement required to obtain NaTIS or eNaTIS access.

5. QUALITY SYSTEM REQUIREMENTS

5.1 Testing stations shall keep all records as required by regulation 331 and shall submit monthly statements to the MEC who registered such testing station and the inspectorate of testing stations in the format as shown in the table below:

RECONCILIATION OF CERTIFICATES

RECONCILIATION PERIOD : / / TO / /

STATION NAME :

INFRASTRUCTURE NUMBER :

	1	2	3	4	5
	STOCK SERIAL NO. START	STOCK SERIAL NO. END	NO. ISSUED ON NaTIS	NO. ISSUED MANUALLY	TOTAL
1	STOCK AT BEGINNING OF MONTH				
2	ADDITIONAL STOCK RECEIVED				
3	SUB TOTAL (1+2)				
4	NO. OF CERTIFICATES ISSUED				
5	NO. OF CANCELLED CERTIFICATES				
6	NO. OF RE-ISSUES				
7	TOTAL NO. OF CERTIFICATES USED (4+5+6)				
8	STOCK AT END OF MONTH (3-7)				

CHECKED BY :

APPROVED BY :

DESIGNATION :

DATE :

6. OPERATIONAL REQUIREMENTS

- 6.1 A management representative may examine motor vehicles for a maximum time period of twenty five percent of his or her daily hours of employment.
- 6.2 The testing station proprietor shall by 30 April .
- 6.3 The testing station proprietor shall by 30 April each year, ensure that all equipment of the testing station that require calibration, be calibrated and submit the information to the MEC in the format as shown in the table below:

SUMMARY OF CALIBRATION CERTIFICATES OF EQUIPMENT FOR TESTING STATIONWITH REGISTRATION CERTIFICATE.....				
	EQUIPMENT	Serial number	Calibration date	Calibration Certificate number
1	Brake roller tester			
2	Wheel alignment measuring equipment			
3	Kingpin and fifth wheel gauges			
4	Noise meter			
5	Axle mass meter			
6	<i>Height gauge</i>			
7	<i>Tapes (5 & 30m)</i>			
8	<i>Tyre tread depth gauge</i>			
9	<i>Headlight aiming device</i>			
10	<i>Shock absorber tester</i>			

SCHEDULE 5

THE TESTING OF MOTOR VEHICLES

An examiner of motor vehicles shall test a motor vehicle in accordance with the items listed in the Schedule and shall not issue a roadworthy certificate or a certification of roadworthiness unless the motor vehicle complies with this Schedule.

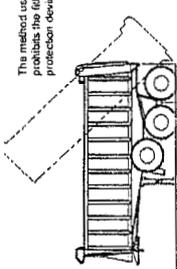
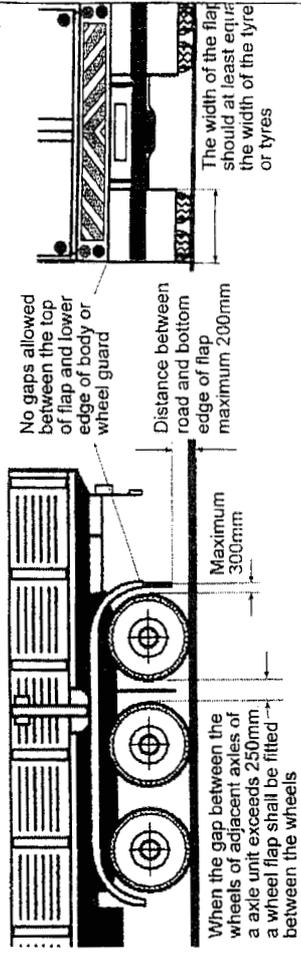
Item	Vehicles applicable to / exclusions / explanations	Reasons for rejection
1. Number plates Reg 35 SABS 1116	<p>All vehicles</p> <p>A. SABS mark : The SABS mark must be displayed. The SABS mark is applied by means of a sticker, silk screening or stamping. Stamping is sometimes difficult to see at first glance. Stickers occasionally come off; take action only if there is suspicion that a manufacturer is operating without the SABS mark. A number plate must not deteriorate to the point where it is difficult to read the number or where it has started to lose its reflectivity.</p> <p>B. Obscurity : If the number plate cannot be easily be seen i.e. it is obscured by a towbarball. If this is the case, the vehicle should be rejected. To test the obscurity, take 20 paces away from the rear of the vehicle on a fore and aft centre-line and read the number plate. Then take 5 paces to the left and 5 paces to the right and read from both these positions. Reject if not all the characters are legible in all three positions.</p>	<p>In the case of a registered vehicle, reject if -</p> <p>a) the number plates are not secure, or are missing or the whole number plate is not clearly visible;</p> <p>b) number plates are not fitted, one to the back and one to the front, of all vehicles except for a motor cycle, motor tricycle, motor quadracycle or trailer which must have one at the back;</p> <p>c) a number plate, in the case of -</p> <p>i) a double-decker bus, of which the engine is at the rear, is fitted higher than 1.9 m from ground level; or</p> <p>ii) any other, is fitted higher than 1.5 m from ground level;</p> <p>d) the number plates do not bear the SABS certification mark and the manufacturer's trade name or trade mark;</p> <p>e) the number plates are so broken, cracked, discoloured, peeled, wrinkled or blistered that its legibility is affected. They must also not have sharp edges;</p> <p>f) there is a licence number, clearance certificate or permit or anything that does not apply to the vehicle;</p> <p>g) the height of the letters and figures on a number plate is not 75 mm, unless the MEC determined that the space is too small to fit registration plates with letters or figures of 75 mm, and approved the display of registration plates with letters and figures of 60 mm; or</p> <p>h) the number plate -</p> <p>i) surface is not yellow or white retro-reflective material;</p> <p>ii) the letters and figures are not black, dark blue, dark red, dark brown or dark green;</p> <p>iii) the letters and figures in the case of a yellow retro-reflective surface are not black; or</p>

<p>2.</p>	<p>Information display Reg 244</p>	<p>A bus, a minibus or a goods vehicle, registered for the first time prior to 1 January 1989 and of which the gross vehicle mass does not exceed 3 500 kilograms.</p> <p>Explanation:</p> <ul style="list-style-type: none"> • Any type of marking is permitted, provided <ul style="list-style-type: none"> ○ the marking is clear; ○ the letters are at least 40 mm high; and ○ are securely fixed to the vehicle; • Rivets, screws or adhesives are acceptable and steel, plastic plates or decals may be used. • Stencilled data printed directly onto the side of the vehicle is permitted. 	<p>iv) a logo or landscape does appear on a white retro-reflective surface.</p>
<p>Reject if, the following information is not marked (in kilograms) on the left-hand side of the vehicle, in letters and figures to the height of least 40 mm that are clearly legible at all times:</p>	<p>a) the tare (T);</p> <p>b) the permissible maximum vehicle mass (V); and</p> <p>c) when relevant, the permissible maximum drawing vehicle mass (D/T) which shall be the least of the masses determined in terms of regulation 239 (1) (b), (2) or (3).</p>	<p>Note : If such vehicle is fitted with a plate, as referred to in regulation 245, this display shall not be applicable to such motor vehicle.</p>	<p>Reject if, an information plate, clearly imprinted or stamped with the following items that are relevant (in kilograms or kilowatts, as applicable), is not affixed in an accessible place on a doorpost, under the bonnet or on the dashboard of the vehicle concerned or, in the case of a trailer, on the left-hand side, -</p>
<p>3.</p>	<p>Information plates Reg 245(1) Reg 234 Reg 235 Reg 236 Reg 244</p>	<p>a) A bus or goods vehicle of gross vehicle mass exceeding 3 500 kg.</p> <p>b) A minibus, bus or goods vehicle of gross vehicle mass not exceeding 3 500 kg and first registered on or after 1 January 1989.</p>	<p>a) the tare (T);</p> <p>b) the gross vehicle mass (GVM/BVM);</p> <p>c) the gross axle massload or axle unit massload of each axle or axle unit (GA/BA or GAU/BAE);</p> <p>d) in the case of a semi-trailer, the gross kingpin massload (GKM/BSM);</p> <p>e) the gross combination mass (GCM/BKM);</p> <p>f) the maximum net engine power at sea level in accordance with SABS 013-1</p>

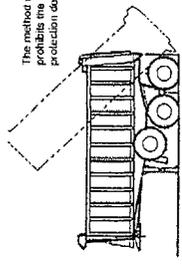
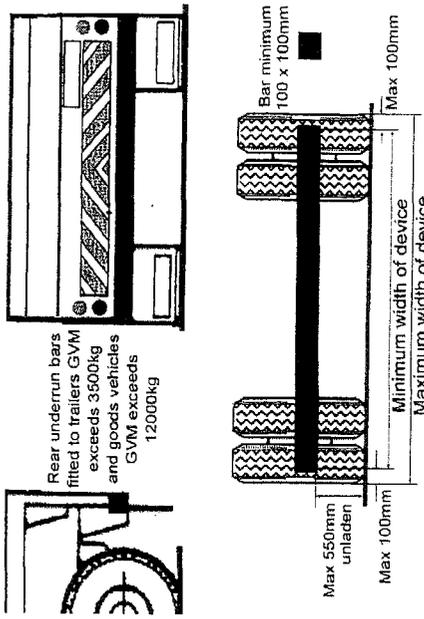
			<p>(P/D);</p> <ul style="list-style-type: none"> g) the permissible maximum vehicle mass (V), provided that this item does not apply to a semi-trailer (Reg 236); h) the permissible axle massload or axle unit massload of each axle or axle unit (A or AU/AE) (Reg 234 and 235); i) the permissible maximum drawing vehicle mass (D/T) (Reg 244); and j) in the case of a vehicle that has to comply with SABS 1051 (parts 1 to 6), SABS 1207 or SABS 1506 and that is fitted with a load sensing valve, if the setting information is not available.
4.	<p>Information plates Reg 245(2) Reg 244</p>	<p>Tractors that operate on a public road</p>	<p>Reject if, an information plate, clearly imprinted or stamped with the following items, is not affixed in a conspicuous and readily accessible position on a part, not subject to replacement</p> <ul style="list-style-type: none"> a) the maximum net engine power in accordance with SABS 013, part 1, 2 or 3, where applicable; b) the gross combination mass (GCM/BKM); and c) the permissible maximum drawing vehicle mass (D/T) (Reg 244)
5.	<p>Road wheels and hubs</p> <ul style="list-style-type: none"> • Visibly worn means, when the enlargement of a stud hole is visible with the nut on. • A vehicle does not have to carry a spare wheel and if no spare wheel is present, this is no cause to fail the vehicle. 		<p>Reject if -</p> <ul style="list-style-type: none"> a) the flanges or the tyre-retaining rings are fractured or cracked; b) any stud hole is "visibly" worn; c) any wheel stud, nut or bolt is loose or is missing; d) the ends of any tyre-retaining ring are butting; e) any wheel is visibly distorted or bent or any wheel rim is cracked; f) any half-shaft bolt, nut or stud is loose or is missing; g) any part shows signs of having been repaired or modified by heating or welding; h) any balance weights are not secure; i) any interchangeable wheels have excessive backlash in their splines; j) on visual observation, any road wheel does not run reasonably true, or k) spoked wheels have loose, missing or broken spokes.

6.	Size and type of tyres	All vehicles	<p>Reject if -</p> <p>a) one of the tyres of a dual wheel does not make ground contact when the vehicle is unladen on a flat surface; or</p> <p>b) any tyre is of a different size or type (i.e. cross-ply or radial-ply) from any other type on the same axle.</p> <p>Tyres fitted to a vehicle must have adequate load-carrying capacity in terms of the permissible axle mass-load (applicable to minibuses, buses or goods vehicles) with a GVM of more than 3 500 kg, registered before 1 January 1989; and mini-buses, buses or goods vehicles, [regardless of GVM], registered on or after 1 January 1989. It is therefore important that the tyres fitted to these vehicles be designed to take the load.</p>
7.	Condition of tyres	<p>All vehicles</p> <ul style="list-style-type: none"> • regrooving of passenger car and minibus tyres is not permitted. Regrooving is only allowed on tyres that are marked regroovable. • In cold cure remoulds, the outer edges of the adhesion area of the tread sometimes show some lack of adhesion. This must not be regarded as "lifting of the tread rubber". 	<p>Reject if -</p> <p>a) a regrooved tyre is fitted to a wheel rim of diameter 430 mm (17 inches) or less, or has not been regrooved in a pattern similar to the original, or cords of a regrooved tyre are exposed;</p> <p>b) tyres on dual wheels, when correctly inflated, make wall contact owing to incorrect wheel fitment;</p> <p>c) a tyre sidewall has a break in the fabric or has a cut the length of which (in either case) exceeds 25mm or 10% of the section width, whichever is the greater, and that is deep enough to reach the body cords;</p> <p>d) a tyre has a lump or bulge apparently caused by separation or partial failure of its structure, or shows any lifting of the tread rubber;</p> <p>e) a tyre has any portion of the ply or cord structure exposed;</p> <p>f) a tyre has a tread pattern, the depth of which is not at least 1 mm deep, over the full width of the tread (or in the case of motorcycles/tricycles/quadracycles of engine capacity not exceeding 125 cc, at least 80 % of the full width of the tread) at any position on the tread or, in the case of a pneumatic tyre that contains tyre tread depth indicators, if the tread is level with the tyre tread depth indicator;</p>

			<p>g) a tyre fouls any part of the vehicle under any conditions;</p> <p>h) a tyre allows the metal part of the wheel to contact or damage the road surface, or is likely to be dangerous;</p> <p>i) a motorcycle, tricycle or quadrucycle is fitted with a retreaded tyre;</p> <p>j) a motor vehicle, other than a tractor or trailer, is equipped with a metal tyre;</p> <p>k) a tractor or trailer, other than an animal-drawn vehicle, is equipped with a metal tyre of less than 130 millimetres in width;</p> <p>l) an animal-drawn vehicle which is equipped with a metal tyre less than 40 millimetres in width; or</p> <p>m) the whole width of the tread of a metal tyre is not at all times in direct contact with the road surface.</p>
8.	Bumper bars, protective devices (bullbars), bonnets, roof carriers and similar fittings	All vehicles	<p>Reject if -</p> <p>a) a bumper bar, protective device, bonnet, roof carrier or similar fitting is not secure or has sharp edges that could cause injury;</p> <p>b) any lamp, retro-reflector or registration plate is obscured by the bumper bar or protective device; or</p> <p>c) in the case of no bumper bar or protective device being fitted, there are sharp edges that could cause injury.</p>
9.	Wheel flaps Reg 217 SABS 1496	<p>a) All trailers with a GVM exceeding 3500kg.</p> <p>b) A bus or goods vehicle with a GVM exceeding 7500kg</p> <p>c) Excluded are -</p> <p>i) chassis and cabs;</p> <p>ii) truck-tractors;</p> <p>iii) any vehicle that complies due to its design; or</p> <p>iv) any vehicle that is incompatible with its</p>	<p>Reject if -</p> <p>a) a trailer with a GVM exceeding 3 500 kg or a bus or a goods vehicle with a GVM exceeding 7 500 kg (excluding a chassis, a cab and chassis, a truck-tractor or a vehicle that complies with the provisions of SABS 1496 owing to its design) is not fitted with wheel flaps that are in good condition, or</p> <p>b) wheel flaps do not comply with SABS 1496.</p>

	<p>use, i.e. – trailers with self-steering axles, tippers.</p> 	
<p>10. Drawbar eye or hook</p>	<p>All trailers</p> <p>Excessive distortion or wear in this context means that the eye or hook has reached the point where -</p> <ul style="list-style-type: none"> • the strength of the equipment has clearly been reduced; • the manufacturer's limits have been exceeded; or • there is a danger of disengagement or failure. 	<p>Reject if -</p> <ol style="list-style-type: none"> a) the drawbar eye or hook or the pin, where appropriate, is not secure, or is excessively distorted or excessively worn; or b) the locking or safety devices are not in position or are not working correctly.
<p>11. Fifth wheel coupling</p>	<p>All truck-tractors</p> <ul style="list-style-type: none"> • Excessive means the same as in drawbar eye or hook. • Maximum permissible play between couplings is ± 6 mm. • Mounting plates must, under no circumstances, be welded to the vehicle 	<p>Reject if -</p> <ol style="list-style-type: none"> a) the fifth wheel assembly is not securely fitted to the chassis with the correct grade and number of fasteners; b) the safety locking device is missing, inadequate, damaged or does not fit properly; c) any part is missing, broken, cracked, loose or excessively worn; or d) the wear in the wheel jaw exceeds the limit when checked with an acceptable vernier gauge or fifth wheel jaw gauge.

12.	Towing bracket, coupling ball and towbar	<p>chassis.</p> <ul style="list-style-type: none"> The fifth wheel must be bolted direct to the chassis, or via a sub-frame to the chassis. <p>All vehicles.</p>	<p>Reject if -</p> <ol style="list-style-type: none"> the towing bracket is loose, or not securely fitted to the drawing vehicle; the coupling ball has been welded or shows excessive wear; any part is cracked, broken or incomplete; the anchorage points around the towbar location are bent or corroded; or when a tow hitch pin is fitted, there is no locking facility.
13.	Trailer drawbar	<p>All trailers fitted with drawbars.</p> <ul style="list-style-type: none"> Excessive means the same as in drawbar eye or hook. 	<p>Reject if -</p> <ol style="list-style-type: none"> the coupling is distorted, fractured or loose; the safety devices are not fitted or are not working correctly; there is excessive wear on the drawbar coupling, bushes or buckles; the drawbar bolts or mounting bolts are missing or are not of the correct grade, size and number; or the drawbar length of any trailer, where such trailer has more than one axle, exceeds 2m.
14.	Semi-trailer kingpin	<p>All semi-trailers</p> <ul style="list-style-type: none"> The maximum wear allowed on a kingpin is <ul style="list-style-type: none"> o 3 mm on a 89 mm diameter pin (2 mm on the 114 mm top part); and o 1,8 mm on a 50,8 mm diameter pin (2 mm on the 73 mm top part). 	<p>Reject if -</p> <ol style="list-style-type: none"> the wear in the kingpin exceeds the limit when the kingpin is checked by using an acceptable kingpin and fifth wheel gauge; the attachment of the kingpin is not secure; any part is excessively worn; or any mounting bolts are missing or are not of the correct grade, number and size. <p>Note : If a semi-trailer is coupled to a drawing vehicle when either vehicle is presented for inspection, the vehicles shall be separated before the examination is completed.</p>
15.	Rear underrun protection devices	<ol style="list-style-type: none"> All goods vehicles with a GVM exceeding 12000 kg, and 	<p>Reject if rear underrun protection devices that comply with the requirements given in SABS 1055 are not fitted.</p>

<p>Reg 218 SABS 1055</p>	<p>b) a trailer with a GVM exceeding 3500 kg.</p> <p>Excluded are :</p> <ul style="list-style-type: none"> i) Truck-tractors. ii) The drawing vehicle of trailers with underslung couplings. iii) Tractors. iv) Vehicles running on rails. v) Chassis cab driven to body builders for fitment of body. vi) Vehicles for which the rear underrun protection device is incompatible with their use (see picture on wheel flaps). 		 <p>Rear underrun bars fitted to trailers GVM exceeds 3500kg and goods vehicles GVM exceeds 12000kg</p>
<p>16.</p>	<p>Coupling socket</p>	<p>All trailers</p>	<p>Reject if -</p> <ul style="list-style-type: none"> a) the locking mechanism does not work correctly; b) the safety locking devices are missing or do not work correctly; c) the socket has been welded; d) there is excessive wear on the coupling or pins; or e) any part is cracked, broken or incomplete.
<p>17.</p>	<p>Trailer landing legs</p>	<p>All trailers</p>	<p>Reject if -</p> <ul style="list-style-type: none"> a) the landing legs are not fitted; b) the landing legs do not operate correctly;

18.	Mudguards	<p>All vehicles</p> <p>Excessively corroded in this context means corrosion to the point where -</p> <ul style="list-style-type: none"> • pieces are likely to break off; • corroded sharp edges are present that can cause injury to pedestrians or cyclists; or • the mudguard is not functional. 	<p>c) the landing legs are not securely fixed to the chassis; or</p> <p>d) any of the mounting bolts or cross-bearing members are damaged, cracked or missing.</p> <p>Reject if a mudguard or other similar fitting -</p> <ul style="list-style-type: none"> a) is not securely fixed or is excessively corroded; b) has a tear or jagged edge that could cause injury; or c) is rubbing on a tyre (including, in the case of a steering axle, when the wheels are on full lock).
19.	Cab mounting	<p>All vehicles</p> <p>Items that are stretched during suspension movements, cab tilting, that vibrate excessively or that are excessively chafed, are considered to be subject to excessive stress.</p>	<p>Reject if -</p> <ul style="list-style-type: none"> a) the cab is not mounted securely on the chassis; b) a retention device or safety device on a tilt cab is defective or excessively worn; or c) air pipes, hydraulic pipes or electric cables are liable to become trapped or subjected to excessive stress.
20.	Load body or side-car	<p>Motorcycles, goods vehicles</p> <p>Corrosion : The points to look for are -</p> <ul style="list-style-type: none"> • corroded sharp edges that can cause injury to persons or damage to other vehicles; • corrosion that can significantly affect safety when it affects structural parts, e.g. around seat & seat belt mounting points, door hinges and latches, pedal mounting, 	<p>Reject if -</p> <ul style="list-style-type: none"> a) the load body is not properly secured to the chassis; b) the condition of the load body adversely affects the safe operation of the vehicle; c) the load body or side-car is not capable of securing and containing a load; d) the load body or side-car is not positioned squarely on the chassis; e) the side-car is not fitted to the left side of a motorcycle; f) the centre-line of the axle of a side-car is not within the wheelbase of the motorcycle, or g) a sidecar is fitted and the engine capacity of the motorcycle is less than 50 cm³.

		bonnet mounting, door pillars, and floors (especially wells); and	<ul style="list-style-type: none"> holes in body panels that can cause injury or affect safety. 	
21.	Non-essential projections	Motorcycle/tricycle/ quadruccycle fittings		Reject if there is any projection that has been caused by broken, damaged or dislodged rear-view mirror brackets, mudguards, footrests, stands, bolts, etc.
22.	Security of fittings	Motorcycle/tricycle/ quadruccycle fittings		Reject if any fitting is not securely and adequately attached to the vehicle.
23.	Footrests	Motorcycle/tricycle/ quadruccycle fittings		Reject if any footrest is not fitted with a rubber or does not have a non-slip surface.
24.	Stands	Motorcycle/tricycle/ quadruccycle fittings		Check the centre stand (if fitted) and the side stand (if fitted). Reject if - <ul style="list-style-type: none"> a) either side or centre stand is not fitted; or b) the stand cannot support the vehicle safely.
25.	Self-closing throttle	Motorcycle/tricycle/ quadruccycle fittings		Reject if the vehicle does not have a self-closing throttle.
26.	Levers	Motorcycle/tricycle/ quadruccycle fittings		Reject if any hand lever is broken or damaged to the extent that it is not possible to change gears or brake safely.
27.	Seat belts	All motor vehicles		Reject if - <ul style="list-style-type: none"> a) any motor car first registered after 1964 but before 1 July 1978, does not have a seat belt fitted to each of the two front outboard seats; b) any motor car first registered on or after 1 July 1978, where the roof of that motor car forms an integral part of the bodywork, has no harness belt or three-point belt fitted to each of the two front outboard seats; c) any motor car first registered on or after 1 July 1978, where the roof of that motor car does not form an integral part of the bodywork, has no seat belt fitted to each of the two front outboard seats; d) any motor car or box-type construction vehicle that only has two rows of seats,
	Reg 213 Reg 207(4) SABS 1430	<ul style="list-style-type: none"> Approval mark : Imported belts that carry the e-mark, E-mark are acceptable. Goods vehicles generally known as "Double cab bakkies" : Rear seat belts are not required. Vehicles exempt : Note also that any vehicle with a GVM exceeding 3 500 kg need not be fitted with seat belts. 		

	<p>excluding seating positions that have seats of the folding (tip-up), rearward facing or sideways facing type, first registered on or after 1 January 1988, has no lap belt or three-point belt fitted to each of the two rear outboard seats, excluding rebuilt vehicles originally manufactured before this date and first registered after this date;</p> <ul style="list-style-type: none"> e) any minibus of gross vehicle mass not exceeding 2 500 kg, <ul style="list-style-type: none"> i) does not have a seat belt fitted for the driver's seat; or ii) if the front seat has seating accommodation for other persons, does not have at least one seat belt fitted; f) any minibus, bus or goods vehicle of gross vehicle mass not exceeding 2 500 kg, first registered on or after 1 January 1979, or of gross vehicle mass not exceeding 3 500 kg, first registered on or after 1 January 1987, <ul style="list-style-type: none"> i) does not have at least a harness belt or three-point belt fitted for the driver, and ii) if the front seat has seating accommodation for other persons, does not have at least one other harness belt or three-point belt fitted; g) if any device is present that could be responsible for the introduction of slackness of the seat belt tension; <ul style="list-style-type: none"> h) any seat belt - <ul style="list-style-type: none"> i) is frayed, split or torn; ii) has a loose or defective buckle; iii) is improperly installed, or its anchorages are damaged or defective to the extent that the effectiveness of the anchorage is reduced; iv) does not comply with the requirements of SABS 1080; or v) does not bear the SABS certification mark or other national or international mark of approval, except in the case of older seat belts where normal wear and tear has caused the marks to come off; or i) any motorcycle, with or without a side-car, if fitted with a seatbelt or seatbelt
	<ul style="list-style-type: none"> • The term "safety belt" in a SABS specification has the same meaning as the term "seat belt"

28.	Entrances and exits Reg 210	All motor vehicles with a fixed hood and a tare in excess of 570 kilograms	<p>anchorage, it does not comply with SABS 1430.</p> <p>Reject if, a motor vehicle -</p> <ul style="list-style-type: none"> a) is not fitted with an entrance and exit on both the left side and the right side; b) is not fitted with a door or other effective barrier for each entrance and exit; c) conveying passengers in a separate compartment, and which does not afford such passengers unobstructed access to the driving compartment, <ul style="list-style-type: none"> i) shall have at least a convenient means of entrance and exit at the rear for such passengers, or ii) entrance and exit at the rear of a motor vehicle need not be protected by a door or effective barrier.
29.	Doors	All motor vehicles fitted with entrances and exits	<p>Reject if -</p> <ul style="list-style-type: none"> a) a door is jammed or so secured that it cannot be opened; b) a door will not remain securely closed; c) the hinges, catches or pillars of a door are loose to the extent that the door is not secure when closed; d) except in the case of armoured vehicles, a door cannot be opened from both the inside and the outside; e) a safety catch is not functioning correctly, or f) the driver's window winder or the driver's window winding mechanism (or both) is not working.
30.	Floor and steps	All motor vehicles	<p>Reject if</p> <ul style="list-style-type: none"> a) the floor is not secure or is excessively rusted or has holes in; b) a step is loose, or is excessively rusted or has a jagged edge that could cause injury, or c) anything is present that could interfere with the movements of the pedals.
31.	Seats	All motor vehicles	<p>Reject if</p> <ul style="list-style-type: none"> a) the driving seat is in such a condition that it could cause the driver to lose control of the vehicle;

		reason to reject the vehicle.	
32.	Mirrors Reg 204	All motor vehicles Excluding tractors	<p>b) any seat or bunk is not secure or is unsafe;</p> <p>c) in the case of a vehicle that has no body shell to enclose the passengers, there is no grab handle for each passenger.</p> <p>Reject if -</p> <p>a) less than 75 % of the width of an exterior rear-view mirror can be seen when one is standing at the rear of the vehicle in line with the appropriate outer edge of the body;</p> <p>b) any mirror or its mounting bracket is loose;</p> <p>c) any mirror is so cracked that vision is impaired, or so discoloured that vision is affected;</p> <p>d) any mirror has a loose reflective surface;</p> <p>e) no exterior rearview mirror on the driving side and an interior rearview mirror is not fitted in the case of a motor car, minibus, bus or goods vehicle, the gross vehicle mass of which does not exceed 3 500 kilograms, or</p> <p>f) no exterior rearview mirror on the driving side and an exterior rearview mirror on the side opposite to the driving seat are not fitted in the case of a minibus, bus or goods vehicle, the gross vehicle mass of which exceeds 3 500 kilograms.</p>
33.	View to front and sides	All vehicles	<p>Reject if the driver does not have a full and clear view to the front and sides when he is in the driving position.</p>
34.	Windows and windscreen Reg 202 SABS 1191	All vehicles	<p>Reject if -</p> <p>a) the windscreen is so cracked, clouded or otherwise defective that the driver's view is materially affected or obstructed;</p> <p>b) the windscreen cracks obscure the driver's view in the control zone (The control zone runs from above the steering wheel to just under the sun visor with the sun visor down, and within the driver's windscreen wiper sweep area.);</p> <p>c) the windscreen is cracked in the control zone on both the inside and outside or cracked in such a manner that the crack is both on the inside and outside of the window;</p> <p>• Cracks must not obscure the driver's view in the "control zone". The control zone runs from above the steering wheel to just under the sun visor (with the sun visor down), and within the driver's windscreen wiper sweep area.</p>

	<ul style="list-style-type: none"> • Cracks must not weaken the screen and cracks must have no sharp edges. 	<ul style="list-style-type: none"> d) the windscreen cracks have sharp edges; e) the window cracks restrict the driver's view in the outside rear-view mirror on the left-hand side; f) the glass is not permanently marked with the trade name or trade mark of the manufacturer, or the trade name of the glass; g) the glass is not clearly identifiable as safety glass; h) material other than glass is fitted as a windscreen, window or transparent partition, except that: <ul style="list-style-type: none"> i) roof windows, and windows and partitions in sidecars, in buses and in passenger semi-trailers may be of ultra-high-impact acrylic or polycarbonate plastic materials that are marked with the trade name or trade mark of the manufacturer or with the trade name of the material and with a permanent material identification mark; ii) flexible windows or partitions that fold away may be of plastic material, and iii) windows in trailers (and in caravans registered for the first time on or after 1 January 1987) may be of ordinary acrylic or polycarbonate plastic materials; i) the windscreen is so tinted that the visible light transmitted is less than 70 %; j) except in the case of a window in the roof, or frosted or white glass in ambulances or hearses, any other window apart from the windscreen is so tinted that the visible light transmitted is less than 35 %; k) a windshield (if fitted) is so badly fitted or cracked that it is, in the opinion of the examiner, dangerous to the driver; l) any film or tinting material applied to any windscreen, window or partition is not free from bubbles, tears or scratches, or m) any film or material with a textured surface or any fixture or attachment is positioned over or applied to a windscreen, window or partition in such a manner that its presence reduces visibility through such windscreen, window or partition in any direction;
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35.	Windscreen wipers (if a windscreen is fitted) Reg 203	All motor vehicles fitted with a windscreen.	<p>n) any film or material with a textured surface or advertising material covers more than one eighth of the window area.</p> <p>Reject if -</p> <p>a) the vehicle is not fitted with at least one windscreen wiper in front of the driver, that is capable of clearing the driver's view adequately;</p> <p>b) a wiper is designed for manual operation only, or</p> <p>c) the wiper mechanism or the blade or the control is not sufficiently operational to ensure a clear view for the driver.</p>
36.	Speedometer Reg 215	Applies only to motor vehicles designed for or capable of reaching a speed of 60 km/h.	<p>Reject if -</p> <p>a) no speedometer is fitted;</p> <p>b) the dial illumination does not work properly, or</p> <p>c) the speedometer is not in proper working order.</p>
37.	Hooter or audible warning device Reg 201	All vehicles	<p>Reject if -</p> <p>a) it is not clearly audible to a person of normal hearing at a distance of at least 90m;</p> <p>b) the pitch varies, unless -</p> <p>i) the vehicle is an ambulance, a rescue vehicle, a civil protection vehicle, a police vehicle or a fire-fighting vehicle; or</p> <p>ii) the sound is emitted from an anti-theft device that incorporates a siren, or</p> <p>c) the hooter is not operated by a button or switch that breaks contact automatically when it is released.</p>
38.	Driving controls	All vehicles	<p>Reject if -</p> <p>a) a control is functionally incomplete or is cracked, fractured, excessively corroded or not secure, or if any fasteners are missing;</p> <p>b) a control is obstructed or impeded in its travel;</p> <p>c) a control is so positioned that, when operated, it will impair proper control of the vehicle;</p> <p>d) ancillary equipment or any other items liable to interfere with proper control of the vehicle are present;</p>

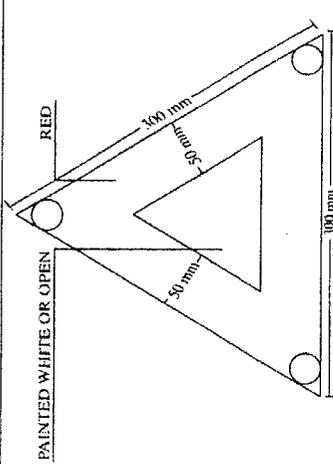
39.	Steering wheel Reg 200	All vehicles	<p>e) any pedal, other than the accelerator pedal, does not have the manufacturer's anti-slip provision (which could include a grooved metal surface) or the pedal surfaces are of smooth metal;</p> <p>f) any electrical equipment intended to be operated by the driver is not provided with a properly working switch, or</p> <p>g) when the front wheels are in the straight-ahead position, the steering wheel obscures the speedometer or the low air-pressure warning device, or both.</p> <p>Reject if -</p> <p>a) any vehicle that belongs to any of the following groups and was registered for the first time on or after 1 July 1999, if the steering wheel is on the left hand side:</p> <p>i) a goods vehicle with a gross vehicle mass exceeding 3500 kg;</p> <p>ii) a minibus with a gross vehicle mass exceeding 3500 kg or that is designed or adapted to carry 12 or more persons, including the driver;</p> <p>iii) a bus;</p> <p>iv) a breakdown-vehicle; and</p> <p>v) a motor vehicle used for the conveyance of persons for reward,</p> <p>b) any vehicle first registered on or after 1 January 2000, if the steering wheel is on the left hand side;</p> <p>c) the play at the steering wheel exceeds 12.5% (or 45°);</p> <p>d) there is any relative movement between the steering column shaft and the steering wheel;</p> <p>e) the retaining device on the steering wheel hub is missing;</p> <p>f) the steering wheel hub, rim or any spoke is broken or damaged;</p> <p>g) the steering wheel is obviously home-made;</p> <p>h) the steering is inoperative; or</p> <p>i) the steering wheel is fitted with any anti-theft device that enables the steering wheel to be disconnected from the steering mechanism.</p>
40.	Steering column	All vehicles	<p>Reject if -</p>

		<ul style="list-style-type: none"> Excessive movement in this context means that vehicle manufacturers usually do not allow any end float (centre up and down) and side play (radially from the axis of the steering column). 	<p>a) the centre of the steering wheel exhibits excessive up and down (end float) movement in line with the steering column;</p> <p>b) the top of the steering column exhibits excessive radial movement from the axis of the steering column (side play);</p> <p>c) a flexible coupling or universal joint is excessively worn or is not secure;</p> <p>d) any fasteners are missing;</p> <p>e) there are any signs of repair by heating or welding;</p> <p>f) a column or rod is damaged or bent;</p> <p>g) a collapsible column or rod has been repaired after collapse; or</p> <p>h) adjustable columns do not lock in all positions.</p>
41.	Handlebars and steering	Motorcycle/tricycle/quadrucycle	<p>Examine the handlebars, front forks, connections and components from the handlebars to the front wheel or wheels and reject if -</p> <p>a) handlebars are not symmetrical;</p> <p>b) the distance between the outside edges of the handlebars is not at least -</p> <p>i) 600 mm for a motorcycle/tricycle/quadrucycle with an engine capacity of 200 cc or more, and</p> <p>ii) 500 mm for all other motorcycles/tricycles/quadrucycles;</p> <p>c) the outer ends of the handgrips are -</p> <p>i) higher than 500 mm above the seat;</p> <p>ii) lower than the seat; and</p> <p>iii) more than 800 mm apart;</p> <p>d) handlebars are reconstructed or modified;</p> <p>e) the steering lock on both sides is not approximately the same;</p> <p>f) the handlebars foul any part of the vehicle;</p> <p>g) with the handbrake applied, there is any bending or twisting or, with the front wheels lifted off the ground, there is any excess stiffness, roughness, looseness or forward or backward play of the steering;</p> <p>h) the steering damper (if fitted) is not in good condition and, where relevant, not</p>

			<p>capable of adjustment;</p> <p>i) there is any play on the fork;</p> <p>j) there is an excessive amount of lost motion (backlash) in the steering mechanism from the handlebar to the front wheel (or, where relevant, to each front wheel) when the wheel is in the straight-ahead position;</p> <p>k) the free movement of the handlebar is excessive;</p> <p>l) if the handlebar is gently moved to and fro and the connections and joints of the front forks and components are carefully observed -</p> <p>i) there is any sign that any part of the steering mechanism has been redesigned or modified;</p> <p>ii) there is excessive looseness in any connection or joint;</p> <p>iii) any steering connection is not securely locked; or</p> <p>iv) packing material of any kind has been used in any steering connection or joint in order to take up any clearance caused by damage or wear.</p>
42.	<p>Air or vacuum warning device of braking systems</p> <p>Reg 156(2)</p>	<p>Goods vehicles with air braking system</p>	<p>Reject if -</p> <p>a) in the case of any motor vehicle equipped with a service brake that is operated solely by air or vacuum, or</p> <p>b) in the case of any motor vehicle equipped or intended to draw a trailer fitted with an air brake or vacuum brake, the device that is intended to give visible or audible warning of the pressure becoming such that the brake is incapable of stopping the vehicle, is missing or inoperative.</p> <p>Reject if the time between starting the engine with the reservoirs empty and reaching the operating pressure exceeds 10 minutes for a single vehicle or 15 minutes for a combination, 3 minutes for a vacuum brake.</p>
43.	<p>Braking systems: build-up of air pressure or vacuum (where applicable)</p>	<p>Goods vehicles with air braking system</p>	<p>Reject if -</p> <p>a) the brake lever is fractured or excessively corroded;</p>
44.	<p>Hand levers controlling</p>	<p>All vehicles</p>	<p>Reject if -</p> <p>a) the brake lever is fractured or excessively corroded;</p>

	<p>mechanical braking systems (inspection in vehicle)</p> <ul style="list-style-type: none"> • Excessively corroded in this context means corroded to the point where its strength has been substantially reduced. • Excessive wear in this context means worn to the point where: <ul style="list-style-type: none"> o over 30 % of the tooth height of the ratchet has been worn away; or o false locking can occur, i.e. the locking mechanism can be overcome when the examiner presses on the lever. 	<ul style="list-style-type: none"> b) the wear of the pawl mechanism or in the lever pivot is excessive; c) the lever does not operate correctly; d) any fasteners are missing; or e) any part shows signs of having been repaired by heating or welding.
45.	<p>Service brake pedal (inspection in vehicle)</p> <p>All vehicles</p> <p>Excessive wear in this context means -</p> <ul style="list-style-type: none"> • lost motion at a link, equivalent to more than 10 % of the diameter of the clevis pin, ball, bush, rod, etc; or • any wear that greatly reduces the efficiency of the mechanism. 	<p>Reject if -</p> <ul style="list-style-type: none"> a) there is wear or travel in the pedal or in its linkage so that - <ul style="list-style-type: none"> i) the motion lost at a link is equivalent to more than 10% of the diameter of the clevis pin, ball, bush, rod, etc; or ii) the wear greatly reduces the efficiency of the mechanism; b) the designed movement of the pedal is obstructed or there is insufficient clearance to allow for any adjustment; c) any attachments to the pedal assembly are loose, or d) any part shows signs of having been repaired by heating or welding.
46.	<p>Service brake operation (inspection in vehicle)</p> <p>All vehicles</p>	<p>Reject if -</p> <ul style="list-style-type: none"> a) the air pressure or vacuum decreases when the pedal is kept depressed with the engine running; b) in the case of a hydraulic system, there is sponginess or the pedal creeps down when a light, firm pressure is maintained on the pedal, or c) in the case of a vacuum system, no dip can be felt when the engine is started and pressure is maintained on the pedal.
47.	<p>Hand-operated air</p> <p>All vehicles with air braking system</p>	<p>Reject if -</p>

	brake valves (inspection in vehicle)		<p>a) there is any fracture, damage or insecure attachment;</p> <p>b) full travel of the control is obstructed;</p> <p>c) any connection is loose, or</p> <p>d) there is an audible leak in the system.</p>
48.	Motor vehicle capable of travelling backwards & forwards Reg 211	All motor vehicles	<p>Reject if a motor vehicle, other than a motor cycle, motor tricycle or motor quadracycle, the tare of which exceeds 570 kilograms, cannot be driven backwards and forwards.</p>
49.	Emergency warning signs (Triangles) Reg 214 SABS 1329	<p>"Motor vehicle" excludes an ambulance, motorcar, motor cycle, tricycle or quadracycle.</p> <p>Note : A new regulation has been published, but will only become effective on 1 July 2004.</p>	<p>Reject if -</p> <p>a) there is not at least one emergency warning sign carried in the motor vehicle that is -</p> <p>i) a double-sided sign, 300mm x 300mm x 300mm;</p> <p>ii) the red portion is not red reflective material or painted red with red retro-reflectors fitted at each corner;</p> <p>b) there is not at least one emergency warning sign carried on a motor vehicle with a gross vehicle mass exceeding 3 500 kilograms which -</p> <p>i) is a warning sign complying with the requirements of standard specifications SABS 1329 "Retro-Reflective and Fluorescent Warning Signs For Road Vehicles", Part 1: "Triangles"; and</p> <p>ii) bears a certification mark.</p> <p>Note : In the case of a semi-trailer or trailer, the emergency warning sign may be carried in the drawing vehicle.</p>

			
50.	Chassis or frame	<p>All vehicles</p> <p>Excessive corrosion in this context means that its strength has been drastically reduced.</p>	<p>Reject if -</p> <ul style="list-style-type: none"> a) there are any cracks in, or if there is excessive corrosion of, any cross-member or main member; b) any cross-member or main member is deformed to the extent that the control of the vehicle or safe carriage of the load could be affected; c) any fitch plate, nut, bolt or other fastening between the frame and a cross-member is loose or insecure, or is missing; or d) there has been any modification, welding or drilling that weakens the chassis or frame
51.	Electrical wiring and equipment Reg 205	<p>All vehicles</p> <p>Excessive corrosion in this context means that</p> <ul style="list-style-type: none"> • over 10 % of the original material thickness or area has been lost; or • the corrosion that has taken place will cause bad electrical connections. 	<p>Reject if -</p> <ul style="list-style-type: none"> a) any wiring is not properly insulated or if there is excessive corrosion; b) any wiring is not secured or is chafing in a manner likely to affect its insulation; c) the battery and battery carrier are not secure; d) the battery case is leaking or a battery cap is missing, or e) any switch is loose or does not operate correctly.

52.	Engine - Starting and functioning	<p>All self propelled vehicles</p> <p>Functioning normally means -</p> <ul style="list-style-type: none"> • the engine is not misfiring; • the engine does not lack power to the extent that the vehicle would hinder road traffic; or • engine failure will not happen very soon (e.g. heavy big-end knock). 	<p>Reject if the engine is not capable of being started by the self-starter or, if not equipped with a self-starter, by means of a crank handle or similar device.</p>
53.	Engine - Smoke and leaks		<p>Reject if, after the engine is started -</p> <ul style="list-style-type: none"> a) the vehicle emits excessive smoke or fumes; b) there is an leak in the engine cooling system, or c) there is any leak in the fuel system. <p>Reject if, with or without the engine running, there are oil leaks to the extent that the oil visibly moves or drips during inspection.</p>
54.	Engine - Fitting of non-standard engines		<p>If any engine is fitted that is not of the standard make and type for that particular vehicle, reject if, the engine is too powerful for safe operation of the vehicle in question.</p>
55.	Engine cover Reg 206		<p>Reject if the engine is not covered in such manner that the engine is not a source of danger to a person (motorcycles/ tricycles/quadrucycles exempted).</p>
56.	Engine and transmission mountings		<p>Reject if any mounting or mounting bracket -</p> <ul style="list-style-type: none"> a) is missing or is loose or fractured; b) has deteriorated to the extent that its effectiveness is impaired; c) is poorly welded, or d) has had its effectiveness impaired because of cutting of the chassis or the bodywork.

57.	Drive chain	Motorcycle/tricycle/quadrucycle and any other vehicle with chain and sprockets	<p>Reject if, in the case of a vehicle that has a driving chain and sprockets -</p> <ul style="list-style-type: none"> a) the chain is out of alignment or not properly tensioned; b) the chain is excessively worn or the chain guard is missing, or c) the sprocket teeth are "hooked" or otherwise excessively worn.
58.	Oil leaks		<p>Reject if -</p> <ul style="list-style-type: none"> a) there is oil leaking from any assembly to the extent that the oil visibly moves or drips during inspection; b) there is any evidence of excessive oil spray, or c) the oil level is not visible on the dip stick.
59.	Fuel system and fuel tank Reg 205		<p>Reject if -</p> <ul style="list-style-type: none"> a) the fuel tank is not secure or if any part of the system is leaking or has, in the opinion of the examiner, been repaired in an unsatisfactory manner; b) a filler cap is missing or is defective, or c) fuel pipes are damaged, chafed or not secured.
60.	Exhaust system Reg 209 SABS 0181 SABS 0281 SABS 097		<p>Reject if -</p> <ul style="list-style-type: none"> a) except in the case of slip joints on heavy vehicles where slight leaks are acceptable, the exhaust gas leaves the exhaust system by means other than through the silencer or filling device; b) the exhaust gas or smoke is so dense as to cause a nuisance to or obstruct the vision of other road users; c) the exhaust pipe or silencer is in such a position that oil or other flammable liquid or material can drip or fall onto it, or is not in efficient working order, or is so placed and maintained that exhaust gas or smoke leaks into the driving cab or passenger compartment of the vehicle; d) the exhaust system is within 25 mm of any hydraulic brake system pipe unless it has been properly insulated; e) any exhaust gases are discharged onto any fuel container, fuel hose, spare wheel

			<p>(if fitted), battery or any part of the brake system; f) the exhaust system is not secure, or g) when the vehicle is tested in accordance with either SABS 0181 or SABS 097, any of the relevant recommended noise limits given in the relevant standard are exceeded.</p>
61.	Suspension units - Springs		<p>Reject if -</p> <p>a) any spring is broken or sagging, or has been "packed" (to counter sagging) with materials or components other than those specified by the manufacturer; b) any spring leaf or U-bolt is missing or is loose, broken or cracked; c) a spring centre bolt or clip is missing or is broken; d) the springs do not maintain the unladen vehicle in a reasonably level position; e) there is any crack in the spring cradle, or f) any part shows signs of having been repaired by heating or welding.</p>
62.	Suspension units - Shackles	<p>Excessive in this context means that wear has reached the point where -</p> <ul style="list-style-type: none"> • the strength of the shackle has clearly been reduced; • the manufacturer's limits have been exceeded; or • there is a danger of failure of the shackle. 	<p>Reject if -</p> <p>a) a shackle or shackle pin shows excessive wear; b) the wear in any shackle bearing is excessive; c) the side clearance in a shackle is excessive; or d) a slipper is fractured, excessively worn or not securely fixed.</p>
63.	Suspension units - Axle locating assembly		<p>Reject if -</p> <p>a) any part is missing, or is loose, fractured, permanently distorted or damaged; b) bearing surfaces show excessive wear; c) in the case of bonded suspension units, the flexible element is not firm or shows evidence of failure of the bond, or d) the vehicle is "crabbing".</p>
64.	Suspension units -	Any detectable air leak should cause the	<p>Reject if -</p>

	Air suspension	vehicle to be rejected because it can affect the charging time and reserve capacity of the brake system.	<p>a) there is an excessive air leak in the system;</p> <p>b) the levelling system is defective;</p> <p>c) when fully deflated, a suspension bellows is in such a condition that the body of the vehicle fouls any road wheel, or</p> <p>d) the vehicle is noticeably leaning.</p>
65.	Suspension units - Hydraulic suspension		<p>Reject if -</p> <p>a) any fittings or hydraulic pipes are loose, chafing or leaking; or</p> <p>b) the operation of the hydraulic system is not as prescribed by the manufacturer.</p>
66.	Suspension units - Front and rear forks	Motorcycle/tricycle/quadrucycle	<p>Carefully examine the front and rear forks. Reject if -</p> <p>a) there is any sign of re-design or modification (other than a modification made or approved by the manufacturer) of the front forks or suspension;</p> <p>b) there is any crack, bend or twist (other than bends or twists formed during original manufacture) in the front forks;</p> <p>c) there is any sign of the forks having been heated or welded (other than during original manufacture);</p> <p>d) any bolt or rivet is missing;</p> <p>e) any brake torque arm is not properly secured;</p> <p>f) there is excessive play fore and aft in the front forks, or</p> <p>g) rear suspension fork bushes are excessively worn.</p>
67.	Suspension units - Semi-trailer Reg 219		<p>Reject unless -</p> <p>a) a semi-trailer first registered on or after 1 July 1999 is fitted with only one axle or one axle unit, and</p> <p>b) the axle unit is fitted with one type of suspension only, namely either air suspension, steel suspension or rubber suspension.</p>
68.	Suspension units - Road test		<p>Examine the performance of the steering and front suspension in a road test on a road with a reasonably level, dry, smooth and hard surface (this test may be combined with the braking test on the road).</p>

			<p>Reject if -</p> <ul style="list-style-type: none"> a) the vehicle cannot maintain a straight-ahead direction; b) wheel wobble becomes evident, or c) any defect becomes apparent when the steering is turned from side to side at a speed of 5 km/h to 10km/h.
69.	Shock absorbers	<p>All vehicles</p> <p>An "excessive fluid leak" in this context means that hydraulic fluid, rather than vapour, is escaping. This is a valid reason to reject the vehicle, because it affects the function of the shock absorber.</p>	<p>Reject if -</p> <ul style="list-style-type: none"> a) a shock absorber is loose; b) an anchorage or a linkage is fractured or is excessively worn; c) an excessive fluid or air leak is present; d) a shock absorber is damaged to the extent that the unit is not functioning correctly; e) where it can be seen that the vehicle is designed for the fitment of shock absorbers and these are missing, or f) in the case of motorcycles/tricycles/quadrucycles, the front mudguard or frame touches the tyre, when the handlebar is pressed down, or the handlebar "hits back solid" when it is allowed to rebound.
70.	Stub axles, wheel bearings, control arms and kingpins	<p>"Excessive" in this context means that wear has reached the point where -</p> <ul style="list-style-type: none"> • the strength of the equipment has been clearly reduced; • the wear limits have been exceeded; • there is a danger of failure; • free play is felt where it should not be present; or • free play affects the control of direction of the vehicle. 	<p>Reject if -</p> <ul style="list-style-type: none"> a) there is excessive play present; b) the kingpin or ball-joint assembly is loose in the axle beam or its pin-retaining device is missing; c) the control arm bushes are worn or any part is not properly affixed or is missing, or d) the control arms are cracked, or are bent, twisted or welded other than by the vehicle manufacturer.

71.	Stabilizers and anti-roll bars		<p>Reject if -</p> <p>a) a stabilizer or an anti-roll bar (when critical to vehicle safety), as specified by the manufacturer, is missing;</p> <p>b) a stabilizer or an anti-roll bar is bent or has been repaired by heating or welding;</p> <p>c) stabilizer bushes are worn;</p> <p>d) stabilizer mountings are in poor condition, or</p> <p>e) any welds or bends, other than those introduced by the vehicle manufacturer, or any signs of damage are apparent in the front suspension.</p>
72.	Steering mechanism	<p>"Excessive" in this context means that wear has reached the point where -</p> <ul style="list-style-type: none"> • the strength of the equipment has been clearly reduced; • the wear limits have been exceeded; • there is a danger of failure; • free play is felt where it should not be present; or <p>free play affects the control of direction of the vehicle.</p>	<p>Reject if -</p> <p>a) any part of the steering mechanism is missing, or is cracked, fractured, damaged, distorted, loose or excessively worn;</p> <p>b) the proper movement of any part is obstructed by another part of the vehicle;</p> <p>c) any fastener, retaining device or locking device is missing or is not correctly fitted;</p> <p>d) any part shows signs of having been repaired by packing, heating or welding that is not approved by the vehicle manufacturer;</p> <p>e) the steering mechanism does not operate smoothly throughout its working range;</p> <p>f) there are excessive oil leaks;</p> <p>g) the minimum turning radius of the vehicle exceeds</p> <p>i) 13,1 m if fitted with a single steering axle; or</p> <p>ii) 17,5 m if fitted with twin steering axles in the case of a busstrain or rigid goods vehicle; or</p> <p>h) steering stops are missing, or are not similarly adjusted on each side.</p>
73.	Power steering	<p>Excessive valve travel causes too much free rotation of the steering wheel when the direction of the vehicle is changed.</p>	<p>Examine the power steering with and without the engine running. Reject if -</p> <p>a) the rod anchorage is fractured or loose;</p> <p>b) the cylinder is fractured or leaking;</p> <p>c) the fluid pipes are damaged or leaking or are fouling other parts of the vehicle;</p> <p>d) there is excessive free valve travel or the unit is out of alignment or the power</p>

74.	Drive train	<p>All vehicles</p> <p>Universal joints : No excessive play up and down and radial play is allowed. The limits are</p> <ul style="list-style-type: none"> • light vehicles: maximum play 0,5 mm; and • heavy vehicles: maximum play 1 mm. 	<p>assistance is inoperative, or there is evidence that the power assistance (when critical to the vehicle safety) has been removed or disconnected.</p> <p>e)</p>
75.	Wheel alignment		<p>Reject if -</p> <p>a) a flange bolt is loose or is missing or a flange is loose on its shaft;</p> <p>b) there is excessive wear in a shaft bearing;</p> <p>c) a bearing housing is fractured or not secure;</p> <p>d) there is a damaged or bent shaft;</p> <p>e) there is significant deterioration of the flexible mounting of a bearing housing;</p> <p>f) there is excessive wear on the splined joint;</p> <p>g) there is excessive vibration or abnormal noise (or both);</p> <p>h) the clutch slips or gives excessive shudder;</p> <p>i) gears cannot be selected or will not remain in mesh without manual assistance;</p> <p>j) in the case of an automatic gearbox, the engine will start with the gear lever in one or more of the forward or reverse positions or does not start in the neutral position, or</p> <p>k) a boot of a constant velocity joint is torn or permits lubricant to escape.</p> <p>Use an acceptable alignment indicator to measure the side slip or "scuff" on the front wheels. Check the wheel camber.</p> <p>Reject if -</p> <p>a) side slip or "scuff" of the front wheels exceeds 12 mm/m or the manufacturer's specified limits;</p> <p>b) the camber exceeds the manufacturer's specified limits;</p> <p>c) in the case of a semi-trailer, any axle is out of square to the longitudinal centre-line of the vehicle by more than 10,0 mm per metre of length of trailer, or</p> <p>d) in the case of a motorcycle/tricycle/quadracycle, the front wheel(s) (in the straight-ahead position) and rear wheel(s) are not in the same vertical plane. When</p>

76.	Braking system - General Reg 154 SABS 1207 SABS 1051 SABS 1506 SABS 1447	All vehicles "Excessive" in this context means wear to the point where - • there is a danger of failure; • the strength of the equipment has been clearly reduced; • the wear is more than that specified by the manufacturer; • there is free play where it should not be present; or • the efficiency of force transmission or displacement has been reduced. Anti-theft device connected to the brake system.	relevant, check the alignment of the sidcar wheel and reject if it is not parallel to or has slight "toe-in" towards the front wheel (in the straight-ahead position). Reject if - a) any part of the braking system is missing, or is cracked, fractured, damaged, distorted, loose or excessively worn; b) the proper movement of any part is obstructed by another part of the vehicle; c) any fastener, retaining device or locking device is missing or is incorrectly fitted; d) any part shows signs of having been repaired by heating or welding; e) in the case of motor vehicles first registered on or after 1 July 1990, an anti-theft device is connected to the braking system or in any way interferes with the braking system; f) except in the case in paragraph (g), any goods vehicle the gross vehicle mass of which exceeds 3500 kg, a minibus, bus or tractor that was first registered on or after 1 January 1986 is not fitted with brakes that comply with the relevant parts of SABS 1051 or with SABS 1207; g) a tractor not designed for or capable of operating at a speed exceeding 35 km/h or a trailer drawn by such tractor, and first registered on or after 1 July 1999, is not fitted with brakes that comply with SABS 1051 or SABS 1207 or SABS 1506 or the relevant part of SABS 1447, or h) in the case of a trailer with a gross vehicle mass exceeding 3 500 kg, the trailer is not fitted with a service brake.
77.	Braking system - Specific items	All vehicles "Excessive" in this context means wear that has reached the point that - • on a 400 mm to 420 mm brake drum (16 inch to 16,5 inch), which is normally fitted to heavy vehicles with 10.00 X 20 or 11.00 X 20 tyres, the brake lining thickness is	Reject if any of the following are found: a) excessively worn linings, pads or discs; b) fractured brake drums; c) levers set to incorrect angles; d) linings or pads contaminated with oil; e) operating cylinders or diaphragms with excessive travel (if the manufacturer's service limits are not available, a limit of 55 mm for diaphragm types or half the

		<p>less than 8 mm (when the brake lining is less than 8 mm thick, the rivets that attach the brake lining to the brake shoe will soon start to scratch the brake drum); or</p> <ul style="list-style-type: none"> the wear is greater than the limit specified by the manufacturer, as shown by the wear indicators on the brake or in the vehicle. 	<p>length of the cylinder for piston types shall apply);</p> <ul style="list-style-type: none"> f) spring brakes not operating, or wound off, or with the rewinding bolt missing; g) bending of, or damage to, brake rods; h) fraying of, or other damage to, brake cables; i) any leakage of hydraulic oil; j) brake pipes that are excessively chafed, corroded or damaged, or inadequately secured; k) brake pipes that are kinked or bulging, or so positioned as to be liable to be damaged by moving parts or by heat; l) an air reservoir with no provision for draining, either automatically or manually; m) trailer couplings that are interchangeable but not coded; n) an incorrectly adjusted load-sensing valve; o) automatic slack adjusters that have any parts missing; p) leaking air connections or vacuum connections; q) clogged air cleaners; r) frayed, worn or incorrectly tensioned air compressor drive belts; s) hydraulic reservoirs without caps, or t) excessive water or oil (or both) in any air reservoir.
78.	Trailer parking brake	Trailers See braking system : General for the meaning of excessive.	<p>Reject if -</p> <ul style="list-style-type: none"> a) the brake does not operate on at least two wheels on the same axle; b) the brake mechanism is fractured, excessively worn or excessively corroded, or c) the parking brake cannot be applied.
79.	Brakes	Motorcycles, tricycles and quadrucycles	<p>Subject to the provisions of all the braking regulations given in the NRTA & R or the RTA & R, a vehicle shall be equipped with two separate braking systems, one acting on the front wheel(s) and one on the rear wheel(s). The performance of each braking system shall be equivalent to that specified for an emergency brake and with both braking systems applied, their combined performance shall be equivalent to the performance specified for a service brake.</p>

			<p>Reject if -</p> <ul style="list-style-type: none"> a) there is not an adequate reserve of travel of both foot brake pedal and hand-operated brake lever when fully applied; b) the foot brake pedal does not have a non-slip surface; c) the brakes are not so adjusted that (after making due allowance for nominal resistance to rotation of wheels owing to disc-pad or transmission drag) the vehicle will move freely when the brakes are released; d) an hydraulic brake is not capable of giving full and efficient application of the brake with only one stroke of the lever or pedal (as relevant); e) the lever or pedal of an hydraulic brake continues to move under a constant pressure maintained for 1 minute, or f) the lever or pedal of a brake does not return to its original position when released after application.
80.	Brakes Reg 151	Trailers	<p>Reject if a trailer -</p> <ul style="list-style-type: none"> a) of which the GVM does not exceed 750kg, is not fitted with at least a device for keeping the trailer stationary; b) of which the GVM exceeds 750kg but does not exceed 3500kg, is not fitted with at least an overrun brake and a parking brake; or c) of which the GVM exceeds 3500kg, is not fitted with at least a service brake and a parking brake.
81.	Braking performance	Motorcycles, tricycles and quadrucycles	<p>With the vehicle travelling at an initial speed of 35 km/h on a road with a reasonably level, dry, smooth and hard surface, with the tyres properly inflated and the engine disengaged, take measurements (under all conditions of loading) from the actual instant at which the braking controls are moved. If the following maximum stopping distances are exceeded, repeat the test and, if necessary, implement it a third time:</p> <p>Handbrake (front) 30 m</p>

			<p>Foot brake (rear) 30 m Handbrake and foot brake combined: 14 m</p> <p>Reject if -</p> <ul style="list-style-type: none"> a) during the final test(s), the vehicle cannot, under all conditions of loading, be stopped within the appropriate maximum stopping distance; b) the action of either brake is not even and controllable; c) there is any grabbing of the brakes, or d) the brake application affects the steering or the course of the vehicle.
<p>82.</p>	<p>Braking performance - Service and emergency brakes - Test methods Reg 155</p>	<p>Light and heavy vehicles</p>	<p>Determine the brake efficiency of both the service brake and the emergency brake, and the individual brake performance, using the methods described in (a) and (b) below:</p> <ul style="list-style-type: none"> a) direct measurement of brake efficiency: Use an acceptable brake roller testing machine or do an actual road test. Reject the vehicle if the braking force developed is less than the appropriate value shown in tables 1 to 8; and b) individual brake performance: Use an acceptable brake roller testing machine to assess the performance of each individual brake and reject if - <ul style="list-style-type: none"> i) excessive drum ovality or disc distortion is shown by cyclical variation of the braking force, or ii) the output brake force of any individual brake is different from that of any other brake on the same axle by more than 30%. <p>NOTE : A vehicle may be presented laden or unladen. NOTE : Should the brake rollers lock, the vehicle should not necessarily be failed as it could well be a roller brake tester fault. Check first and if it is the vehicle, reject it.</p>
<p>83.</p>	<p>Braking performance - Service and emergency brakes</p>	<p>Light and heavy vehicles</p>	<p>With the vehicle travelling at a speed of 35 km/h (or, when relevant, at the speeds given in the appropriate tables 2, 4, 6 and 8) on a road with a reasonably dry, smooth and hard surface and with the engine disengaged, apply the appropriate brake and note the general braking performance. Measure either -</p>

<p>- General braking performance Reg 155</p>		<p>a) the stopping distance from the point at which the braking control first moved, to the point where the vehicle stops, or b) the deceleration, using an acceptable decelerometer.</p> <p>Reject if -</p> <p>i) the stopping distance is more than, or the deceleration is less than, the appropriate value given in tables 1 to 4 for light vehicles and in tables 5 to 8 for heavy vehicles, or</p> <p>ii) during the road test there is excessive pedal travel or brake shudder or the vehicle is pulling to the left or right during the application of the brakes.</p>
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84. Table 1 : Service brake of light vehicle or combination of vehicles capable of exceeding a speed of 35 km/h

1	2	3	4
Initial speed km/h	Maximum stopping distance m	Minimum deceleration m/s ²	Minimum equivalent braking force N/kg
35	14	44	44

85. Table 2 Service brake of light vehicle or combination of vehicles not capable of exceeding a speed of 35 km/h

1	2	3	4
Maximum initial speed km/h	Maximum stopping distance m	Minimum deceleration m/s ²	Minimum equivalent braking force N/kg
15	7	1,9	1,9
20	11	1,9	1,9
25	16	1,9	1,9
30	23	1,9	1,9
35	30	1,9	1,9

86. Table 3— Emergency brake of light vehicle or combination of vehicles capable of exceeding a speed of 35 km/h

1	2	3	4
Initial speed km/h	Maximum stopping distance m	Minimum deceleration m/s ²	Minimum equivalent braking force N/kg
35	30	19	19

87. Table 4— Emergency brake of light vehicle or combination of vehicles not capable of exceeding a speed of 35 km/h

1	2	3	4
Maximum initial speed km/h	Maximum stopping distance m	Minimum deceleration m/s ²	Minimum equivalent braking force N/kg
15	12	0,95	0,95
20	20	0,95	0,95
25	29	0,95	0,95
30	41	0,95	0,95
35	55	0,95	0,95

88. Table 5— Service brake of heavy vehicle or combination of vehicles capable of exceeding a speed of 35 km/h

1	2	3	4
Initial speed km/h	Maximum stopping distance m	Minimum deceleration m/s ²	Minimum equivalent braking force N/kg
35	16	44	44

89. Table 6— Service brake of heavy vehicle or combination of vehicles not capable of exceeding a speed of 35 km/h

1	2	3	4
Maximum initial speed km/h	Maximum stopping distance m	Minimum deceleration m/s ²	Minimum equivalent braking force N/kg
15	7	1,9	1,9
20	11	1,9	1,9
25	16	1,9	1,9
30	23	1,9	1,9
35	30	1,9	1,9

90. Table 7 — Emergency brake of heavy vehicle or combination of vehicles capable of exceeding a speed of 35 km/h

1	2	3	4
Initial speed km/h	Maximum stopping distance m	Minimum deceleration m/s ²	Minimum equivalent braking force N/kg
35	30	1,9	1,9

91. Table 8 — Emergency brake of heavy vehicle or combination of vehicles not capable of exceeding a speed of 35 km/h

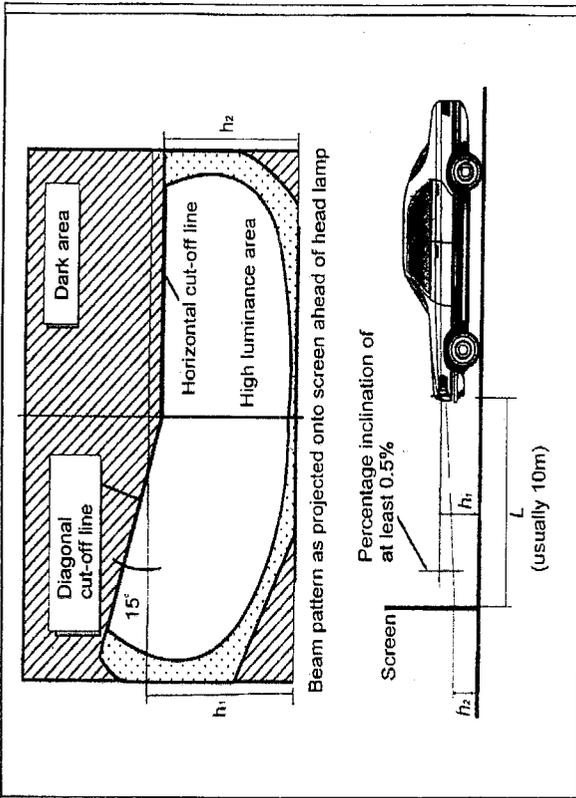
1	2	3	4
Maximum initial speed km/h	Maximum stopping distance m	Minimum deceleration m/s ²	Minimum equivalent braking force N/kg
15	12	0,95	0,95
20	20	0,95	0,95
25	29	0,95	0,95
30	41	0,95	0,95
35	55	0,95	0,95

92.	Braking performance - Parking brake Reg 155	Light and heavy vehicles	<p>Test the performance of the parking brake (in both the forward and the reverse direction) on a gradient of not more than 1: 8,33 (12 %), or by using an acceptable brake roller test machine.</p> <p>Reject if, with the engine disengaged, the parking brake alone cannot keep the vehicle stationary.</p>
93.	Overall length Reg 221	All vehicles	<p>Reject if the overall length of -</p> <ul style="list-style-type: none"> a) a bus-train exceeds 22 m; b) a single vehicle, excluding a semi-trailer, including any drawbar or coupling, exceeds 12,5 m; c) a trailer with one axle or axle unit (other than a semi-trailer), the GVM of which does not exceed 12 000 kg, exceeds 8 m, excluding the length of the drawbar or coupling; d) a trailer exceeds 1,8 m and there is no articulation between the drawing vehicle and the trailer, including any drawbar or coupling; e) a trailer with one axle or axle unit (other than a semi-trailer), the GVM of which exceeds 12000 kg, exceeds 11,3 m, excluding the length of the drawbar or coupling; f) a trailer not referred to in (c), (d) and (e) above (other than a semi-trailer), the GVM of which exceeds 12000 kg, exceeds 12,5 m, excluding the length of any drawbar or coupling; or g) a bus exceeds 15 m <p>Note : Equipment fitted to the front of a vehicle to protect its bodywork and lighting equipment that increases the overall length of that vehicle by not more than 300 millimetres, shall not be taken into account for the purpose of calculation of the overall length of a vehicle: Provided further</p>

94.	Overall width Reg 223	All vehicles	that the said protection equipment does not include the bumper fitted by the manufacturer of the motor vehicle concerned. Reject if the overall width of any vehicle, including a minibus, exceeds 2,5 m, except that 2,6 m is permitted in the case of - a) goods vehicles with a GVM of at least 12 000 kg, and b) buses where the distance between the centre-lines of the two front wheels exceeds 1,9m.
95.	Overall height Reg 224	All vehicles	Reject if the overall height of - a) any vehicle (other than a double-decker bus) laden or unladen, exceeds 4,3 m, or b) a double-decker bus exceeds 4,65 m.
96.	Wheelbase Reg 225	All vehicles	Reject if the wheelbase of - a) a semi-trailer exceeds 10 m; b) a bus-train exceeds 15 m, or c) any other vehicle exceeds 8,5 m. Note : The wheelbase of a bus-train shall be the distance measured from the centre of the front axle to the centre of the middle axle.
97.	Front overhang Reg 226	All vehicles	Reject if the front overhang of - a) a semi-trailer exceeds 1,8 m; or b) any vehicle (other than a semi-trailer or a trailer with one axle or one axle unit) - i) exceeds 60 % of the wheelbase; ii) exceeds 6,2 m less half the wheelbase, in the case of a vehicle in which the front surface of the backrest of the driver's seat at seat level is not more than 1,7 m of the front end of the vehicle, when such seat, if adjustable, is in the rearmost position, or iii) exceeds 5,8 m less half the wheelbase, in the case of any other vehicle.

98.	Rear overhang Reg 226	All vehicles	<p>Reject if the rear overhang of -</p> <p>a) a vehicle referred to in NRTR 230 or RTR 436, bus, self-propelled caravan or any vehicle designed or adapted for use in connection with street cleaning or the disposal of refuse or sewage exceeds 70 % of its wheelbase;</p> <p>b) any trailer with one axle or one axle unit, other than a semi-trailer, exceeds 50% of the length of the body of the trailer;</p> <p>c) any trailer, other than a semi-trailer, with two axles, where the distance between the centre-lines of the axles is less than 1,2 m, exceeds 50% of the length of the body of the trailer, or</p> <p>d) any other vehicle exceeds 60% of the wheelbase.</p>
99.	Lamps : General Reg 157, 158, 181, 182, 183 & 184	All vehicles	<p>Reject if -</p> <p>a) any lamp required in terms of the NRTA & R or the RTA & R is not fitted. These are -</p> <ul style="list-style-type: none"> i) headlamps with main and dipped beams; ii) front position lamps; iii) rear lamps; iv) stop lamps, and v) registration plate lamp(s); <p>b) any lamp listed in (a) above is damaged, does not work or is not secure;</p> <p>c) any lamp is not bright enough to be seen from a distance of 150 m when visibility is such that persons and vehicles are not clearly discernible at 150 m;</p> <p>d) any lamp other than one authorized in terms of the NRTA & R or the RTA & R is fitted;</p> <p>e) any lamp, excluding a reversing lamp, a direction indicator and an official flashing identification lamp, emits a light that is not red in</p>

100.	Headlamps Reg 159 SABS 1046 SABS 1376-2	All vehicles	<p>colour towards the rear;</p> <p>f) any lamp, excluding an official flashing identification lamp, emits a red light towards the front or to either side of the vehicle;</p> <p>g) any lamp is obscured by portions of the vehicle, excluding protective lamp grilles, or</p> <p>h) any lamp, excluding headlamps, fog lamps, spot lamps and inspection lamps, does not emit a diffused light.</p>
Reject if -			<p>a) the centre of any headlamp is less than 450 mm or more than 1,4 m from ground level, or more than 500 mm behind the front end of the vehicle;</p> <p>b) there is not a dipped-beam headlamp on each side of the longitudinal centre-line of the vehicle, with the outermost portion of its illuminating surface within 400 mm of the outer edge of the vehicle, unless a parking lamp is provided on the same side;</p> <p>c) there are more than three headlamps or more than one dipped-beam headlamp on each side of the longitudinal centre-line of the vehicle;</p> <p>d) any main or dipped beam is incorrectly adjusted in terms of the NRTA & R or the RTA & R;</p>



- e) headlamp beams are not of similar intensity;
- f) any lens or reflective surface is clouded, discoloured, broken or loose;
- g) the dip switch does not function properly;
- h) any lamp is fitted with a lens of clear material, unless the lamp has other means of preventing dazzle;
- i) in the case of a motorcycle, a side-car is not fitted with either:
 - i) a headlamp;
 - ii) a parking lamp on the outer edge of the front of the side-car;
- j) in the case of a motor tricycle with two wheels in front or a motor quadrucycle, there is not a dipped-beam headlamp on each side of the longitudinal centre-line of the vehicle, with the outermost portion of its illuminating surface within 400 mm of the outer edge of the

101.	Fog lamps (if fitted) Reg 163	All vehicles	<p>vehicle, unless a parking lamp is provided on the same side; the main beam and dipped beam of a head lamp fitted to a motor vehicle first registered on or after 1 January 2001 do not comply with the requirements of SABS 1046 and SABS 1376-2; or</p> <p>l) in the case of a motor cycle without a side-car or a motor tricycle with one wheel in front, is not fitted in front with -</p> <ul style="list-style-type: none"> i) one head lamp capable of emitting a main-beam and a dipped-beam; ii) one head lamp capable of emitting a main-beam and one head lamp capable of emitting a dipped-beam, both of which are fitted in the same vertical plane; or iii) two headlamps, each capable of emitting a main-beam and a dipped-beam, both of which are fitted in the same horizontal plane.
Reject if -			
<ul style="list-style-type: none"> a) there are more than two fog lamps fitted to the vehicle at the front or at the rear; b) any fog lamp is not correctly adjusted; c) any fog lamp fitted to the front of a vehicle has the highest point of its illuminating surface higher than the highest point of the illuminating surface of any dipped-beam headlamp; d) any fog lamp fitted to the rear of a vehicle has the lowest point of its illuminating surface less than 250 mm from ground level, or the highest point of its illuminating surface more than 1 m from ground level; e) any fog lamp at the rear of the vehicle can be brought into operation without a front fog lamp or headlamp being switched on; f) a motorcycle side-car has fog lamps, unless the motorcycle is also 			

<p>102.</p>	<p>Parking lamps (if fitted) Reg 164</p>	<p>All vehicles</p>	<p>fitted with a fog lamp or parking lamp, or g) a motorcycle has a fog lamp in front but its sidecar does not have a parking lamp.</p>
<p>Reject if – a) when one parking lamp is fitted at the rear, it is not fitted to the right-hand side of the vehicle, or b) when two parking lamps are fitted at the front and at the rear, any set is not fitted equidistant on either side of the longitudinal centre-line of the vehicle; c) that portion of the illuminating surface furthest from the longitudinal centre-line of the vehicle is more – i) than 500 mm from the adjacent outer edge of the vehicle if registered prior to 1 July 1990; ii) than 400 mm from the adjacent outer edge of the vehicle if registered after 1 July 1990, or d) any head lamp is so fitted that the illuminating surface furthest from the longitudinal centre-line is more than 400 millimetres from the outer-edge of the front of the vehicle, and no parking lamp is fitted.</p>			<p>Reject any vehicle fitted with a lamp that swivels, except those vehicles allowed for in terms of the NRTA & R or the RTA & R, or where, in the opinion of the examiner, such a lamp is used only as an inspection lamp.</p>
<p>103.</p>	<p>Spot lamps (swivelling lamps) Reg 177</p>	<p>All vehicles</p>	<p>A spot lamp that is adjustable – a) may be fitted and used for official purposes on any ambulance, rescue-, fire-fighting-, police-, or traffic-control vehicle; b) may be fitted to a vehicle owned by a medical practitioner or veterinarian, and used in the execution of such person's professional duties; or</p>

<p>104.</p>	<p>Rear lamps (rear position lamps) Reg 168</p>	<p>All vehicles</p>	<p>c) may be fitted to a breakdown vehicle or a vehicle employed in connection with the supply of electricity or other public essential services: Provided that it is used solely at the scene of an accident or breakdown or for the examination of overhead telephone, telegraph or power lines.</p>
<p>Reject if -</p>			<p>a) there is not at least one of the following:</p> <ul style="list-style-type: none"> i) one rear lamp fitted on either side of the longitudinal centre-line of the vehicle, not more than 400 mm from the outer edges of the widest part of the vehicle; ii) one rear lamp in the centre in the case of a motorcycle/tricycle/quadracycle or a motor vehicle registered before 1 January 1981; or iii) one rear lamp to the right of the centre-line of the vehicle, in the case of a motorcycle/tricycle/quadracycle or a motor vehicle registered before 1 January 1981; <p>b) any rear lamp does not emit a red light of luminous intensity at least two candelas (2 cd);</p> <p>c) in the case of a motor vehicle registered before 1 January 1981, the height, from ground level to the lowest point of the illuminating surface(s) of the rear lamp(s) mentioned in (a) above is lower than 300 mm, or the highest point of the illuminating surface(s) is higher than 2,1 m;</p> <p>d) in the case of a motor vehicle registered on or after 1 January 1981, the height, from ground level to the lowest point of the illuminating surface(s) of the rear lamp(s) mentioned in (a) above, is lower than 350 mm, or the highest point of the illuminating surface(s) is higher than 1,5 m (if the structure of the vehicle makes this impractical, the</p>

<p>rear lamps may be fitted such that the highest point of the illuminating surface(s) of the rear lamp(s) is up to 2,1 m from ground level), or</p> <p>e) in the case of a motor vehicle registered before 15 July 1988, excluding a vehicle manufactured before this date and first registered after this date, any rear position lamp is not visible from the specified angles in the horizontal plane as given below:</p> <p>i) inwards 45°, and</p> <p>ii) outwards 80°.</p>			
<p>Reject if -</p> <p>a) the rear number plate is not illuminated with a white light (provided by the rear lamp or some other lamp), or</p> <p>b) the white light is visible from the rear other than by reflection.</p>	<p>All vehicles (excluding a tractor)</p>	<p>Number plate lamps Reg 170</p>	
<p>Reject if -</p> <p>a) any stop lamp is missing;</p> <p>b) any stop lamp does not emit a red light of greater intensity than the rear lamp (rear position lamp);</p> <p>c) any stop lamp does not work when the service brake is applied;</p> <p>d) any stop lamp, when in use, is not visible from 30 m in normal sunlight;</p> <p>e) any stop lamp is not visible from the required angles given in the NRTA&R or the RTA & R -</p> <p>i) inwards and outwards 45°, and</p> <p>ii) upwards and downwards 15°;</p> <p>f) the height of the centre of any stop lamp is lower than 300 mm or higher than 2,1 m from ground level (although additional stop lamps may be fitted at a height above 2,1 m);</p> <p>g) except in the case of a tractor, or a trailer drawn by a tractor, both of</p>	<p>All vehicles</p>	<p>Stop lamps Reg 169</p>	

			<p>which may have only one stop lamp, there are not two stop lamps; the two stop lamps are not -</p> <ul style="list-style-type: none"> h) <ul style="list-style-type: none"> i) both fitted equidistant from the longitudinal centre-line of the motor vehicle, and ii) fitted one on each side of the longitudinal centre-line; i) in the case of a single stop lamp on a motorcycle/tricycle/quadrucycle, the lamp is not in the centre or to the right of the longitudinal centre-line of the vehicle, or j) in the case of a motor quadrucycle or motor tricycle with two back wheels, the two stop lamps are not - <ul style="list-style-type: none"> i) both fitted equidistant from the longitudinal centre-line of the motor vehicle, and ii) fitted one on each side of the longitudinal centre-line. <p>Note : A stop lamp may be incorporated in a rear lamp fitted to a motor vehicle.</p>
<p>107.</p>	<p>Reversing lamps (if fitted) Reg 175</p>	<p>All vehicles</p>	<p>Reject if -</p> <ul style="list-style-type: none"> a) when a reversing lamp is under the direct control of the driver, it is not connected to a device that makes the driver aware that the lamp is in operation; b) when a reversing lamp is not controlled by the driver, it operates when the reverse gear is not engaged; c) more than two reversing lamps are fitted, or d) the light from a reversing lamp is not diffused and white.
<p>108.</p>	<p>Side marker lamps (if fitted) Reg 171</p>	<p>All vehicles</p>	<p>Reject if -</p> <ul style="list-style-type: none"> a) there is no lamp within 400 mm of each end of the vehicle; b) any lamp is less than 300 mm from ground level; c) the distance between successive lamps on any vehicle exceeds 3,6 m;

109.	End outline marker lamps (if fitted) Reg 167	All vehicles	<p>d) the lamp does not emit a yellow or amber light, except that the furthest forward lamp may emit a white light and the rearmost lamp may emit a red or amber light;</p> <p>e) the lamp does not face outwards from the side to which it is fitted in a direction at right angles to the longitudinal centre-line of the vehicle to which it is fitted, or</p> <p>f) in the case of a breakdown vehicle, side marker lamps are not fitted.</p>
110.	Front position lamps Reg 166	All vehicles	<p>Reject if -</p> <p>a) the lamps do not emit a white light to the front and a red light to the rear, or</p> <p>b) the lamps are not fitted as near as possible to the outer edges of the vehicle or are not as high up as possible.</p>
			<p>Reject if -</p> <p>a) the lamps are more than 400 mm from the outer edges of the widest part of the vehicle or vehicle combination or, if the vehicle is presented laden, from the load on it or, in the case of a trailer, lamps are more than 150 mm from the outer edges of the widest part of the vehicle or vehicle combination or, if the vehicle is presented laden, from the load on it;</p> <p>b) the lamps do not emit a white light visible from the front;</p> <p>c) the lamps are less than 350mm or more than 2,1 m from ground level, except that for vehicles first registered before 1 January 1985, the lamps may be fitted lower than 350 mm and as close to the height of 350 mm as possible, or</p> <p>d) in the case of a vehicle of gross vehicle mass exceeding 3 500 kg and first registered after 15 July 1988, excluding a vehicle manufactured before this date and first registered after this date, any front position lamp is not visible from the specified angles in the</p>

<p>111.</p>	<p>Identification lamps (if fitted) Reg 176</p>	<p>All vehicles</p>	<p>horizontal plane as given below - i) inwards 45°, and ii) outwards 80°.</p> <p>Reject if in the case of a bus or a goods vehicle, the gross vehicle mass of which exceeds 3 500 kilograms - a) less than two identification lamps are fitted; b) the power of any identification lamp exceeds 21 W; c) the lamp is not visible directly from the front of the vehicle, or d) the light emitted in the case of a bus or a goods vehicle is not green or amber.</p>
<p>112.</p>	<p>Intermittently flashing identification lamps (if fitted) Reg 176</p>	<p>All vehicles</p>	<p>Reject if - a) the light emitted in the case of a police or traffic control vehicle is not an intermittently flashing blue light, or blue and amber light, or blue and red light, or blue and amber and red light; b) the light emitted in the case of a road maintenance, distribution and supply or electricity, essential public service, breakdown, refuse compacter, abnormal load or abnormal load escort vehicle is not an intermittently flashing amber light; c) the light emitted in the case of an ambulance, fire-fighting or rescue vehicle or a motor vehicle used by a medical practitioner is not an intermittently flashing red light; or d) the light emitted in the case of a vehicle driven by a person while he or she is engaged in civil protection as contemplated in an ordinance made in terms of section 3 of the Civil Protection Act, 1977 (Act 67 of 1977) is not an intermittently flashing green light.</p>
<p>113.</p>	<p>Retro-reflectors : General</p>	<p>All vehicles</p>	<p>Reject if any retro-reflector - a) does not bear an SABS certification mark or other national or international mark of approval, except that where a reflector is</p>

	Reg 189		<p>incorporated in a cluster of lamps, the approval mark may be on the cluster instead of on the reflector;</p> <p>b) is missing, has deteriorated, is not in a vertical position, is broken or is obscured;</p> <p>c) is not facing squarely to the front, side or rear, as appropriate, of the vehicle;</p> <p>d) measured at its centre, is less than 300 mm or more than 1,5 m from ground level;</p> <p>e) has a reflected colour that is not white in the case of front, red in the case of rear and yellow in the case of side retro-reflectors. This provision does not apply to a motor vehicle manufactured, built or imported by a registered manufacturer, builder or importer, in which case any red retro-reflectors fitted at the side towards the rear of such vehicle are acceptable; or</p> <p>f) is fitted to any movable part of the vehicle.</p>
114.	Front retro-reflectors on trailers Reg 186	All trailers	<p>Reject if -</p> <p>a) two white retro-reflectors are not fitted at the same height at the front on each side of and equidistant from the vehicle's longitudinal centre-line, or</p> <p>b) a retro-reflector is so placed that the portion of its reflective surface furthest from the longitudinal centre-line of the vehicle is further than 150 mm from the outer edge of the widest portion of the vehicle.</p>
115.	Front retro-reflectors (if fitted) on other vehicles Reg 186	All vehicles excluding motorcycles/tricycles/quadracycles	<p>Reject if -</p> <p>a) two white retro-reflectors are not fitted at the same height at the front on each side of and equidistant from the longitudinal centre-line, or</p> <p>b) a retro-reflector is so placed that the portion of its reflective surface furthest from the longitudinal centre-line of the vehicle is further than</p>

116.	Side retro-reflectors Reg 188	All vehicles except a bus or a minibus.	400 mm from the outer edge of the widest portion of the vehicle. Reject if, for any vehicle longer than 7 m, and for a schoolbus - a) there is no side retro-reflector within 3 m of the front; b) there is no side retro-reflector within 1 m of the rear, or c) any two successive side retro-reflectors are more than 3,6 m apart. Note : Yellow retro-reflectors need not be fitted to motor vehicles fitted with retro-reflective material on the sides.
117.	Rear retro-reflectors Reg 187	All vehicles	Reject if a) at least one red retro-reflector is not fitted on each side of the longitudinal centre-line of the vehicle; b) the outer edge of the outermost retro-reflector is more than 400 mm from the outer edge of the motor vehicle or trailer, or c) any motorcycle/tricycle/quadracycle without side-car or any motor tricycle with only one wheel at the rear does not have one retro-reflector that complies with 5.60.1 fitted to the rear. Note : If it is impossible to fit retro-reflectors on the body of a vehicle to comply with the requirements, two red retro-reflectors shall be fitted to the rear of such vehicle as low as possible on the body of such vehicle and two additional red retro-reflectors shall be fitted on the rear of the vehicle on the underframe thereof at a height of not less than 300 mm and not more than 1.5m as far apart as such underframe will permit.
118.	Rear warning sign (chevron)	All motor vehicles, except – a motor vehicle propelled by electrical power derived from overhead wires, motor car, motor cycle, motor tricycle, motor quadracycle, tractor, or any other motor vehicle the gross vehicle mass of which does not exceed 3 500 kg and which is not a trailer.	Reject if - a) a motor vehicle of GVM exceeding 3 500 kg or a trailer is not fitted with a rear warning sign; b) the warning sign is not facing squarely to the rear, and within 15° of the upright position; c) the lower edge of the warning sign is more than 1,1 m from ground level (except that, if compliance with this provision is not possible,

- the sign shall be fitted as close to this height as possible);
- d) the warning sign is not clean and in good condition or is obscured by anything that will render it ineffective;
 - e) the outer edges of the warning sign are more than 400 mm from the outer edges of the vehicle;
 - f) a trailer of GVM not exceeding 3 500 kg has no chevron or does not have at least seven retro reflectors fitted in place of the chevron, or be fitted with at least one triangular retro-reflector at each side no further than 400 mm from the outer edge of the widest part of such trailer;
 - g) a motor vehicle, other than those intended in (f), the design or construction of which does not allow a modified chevron to be fitted, does not have at least eleven retro-reflectors fitted in place of the chevron, or
 - h) there is no SABS certification mark.

Note : A chevron may be cut into sections to avoid the interference of protrusions, or its edges may be trimmed to permit fitment to the contour of the vehicle or its equipment, but the chevron pattern shall be substantially maintained.

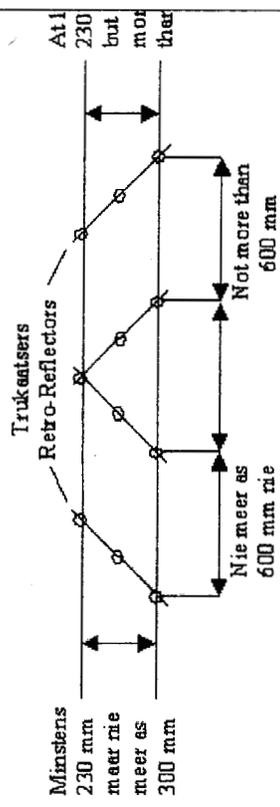
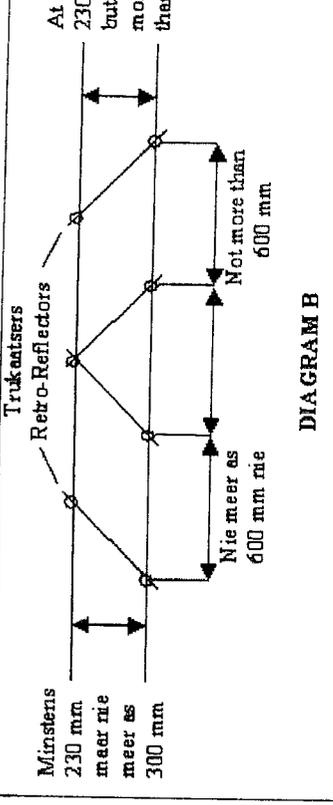


DIAGRAM A

<p>119.</p>	<p>Side and rear contour markings Reg 192A SABS ECE R104</p>	<p>All goods vehicles with a GVM exceeding 10 000 kg A goods vehicle with a length of more than 6 metres from 1 July 2004 A trailer first registered from 1 July 2004 Any trailer from 1 January 2006 A bus first registered from 1 July 2004 Any bus from 1 July 2006</p>	 <p style="text-align: center;">DIAGRAM B</p>	<p>Where the sides and rear contour markings are fitted, reject if the contour markings -</p> <ol style="list-style-type: none"> do not have the C mark and a circle surrounding the letter E; are not at least 50 mm wide; do not identify at least 80 % of both the length and width of the vehicle; are non-continuous and the distance between single elements exceed half of the length of the shortest element; are less than 250 mm and more than 1 500 mm above the ground, except that in the case where this is not technically possible a maximum height of 2 100 mm is permissible, provided that this limitation shall not apply to any vertical markings or to those horizontal markings that outline the top of the motor vehicle; do not identify as closely as possible with the overall shape of the vehicle to the side and rear; are not yellow, or the contour marking is fitted more than 600 mm from the lowest part of the body of the vehicle.
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<p>120.</p>	<p>Flasher-type direction indicators Reg 194 SABS 1046</p>	<p>All vehicles excluding – a) a tractor; b) a trailer drawn by a tractor; c) a motorcycle which, according to the registration certificate thereof, was registered for the first time before 1 July 1976; or d) Any motor vehicle, which, according to the registration certificate thereof, is older than 40 years.</p>	<p>Where retro-reflective advertising, consisting of retro-reflective logos, distinctive markings or letters or characters, is used in conjunction with contour markings, reject if it impairs the effectiveness of the contour marking.</p>
			<p>Reject if a direction indicator -</p> <ul style="list-style-type: none"> a) is damaged, missing or not securely fitted; b) is not functioning correctly; c) is obscured or is not visible from the <ul style="list-style-type: none"> i) rear of the vehicle within an angle of 15° inside and 45° outside of a line that is parallel to the longitudinal centre-line of the vehicle and that passes through the centre of the illuminated area of the indicator; ii) front within an angle of 45° outside of the said line; or iii) any flasher type direction indicator is fitted higher than the highest point of the roof of the vehicle d) in the case of a goods vehicle of gross vehicle mass exceeding 3 500 kg and first registered after 15 July 1988, excluding a vehicle manufactured before this date and first registered after this date, the front and rear flashing indicators are not visible from the specified angles in the horizontal plane as given below - <ul style="list-style-type: none"> i) inwards 45° and ii) outwards 80°; e) is not positioned as near as possible to but within 500 mm of the outer edge of the front or rear (as applicable) of the vehicle; f) is such that the driver does not have a visible or an audible warning that the indicator is operating; g) does not have a light intensity exceeding that of any other lamp within 150 mm;

			<p>h) does not have a light intensity that is clearly visible in normal daylight at a distance of not less than 30 m to a person of normal eye-sight;</p> <p>i) is fitted higher than 2,1 m above ground level, but for-</p> <p>i) any flasher type direction indicator no minimum height shall apply; and</p> <p>ii) any flasher type direction indicator fitted on the side of a motor vehicle shall not be higher than 2,3 m above ground level;</p> <p>j) does not emit a white, a yellow or an amber light to the front and a yellow, an amber or a red light to the rear, except that, in the case of vehicles registered after 15 July 1988, excluding vehicles originally manufactured before this date and first registered after this date, reject if the rear flashing indicators do not emit yellow or amber light;</p> <p>k) the light emitted is not diffused light, or</p> <p>l) in the case of vehicles first registered on or after 1 January 1986, is not fitted with a separate switch that operates all the direction indicators simultaneously excluding a tractor, a trailer, a motor cycle, tricycle or quadracycle.</p>
121.	Safety design	All vehicles	<p>Reject if equipment that was fitted (or was required to be fitted) to the vehicle when it was new has been removed or degraded, except in cases where -</p> <p>a) its removal or degradation does not diminish the safety of the vehicle, or</p> <p>b) the vehicle has been modified for use in an application where such equipment was incompatible with the vehicle's application.</p>
122.	Twist locks for securing containers	Goods vehicles	<p>Reject if, in the case of vehicles fitted with twistlocks, the twistlocks are not in good working order.</p>

123.	Reg 246(e) General safety	All vehicles	Reject if there is any component part on the vehicle, or in the engine compartment, that has no direct relation to safety but that is loose to the extent that it is likely - a) to fall from the vehicle and cause danger to other road users, or b) to come into contact with moving engine parts.
124.	Buses and minibuses - General	Buses and minibuses	The vehicle shall be examined and tested (where relevant) in regard to each relevant provision of the standard. The vehicle shall be deemed roadworthy in the absence of any listed defect; otherwise it shall be rejected as indicated.
125.	Sides and roof Reg 251	Buses and minibuses	Reject if - a) the sides of the passenger compartment are not enclosed to a height of at least 600 mm above floor level, with material that is durable and weatherproof; b) the roof is not weatherproof, or c) height of the roof of the bus is less than - i) 1,75 metres in the areas where persons may stand; and ii) 1.5 metres for a bus not conveying standing passengers
126.	Entrances and exits Reg 252 Reg 253	Buses and minibuses NOTE : • In the case of imported vehicles, if there is any door on the right hand side of the longitudinal centre-line of the vehicle which can be used as an entrance, the door shall be permanently locked by means other than a key (excluding the driver's door). • Escape hatches, knockout windows or knockout panels are regarded as emergency exits.	Reject if - a) at least one side passenger entrance to the main passenger compartment is not provided on the left side; b) there is any entrance for persons, other than the driver, on the right-hand side of the longitudinal centre-line; c) in the case of a minibus, an emergency exit is not provided on the right side or in the rear, unless a door which is accessible to passengers is fitted for use by the driver; d) in the case of a single-decker bus and the lower deck of a double-decker bus, there is not at least one emergency exit -

	<p>i) in the rear;</p> <p>ii) on each side towards the rear, unless, in the case of a single-decker bus, an emergency exit is fitted in the roof in place of the exit required on the left side;</p> <p>e) in the case of the upper deck of a double-decker bus there is not at least one emergency exit-</p> <p>i) in the rear; and</p> <p>ii) on each side and in the roof;</p> <p>f) any emergency exit -</p> <p>i) has dimensions of less than 900 mm x 450 mm;</p> <p>ii) cannot be opened, or pushed out, or knocked out from both inside and outside;</p> <p>iii) is designed to open inwards; or</p> <p>iv) is so positioned that passengers have to pass through a goods compartment;</p> <p>g) every entrance to, or exit from, a bus or minibus is not fitted with a door or other effective barrier;</p> <p>h) in the case of a bus or minibus that has been converted from a goods vehicle, openings of at least 900 mm x 450 mm are not provided in the absence of entrances and exits referred to above; or</p> <p>i) any window, panel or hatch that may be used as an emergency exit, is not marked with the words "emergency exit" and "nooduitgang" on the inside and outside in letters of at least 50 millimetres in height.</p>	
127.	<p>Seats</p> <p>Reg 256</p>	<p>Buses and minibuses</p>
	<p>Reject if, subject to a measuring tolerance of 100 mm -</p> <p>a) any seat backrest is of height less than 350 mm, measured from seat level to the highest point;</p> <p>b) the gap between the backrest and the seat exceeds 200 mm;</p> <p>c) the width of a backrest is less than 340 mm, measured at the widest</p>	

		<p>point, or</p> <ul style="list-style-type: none"> d) the height of any seat from the floor or the height from the footrest of such seat to seat level is less than 250 mm, except in the case of a seat positioned over a wheel arch, where no limit applies; e) the depth of any seat from the front of the seat to the front of the backrest is less than 340 mm; f) the number of seated passengers recorded in the documentation (and on the clearance certificate) exceeds the number that can be seated when the available seating has been calculated at a rate of - <ul style="list-style-type: none"> i) 400 mm per person for a bus; or ii) 380 mm per person for a minibus; g) measured at the widest point of the seat; h) where seats face in the same direction, the horizontal distance between the front of the backrests of any such seat and the back of the backrest of the seat in front is less than 570 mm at seat level; i) where a seat faces a partition or similar obstruction, the horizontal distance between the front of the backrest and the partition or obstruction is less than 570 mm at seat level; j) where seats face one another, the horizontal distance between the backrests is less than 1 200 mm at seat level; k) where a seat faces an entrance or has one side opposite an entrance, a rail or partition is not provided between the seat and the entrance; l) any seat is not securely fixed, or m) the driver's seat is not adjustable and does not have a partition behind it. 	<p>Reject if -</p> <ul style="list-style-type: none"> a) unless the bus or minibus has forced ventilation,
128.	Windows and windscreen	Buses and minibuses	

	Reg 258		<p>i) every alternate window on each side is not capable of being opened, and</p> <p>ii) the open window area is less than 5% of the floor area;</p> <p>b) any window pane, windscreen or transparent partition is not in a sound, unbroken and clear condition;</p> <p>c) the window of a bus is capable of being opened in such a manner that a seated passenger is able to put his elbow out of the window;</p> <p>d) there is not a continuous row of windows on the left and right hand side of the passenger compartment and, except for windows in the entrance and exit doors and the first and the last side window on each side, the dimensions of each window frame are less than 450 mm by 450 mm, or</p> <p>e) the overall window area is less than 25% of the floor area of the passenger compartment.</p>
129.	Tilt angle Reg 262	Buses	<p>A certificate showing that the tilt angle complies with the relevant requirement in the NRTA & R or the RTA & R, issued by the vehicle manufacturer shall be produced.</p>
130.	Number of standing passengers Reg 263	Buses	<p>Reject if -</p> <p>a) the number of standing passengers in a bus recorded in the documentation exceeds that determined by the equation</p> $\frac{A-B}{C}$ <p>where -</p> <p>i) A is the total clear floor space, in square metres;</p> <p>ii) B is the floor space where the roof height is less than 1,75 m plus the floor space of any cross-passageway, in square metres; and</p> <p>iii) C is 0,125 m² (the clear floor space, in square metres, that</p>

<p>shall be available for each standing passenger);</p> <p>b) the sum of the number determined above, the number of seated passengers and driver multiplied by 68 kg plus the tare (T) of the vehicle exceeds the permissible maximum vehicle mass (V), or</p> <p>c) there are insufficient hand straps, handrails or grab handles for the permitted number of standing passengers.</p>			
<p>Reject if the stairs to the upper deck of a double-decker bus do not have handrails on each side and also a partition or screen on each side of the stairs to prevent any person from slipping off any step.</p>	<p>Buses</p>	<p>Stairs Reg 254</p>	<p>131.</p>
<p>Reject if</p> <p>a) there is no unimpeded longitudinal passageway;</p> <p>b) there is no cross-passageway from each entrance of the bus to the longitudinal passageway, or</p> <p>c) such passageways are less than -</p> <p>i) 300 mm wide from floor to seat level, and</p> <p>ii) 350 mm wide above seat level.</p>	<p>Buses</p>	<p>Passageways Reg 255</p>	<p>132.</p>
<p>Reject if the permitted number of persons recorded in the documentation (and on the clearance certificate) exceeds the number of persons (including the driver) obtained by taking the lesser of the totals obtained in (a) and (d) below.</p> <p>a) Calculation:</p> <p>i) The number of passengers that may be carried = (minimum mass-luggage mass- tare)/68</p> <p>Where</p> <p>"minimum mass" is the smallest value of the following three values:</p> <ul style="list-style-type: none"> • the manufacturer's gross vehicle mass; • the permissible maximum vehicle mass; and 	<p>Buses and minibuses</p>	<p>Number of persons that may be carried Reg 232 Reg 233</p>	<p>133.</p>

134.	Notice to be displayed regarding the number of passengers and load	Buses, minibuses and other vehicles - <ul style="list-style-type: none"> • the GVM exceeds 3 500kg; • designed or adapted to carry more than 12 persons; and • motor vehicles used for reward. 	<ul style="list-style-type: none"> • the legal limit given in the NRTA & R or the RTA & R. <p>ii) Luggage mass shall take into account the following: luggage distribution:</p> <ul style="list-style-type: none"> • 100 kg/m³, and • roofrack distribution: 75 kg/m². <p>iii) Body builders are required to have available, a loading calculation and passenger seating/standing plan, to verify the actual axle load distribution. If there is any doubt about the load distribution or calculations, the operator should obtain this information from the body builder or the vehicle testing station should carry out the calculation or require submission of the calculation.</p> <p>iv) The axle load shall not exceed the minimum value of the manufacturer's gross axle load, the permissible maximum axle load and the legal axle load limit given in the NRTA & R or the RTA & R.</p> <p>b) Establish the number of seats.</p> <p>c) When relevant, establish the number of standing passengers.</p> <p>d) When relevant, add the number of seated persons to the number of standing persons, to obtain the total number of persons that may be carried.</p>	<p>Reject if, -</p> <p>a) there is no notice stating the load that may be carried on such vehicle;</p> <p>b) the notice, if the vehicle is permitted -</p> <p>i) to convey persons and goods, is not worded as follows: CERTIFIED TO CARRY PASSENGERS SEATED AND</p>
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	Reg 245A		<p>..... PASSENGERS STANDING AND KG GOODS; or ii) to convey persons only, is not worded as follows: CERTIFIED TO CARRY PASSENGERS SEATED AND PASSENGERS STANDING; or c) the letters of such notice are less than 75 mm high.</p>
135.	Seating on school buses registered before 1 April 1991 Reg 264	School buses	<p>Reject if -</p> <ul style="list-style-type: none"> a) any seat backrest is of height less than 300 mm, measured from seat level to the highest point; b) the gap between the backrest and the seat exceeds 75 mm; c) the width of a backrest is less than 330 mm, measured at the widest point; d) the height of any seat from the floor or the height from the footrest of such seat to seat level is less than 300 mm or more than 460 mm; e) the depth of any seat from the front of the seat to the front of the backrest is less than 300 mm; f) the number of seated passengers recorded in the documentation (and on the clearance certificate) exceeds the number that can be seated when the available seating has been calculated at a rate of 330 mm per person, measured at the widest point of the seat; g) where seats face in the same direction, the horizontal distance between the backrests of any two such seats is less than 530 mm at seat level; h) where a seat faces a partition or similar obstruction, the horizontal distance between the backrest and the partition or obstruction is less than 530 mm at seat level; i) where seats face one another, the horizontal distance between the backrests is less than 1 060 mm at seat level, or j) any seat is not securely fixed.

<p>136.</p>	<p>Number of persons that may be carried on a school bus registered before 1 April 1991 Reg 264</p>	<p>School buses.</p>	<p>Reject if the permitted number of persons recorded in the documentation (and on the clearance certificate) exceeds the number of persons (including the driver) obtained by taking the lesser of the totals obtained in (a) and (b) below:</p> <p>a) Calculation</p> <p>i) The number of passengers that may be carried = (minimum mass-luggage mass- tare)/45 where</p> <p>"minimum mass" is the smallest value of the following three values:</p> <ul style="list-style-type: none"> • the manufacturer's gross vehicle mass; • the permissible maximum vehicle mass; and • the legal limit given in the NRTA & R or the RTA & R; <p>ii) Luggage mass shall take into account the following:</p> <ul style="list-style-type: none"> • luggage distribution: 100 kg/m³ and • roof-rack distribution: 75 kg/m²; <p>iii) Bodybuilders are required to available a loading calculation and passenger seating/standing plan available to verify the actual axle load distribution. If there is any doubt about the load distribution or calculations, the operator should obtain this information from the bodybuilder or the vehicle testing station should carry out the calculation or require submission of the calculation.</p> <p>iv) The axle load shall not exceed the minimum value of the manufacturer's gross axle load, the permissible maximum axle load and the legal axle load limit given in the NRTA & R or the</p>
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			RTA & R.
137.	Fuel system Reg 259	Buses and minibuses	<p>b) Establish the number of seats.</p> <p>Reject if -</p> <p>a) any fuel tank, fuel receptacle or fuel pipe is leaking and is placed inside the body or passenger compartment;</p> <p>b) any filling orifice of a fuel tank is not located on the outside of the body or cab, or</p> <p>c) any main fuel tank is located close to the engine.</p>
138	Fire extinguishers Reg 260	Buses and minibuses used for reward	<p>Reject if -</p> <p>a) at least one fire extinguisher of the dry powder type is not carried in a readily accessible position, -</p> <p>i) with a capacity of 2.5 kg for a bus; or</p> <p>ii) with a capacity of 1 kg for a minibus;</p> <p>b) at least one 1 kg capacity fire extinguisher of the halogenated hydrocarbon type (BCF) is not carried in a readily accessible position; or</p> <p>c) any fire extinguisher is not in good working order.</p>
139.	Speed limit sign Reg 293 SABS 1329	Buses and minibuses	<p>Reject if, -</p> <p>in the case of a bus a sign denoting that the vehicle is subject to 100km/h, is not displayed on the rear of the vehicle.</p>