

REPUBLIC OF SOUTH AFRICA

REPUBLIC VAN SUID-AFRIKA

**APPLICATION AND NOTICE I.R.O.  
REGISTRATION AS INSTRUCTOR**

(National Road Traffic Act, 1996)

**AANSOEK EN KENNISGEWING T.O.V.  
REGISTRASIE AS INSTRUKTEUR**

(Nasionale Padverkeerswet, 1996)

**NOTE:** For the purposes of the registration of an instructor, it shall be essential to produce the acceptable identification of the applicant. **LET WEL:** Vir die doeleindes van die registrasie van 'n instrukteur is dit noodsaaklik dat aanvaarbare identifikasie voorgelê word.

LIST OF POSSIBLE TRANSACTIONS	Mark with X Merk met X	Parts of the form to be completed Dele van die vorm om in te vul					LYS VAN MOONTLIKE TRANSAKSIES
APPLICATION FOR:		A	B	C	D	E	<b>AANSOEK OM:</b>
Instructor registration							Instrukteurregistrasie
Duplicate certificate of registration		A				E	Duplikaat sertifikaat van registrasie
NOTICE OF CHANGE OF							<b>KENNISGEWING VAN VERANDERING VAN</b>
Particulars of instructor		A				E	Besonderhede van instrukteur
Qualifications		A		C		E	Kwalifikasies
Medical condition		A			D	E	Mediese toestand

PARTICULARS OF INSTRUCTOR			<b>A</b>	BESONDERHEDE VAN INSTRUKTEUR		
Type of identification (mark with X)	<input type="checkbox"/> traffic register no. / verkeersregisternr. <input type="checkbox"/> RSA-ID-doc. / RSA-ID-dok. <input type="checkbox"/> foreign ID. / buitelandse ID.		Photograph (laminated) Foto (lamineer)		Soort identifikasie (merk met X)	
Identification number	[Grid]				Identifikasienommer	
Country of issue if foreign ID	[Grid]				Land van uitreiking indien buitelandse ID	
Gender (mark with X)	<input type="checkbox"/> male / manlik <input type="checkbox"/> female / vroulik				Geslag (merk met X)	
Surname	[Grid]			Van		
Initials and first names (not more than 3)	[Grid] - [Grid] (initials/voorletters) (first names/voornamen)			Voorletters en voornamen (hoogstens 3)		
E-mail address	[Grid]			E-pos adres		
Telephone number at home	[Grid]	-	[Grid]		Telefoonnommer by woning (code/kode) (number/nommer)	
Contact telephone number during day	[Grid]	-	[Grid]		Kontak telefoonnommer bedags (code/kode) (number/nommer)	
Facsimile number	[Grid]	-	[Grid]		Faksimile nommer (code/kode) (number/nommer)	
Cell phone number	[Grid]			Selfoonnommer		
Postal address	[Grid]			[Grid]	Posadres (postal code/poskode)	
Street address	[Grid]			[Grid]	Straatadres (postal code/poskode)	
Address where notices must be served (mark with X)	<input type="checkbox"/> postal address / posadres <input type="checkbox"/> street address / straatadres			Adres waar kennisgewing beteken moet word (merk met X)		

<b>APPLICATION AS INSTRUCTOR</b>	<b>B</b>	<b>AANSOEK OM INSTRUKTEUR</b>
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

<b>QUALIFICATIONS</b>	<b>C</b>	<b>KWALIFIKASIES</b>																					
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> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <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																					

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

<b>DECLARATION</b>	<b>E</b>	<b>VERKLARING</b>
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"/>	

<b>FOR OFFICE USE ONLY - APPLICATION</b>	<b>NET VIR KANTOORGEBRUIK - AANSOEK</b>
Fees paid and receipt number R _____ and en <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"/> ja and en <input type="text"/>	Mediese sertifikaat aangeheg en datum van mediese sertifikaat
Medical clearance <input type="checkbox"/> medically fit / <input type="checkbox"/> medies geskik <input type="checkbox"/> medically unfit / <input type="checkbox"/> medies ongeskik	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.

	<b>GRADE A</b>	<b>GRADE B</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:

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

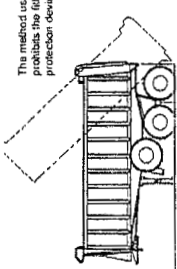
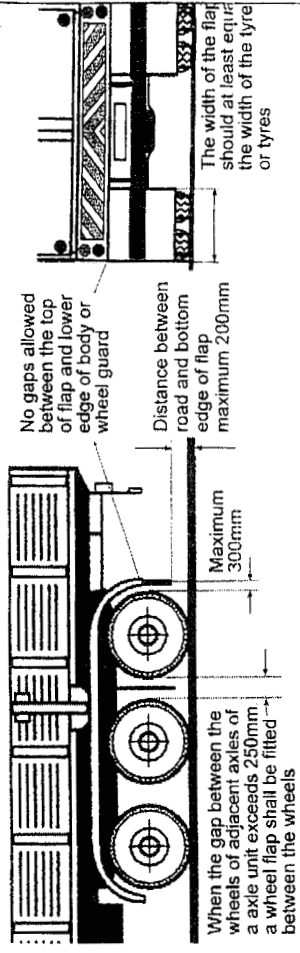
Item	Vehicles applicable to / exclusions / explanations	Reasons for rejection
1. Number plates Reg 35 SABS 1116	<p>All vehicles</p> <p>A. SABS mark : The SABS mark must be displayed. The SABS mark is applied by means of a sticker, silk screening or stamping. Stamping is sometimes difficult to see at 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"> <li>• Any type of marking is permitted, provided             <ul style="list-style-type: none"> <li>○ the marking is clear;</li> <li>○ the letters are at least 40 mm high; and</li> <li>○ are securely fixed to the vehicle;</li> </ul> </li> <li>• Rivets, screws or adhesives are acceptable and steel, plastic plates or decals may be used.</li> <li>• Stencilled data printed directly onto the side of the vehicle is permitted.</li> </ul>	<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"> <li>g) the permissible maximum vehicle mass (V), provided that this item does not apply to a semi-trailer (Reg 236);</li> <li>h) the permissible axle massload or axle unit massload of each axle or axle unit (A or AU/AE) (Reg 234 and 235);</li> <li>i) the permissible maximum drawing vehicle mass (D/T) (Reg 244); and</li> <li>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.</li> </ul>
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"> <li>a) the maximum net engine power in accordance with SABS 013, part 1, 2 or 3, where applicable;</li> <li>b) the gross combination mass (GCM/BKM); and</li> <li>c) the permissible maximum drawing vehicle mass (D/T) (Reg 244)</li> </ul>
5.	<p>Road wheels and hubs</p> <ul style="list-style-type: none"> <li>• Visibly worn means, when the enlargement of a stud hole is visible with the nut on.</li> <li>• 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.</li> </ul>		<p>Reject if -</p> <ul style="list-style-type: none"> <li>a) the flanges or the tyre-retaining rings are fractured or cracked;</li> <li>b) any stud hole is "visibly" worn;</li> <li>c) any wheel stud, nut or bolt is loose or is missing;</li> <li>d) the ends of any tyre-retaining ring are butting;</li> <li>e) any wheel is visibly distorted or bent or any wheel rim is cracked;</li> <li>f) any half-shaft bolt, nut or stud is loose or is missing;</li> <li>g) any part shows signs of having been repaired or modified by heating or welding;</li> <li>h) any balance weights are not secure;</li> <li>i) any interchangeable wheels have excessive backlash in their splines;</li> <li>j) on visual observation, any road wheel does not run reasonably true, or</li> <li>k) spoked wheels have loose, missing or broken spokes.</li> </ul>

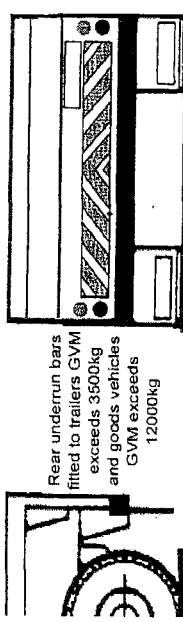
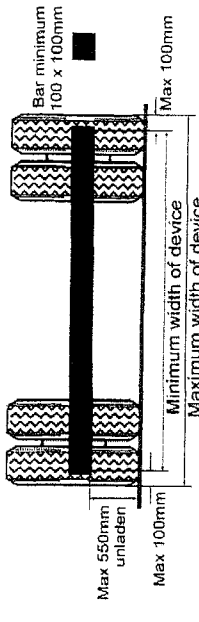
6.	Size and type of tyres	All vehicles	<p>Reject if -</p> <p>a) one of the tyres of a dual wheel does not make ground contact when the vehicle is unladen on a flat surface; or</p> <p>b) any tyre is of a different size or type (i.e. cross-ply or radial-ply) from any other type on the same axle.</p> <p>Tyres 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"> <li>• regrooving of passenger car and minibus tyres is not permitted. Regrooving is only allowed on tyres that are marked regroovable.</li> <li>• 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".</li> </ul>	<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>

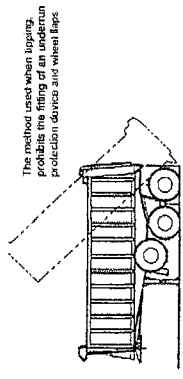
			<p>g) a tyre fouls any part of the vehicle under any conditions;</p> <p>h) a tyre allows the metal part of the wheel to contact or damage the road surface, or is likely to be dangerous;</p> <p>i) a motorcycle, tricycle or quadrucycle is fitted with a retreaded tyre;</p> <p>j) a motor vehicle, other than 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"> <li>• the strength of the equipment has clearly been reduced;</li> <li>• the manufacturer's limits have been exceeded; or</li> <li>• there is a danger of disengagement or failure.</li> </ul>	<p>Reject if -</p> <ol style="list-style-type: none"> <li>a) the drawbar eye or hook or the pin, where appropriate, is not secure, or is excessively distorted or excessively worn; or</li> <li>b) the locking or safety devices are not in position or are not working correctly.</li> </ol>
<p>11. Fifth wheel coupling</p>	<p>All truck-tractors</p> <ul style="list-style-type: none"> <li>• Excessive means the same as in drawbar eye or hook.</li> <li>• Maximum permissible play between couplings is <math>\pm 6</math> mm.</li> <li>• Mounting plates must, under no circumstances, be welded to the vehicle</li> </ul>	<p>Reject if -</p> <ol style="list-style-type: none"> <li>a) the fifth wheel assembly is not securely fitted to the chassis with the correct grade and number of fasteners;</li> <li>b) the safety locking device is missing, inadequate, damaged or does not fit properly;</li> <li>c) any part is missing, broken, cracked, loose or excessively worn; or</li> <li>d) the wear in the wheel jaw exceeds the limit when checked with an acceptable vernier gauge or fifth wheel jaw gauge.</li> </ol>



12.	Towing bracket, coupling ball and towbar	<p>chassis.</p> <ul style="list-style-type: none"> <li>The fifth wheel must be bolted direct to the chassis, or via a sub-frame to the chassis.</li> </ul> <p>All vehicles.</p>	<p>Reject if -</p> <ol style="list-style-type: none"> <li>the towing bracket is loose, or not securely fitted to the drawing vehicle;</li> <li>the coupling ball has been welded or shows excessive wear;</li> <li>any part is cracked, broken or incomplete;</li> <li>the anchorage points around the towbar location are bent or corroded; or</li> <li>when a tow hitch pin is fitted, there is no locking facility.</li> </ol>
13.	Trailer drawbar	<p>All trailers fitted with drawbars.</p> <ul style="list-style-type: none"> <li>Excessive means the same as in drawbar eye or hook.</li> </ul>	<p>Reject if -</p> <ol style="list-style-type: none"> <li>the coupling is distorted, fractured or loose;</li> <li>the safety devices are not fitted or are not working correctly;</li> <li>there is excessive wear on the drawbar coupling, bushes or buckles;</li> <li>the drawbar bolts or mounting bolts are missing or are not of the correct grade, size and number; or</li> <li>the drawbar length of any trailer, where such trailer has more than one axle, exceeds 2m.</li> </ol>
14.	Semi-trailer kingpin	<p>All semi-trailers</p> <ul style="list-style-type: none"> <li>The maximum wear allowed on a kingpin is             <ul style="list-style-type: none"> <li>o 3 mm on a 89 mm diameter pin (2 mm on the 114 mm top part); and</li> <li>o 1,8 mm on a 50,8 mm diameter pin (2 mm on the 73 mm top part).</li> </ul> </li> </ul>	<p>Reject if -</p> <ol style="list-style-type: none"> <li>the wear in the kingpin exceeds the limit when the kingpin is checked by using an acceptable kingpin and fifth wheel gauge;</li> <li>the attachment of the kingpin is not secure;</li> <li>any part is excessively worn; or</li> <li>any mounting bolts are missing or are not of the correct grade, number and size.</li> </ol> <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"> <li>All goods vehicles with a GVM exceeding 12000 kg, and</li> </ol>	<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. Excluded are : 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>	 
<p>16.</p>	<p>Coupling socket</p>	<p>Reject if - 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>
<p>17.</p>	<p>Trailer landing legs</p>	<p>Reject if - a) the landing legs are not fitted; b) the landing legs do not operate correctly;</p>



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"> <li>• pieces are likely to break off;</li> <li>• corroded sharp edges are present that can cause injury to pedestrians or cyclists; or</li> <li>• the mudguard is not functional.</li> </ul>	<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> <ol style="list-style-type: none"> <li>a) is not securely fixed or is excessively corroded;</li> <li>b) has a tear or jagged edge that could cause injury; or</li> <li>c) is rubbing on a tyre (including, in the case of a steering axle, when the wheels are on full lock).</li> </ol>
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> <ol style="list-style-type: none"> <li>a) the cab is not mounted securely on the chassis;</li> <li>b) a retention device or safety device on a tilt cab is defective or excessively worn;</li> <li>or</li> <li>c) air pipes, hydraulic pipes or electric cables are liable to become trapped or subjected to excessive stress.</li> </ol>
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"> <li>• corroded sharp edges that can cause injury to persons or damage to other vehicles;</li> <li>• corrosion that can significantly affect safety when it affects structural parts, e.g. around seat &amp; seat belt mounting points, door hinges and latches, pedal mounting,</li> </ul>	<p>Reject if -</p> <ol style="list-style-type: none"> <li>a) the load body is not properly secured to the chassis;</li> <li>b) the condition of the load body adversely affects the safe operation of the vehicle;</li> <li>c) the load body or side-car is not capable of securing and containing a load;</li> <li>d) the load body or side-car is not positioned squarely on the chassis;</li> <li>e) the side-car is not fitted to the left side of a motorcycle;</li> <li>f) the centre-line of the axle of a side-car is not within the wheelbase of the motorcycle, or</li> <li>g) a sidecar is fitted and the engine capacity of the motorcycle is less than 50 cm<sup>3</sup>.</li> </ol>

		bonnet mounting, door pillars, and floors (especially wells); and	<ul style="list-style-type: none"> <li>holes in body panels that can cause injury or affect safety.</li> </ul>	
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"> <li>a) either side or centre stand is not fitted; or</li> <li>b) the stand cannot support the vehicle safely.</li> </ul>
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"> <li>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;</li> <li>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;</li> <li>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;</li> <li>d) any motor car or box-type construction vehicle that only has two rows of seats,</li> </ul>
	Reg 213 Reg 207(4) SABS 1430	<ul style="list-style-type: none"> <li>Approval mark : Imported belts that carry the e-mark, E-mark are acceptable.</li> <li>Goods vehicles generally known as "Double cab bakkies" : Rear seat belts are not required.</li> <li>Vehicles exempt : Note also that any vehicle with a GVM exceeding 3 500 kg need not be fitted with seat belts.</li> </ul>		

	<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"> <li>e) any minibus of gross vehicle mass not exceeding 2 500 kg,             <ul style="list-style-type: none"> <li>i) does not have a seat belt fitted for the driver's seat; or</li> <li>ii) if the front seat has seating accommodation for other persons, does not have at least one seat belt fitted;</li> </ul> </li> <li>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"> <li>i) does not have at least a harness belt or three-point belt fitted for the driver, and</li> <li>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;</li> </ul> </li> <li>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"> <li>h) any seat belt -                 <ul style="list-style-type: none"> <li>i) is frayed, split or torn;</li> <li>ii) has a loose or defective buckle;</li> <li>iii) is improperly installed, or its anchorages are damaged or defective to the extent that the effectiveness of the anchorage is reduced;</li> <li>iv) does not comply with the requirements of SABS 1080; or</li> <li>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</li> </ul> </li> <li>i) any motorcycle, with or without a side-car, if fitted with a seatbelt or seatbelt</li> </ul> </li></ul>
	<ul style="list-style-type: none"> <li>• The term "safety belt" in a SABS specification has the same meaning as the term "seat belt"</li> </ul>

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

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

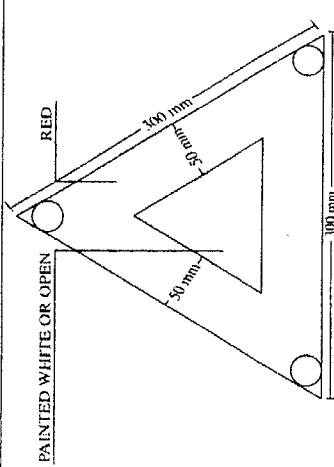
39.	Steering wheel  Reg 200	All vehicles	<p>e) any pedal, other than the accelerator pedal, does not have the manufacturer's anti-slip provision (which could include a grooved metal surface) or the pedal surfaces are of smooth metal;</p> <p>f) any electrical equipment intended to be operated by the driver 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"> <li>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).</li> </ul>	<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 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>
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"> <li>• Excessively corroded in this context means corroded to the point where its strength has been substantially reduced.</li> <li>• Excessive wear in this context means worn to the point where: <ul style="list-style-type: none"> <li>o over 30 % of the tooth height of the ratchet has been worn away; or</li> <li>o false locking can occur, i.e. the locking mechanism can be overcome when the examiner presses on the lever.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>b) the wear of the pawl mechanism or in the lever pivot is excessive;</li> <li>c) the lever does not operate correctly;</li> <li>d) any fasteners are missing; or</li> <li>e) any part shows signs of having been repaired by heating or welding.</li> </ul>
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"> <li>• lost motion at a link, equivalent to more than 10 % of the diameter of the clevis pin, ball, bush, rod, etc; or</li> <li>• any wear that greatly reduces the efficiency of the mechanism.</li> </ul>	<p>Reject if -</p> <ul style="list-style-type: none"> <li>a) there is wear or travel in the pedal or in its linkage so that - <ul style="list-style-type: none"> <li>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</li> <li>ii) the wear greatly reduces the efficiency of the mechanism;</li> </ul> </li> <li>b) the designed movement of the pedal is obstructed or there is insufficient clearance to allow for any adjustment;</li> <li>c) any attachments to the pedal assembly are loose, or</li> <li>d) any part shows signs of having been repaired by heating or welding.</li> </ul>
46.	<p>Service brake operation (inspection in vehicle)</p> <p>All vehicles</p>	<p>Reject if -</p> <ul style="list-style-type: none"> <li>a) the air pressure or vacuum decreases when the pedal is kept depressed with the engine running;</li> <li>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</li> <li>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.</li> </ul>
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	All vehicles Excessive corrosion in this context means that its strength has been drastically reduced.	 <p>Reject if -</p> <ol style="list-style-type: none"> <li>there are any cracks in, or if there is excessive corrosion of, any cross-member or main member;</li> <li>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;</li> <li>any fitch plate, nut, bolt or other fastening between the frame and a cross-member is loose or insecure, or is missing; or</li> <li>there has been any modification, welding or drilling that weakens the chassis or frame</li> </ol>
51.	Electrical wiring and equipment Reg 205	All vehicles Excessive corrosion in this context means that - <ul style="list-style-type: none"> <li>over 10 % of the original material thickness or area has been lost; or</li> <li>the corrosion that has taken place will cause bad electrical connections.</li> </ul>	<p>Reject if -</p> <ol style="list-style-type: none"> <li>any wiring is not properly insulated or if there is excessive corrosion;</li> <li>any wiring is not secured or is chafing in a manner likely to affect its insulation;</li> <li>the battery and battery carrier are not secure;</li> <li>the battery case is leaking or a battery cap is missing, or</li> <li>any switch is loose or does not operate correctly.</li> </ol>

52.	Engine - Starting and functioning	<p>All self propelled vehicles</p> <p>Functioning normally means -</p> <ul style="list-style-type: none"> <li>• the engine is not misfiring;</li> <li>• the engine does not lack power to the extent that the vehicle would hinder road traffic; or</li> <li>• engine failure will not happen very soon (e.g. heavy big-end knock).</li> </ul>	<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"> <li>a) the vehicle emits excessive smoke or fumes;</li> <li>b) there is an leak in the engine cooling system, or</li> <li>c) there is any leak in the fuel system.</li> </ul> <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"> <li>a) is missing or is loose or fractured;</li> <li>b) has deteriorated to the extent that its effectiveness is impaired;</li> <li>c) is poorly welded, or</li> <li>d) has had its effectiveness impaired because of cutting of the chassis or the bodywork.</li> </ul>



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"> <li>a) the chain is out of alignment or not properly tensioned;</li> <li>b) the chain is excessively worn or the chain guard is missing, or</li> <li>c) the sprocket teeth are "hooked" or otherwise excessively worn.</li> </ul> <p>Reject if -</p> <ul style="list-style-type: none"> <li>a) there is oil leaking from any assembly to the extent that the oil visibly moves or drips during inspection;</li> <li>b) there is any evidence of excessive oil spray, or</li> <li>c) the oil level is not visible on the dip stick.</li> </ul>
58.	Oil leaks		<p>Reject if -</p> <ul style="list-style-type: none"> <li>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;</li> <li>b) a filler cap is missing or is defective, or</li> <li>c) fuel pipes are damaged, chafed or not secured.</li> </ul>
59.	Fuel system and fuel tank Reg 205		<p>Reject if -</p> <ul style="list-style-type: none"> <li>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;</li> <li>b) the exhaust gas or smoke is so dense as to cause a nuisance to or obstruct the vision of other road users;</li> <li>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;</li> <li>d) the exhaust system is within 25 mm of any hydraulic brake system pipe unless it has been properly insulated;</li> <li>e) any exhaust gases are discharged onto any fuel container, fuel hose, spare wheel</li> </ul>
60.	Exhaust system Reg 209 SABS 0181 SABS 0281 SABS 097		

			<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 -                  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"> <li>• the strength of the shackle has clearly been reduced;</li> <li>• the manufacturer's limits have been exceeded; or</li> <li>• there is a danger of failure of the shackle.</li> </ul>	<p>Reject if -                  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 -                  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"> <li>a) the vehicle cannot maintain a straight-ahead direction;</li> <li>b) wheel wobble becomes evident, or</li> <li>c) any defect becomes apparent when the steering is turned from side to side at a speed of 5 km/h to 10km/h.</li> </ul>
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"> <li>a) a shock absorber is loose;</li> <li>b) an anchorage or a linkage is fractured or is excessively worn;</li> <li>c) an excessive fluid or air leak is present;</li> <li>d) a shock absorber is damaged to the extent that the unit is not functioning correctly;</li> <li>e) where it can be seen that the vehicle is designed for the fitment of shock absorbers and these are missing, or</li> <li>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.</li> </ul>
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"> <li>• the strength of the equipment has been clearly reduced;</li> <li>• the wear limits have been exceeded;</li> <li>• there is a danger of failure;</li> <li>• free play is felt where it should not be present; or</li> <li>• free play affects the control of direction of the vehicle.</li> </ul>	<p>Reject if -</p> <ul style="list-style-type: none"> <li>a) there is excessive play present;</li> <li>b) the kingpin or ball-joint assembly is loose in the axle beam or its pin-retaining device is missing;</li> <li>c) the control arm bushes are worn or any part is not properly affixed or is missing, or</li> <li>d) the control arms are cracked, or are bent, twisted or welded other than by the vehicle manufacturer.</li> </ul>