

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> <ul style="list-style-type: none"> i) 13,1 m if fitted with a single steering axle; or ii) 17,5 m if fitted with twin steering axles in the case of a busstrain or rigid goods vehicle; or <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> <ul style="list-style-type: none"> a) the rod anchorage is fractured or loose; b) the cylinder is fractured or leaking; c) the fluid pipes are damaged or leaking or are fouling other parts of the vehicle; d) there is excessive free valve travel or the unit is out of alignment or the power

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> <ul style="list-style-type: none"> a) a flange bolt is loose or is missing or a flange is loose on its shaft; b) there is excessive wear in a shaft bearing; c) a bearing housing is fractured or not secure; d) there is a damaged or bent shaft; e) there is significant deterioration of the flexible mounting of a bearing housing; f) there is excessive wear on the splined joint; g) there is excessive vibration or abnormal noise (or both); h) the clutch slips or gives excessive shudder; i) gears cannot be selected or will not remain in mesh without manual assistance; 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 k) a boot of a constant velocity joint is torn or permits lubricant to escape. <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> <ul style="list-style-type: none"> a) side slip or "scuff" of the front wheels exceeds 12 mm/m or the manufacturer's specified limits; b) the camber exceeds the manufacturer's specified limits; 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 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

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 - <ul style="list-style-type: none"> • 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 - <ul style="list-style-type: none"> 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 minibuss, 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 - <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> 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> <p>f) spring brakes not operating, or wound off, or with the rewinding bolt missing;</p> <p>g) bending of, or damage to, brake rods;</p> <p>h) fraying of, or other damage to, brake cables;</p> <p>i) any leakage of hydraulic oil;</p> <p>j) brake pipes that are excessively chafed, corroded or damaged, or inadequately secured;</p> <p>k) brake pipes that are kinked or bulging, or so positioned as to be liable to be damaged by moving parts or by heat;</p> <p>l) an air reservoir with no provision for draining, either automatically or manually;</p> <p>m) trailer couplings that are interchangeable but not coded;</p> <p>n) an incorrectly adjusted load-sensing valve;</p> <p>o) automatic slack adjusters that have any parts missing;</p> <p>p) leaking air connections or vacuum connections;</p> <p>q) clogged air cleaners;</p> <p>r) frayed, worn or incorrectly tensioned air compressor drive belts;</p> <p>s) hydraulic reservoirs without caps, or</p> <p>t) excessive water or oil (or both) in any air reservoir.</p>
78.	Trailer parking brake	Trailers See braking system : General for the meaning of excessive.	<p>Reject if -</p> <p>a) the brake does not operate on at least two wheels on the same axle;</p> <p>b) the brake mechanism is fractured, excessively worn or excessively corroded, or</p> <p>c) the parking brake cannot be applied.</p>
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.
<p>80.</p>	<p>Brakes Reg 151</p>	<p>Trailers</p>	<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.
<p>81.</p>	<p>Braking performance</p>	<p>Motorcycles, tricycles and quadrucycles</p>	<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

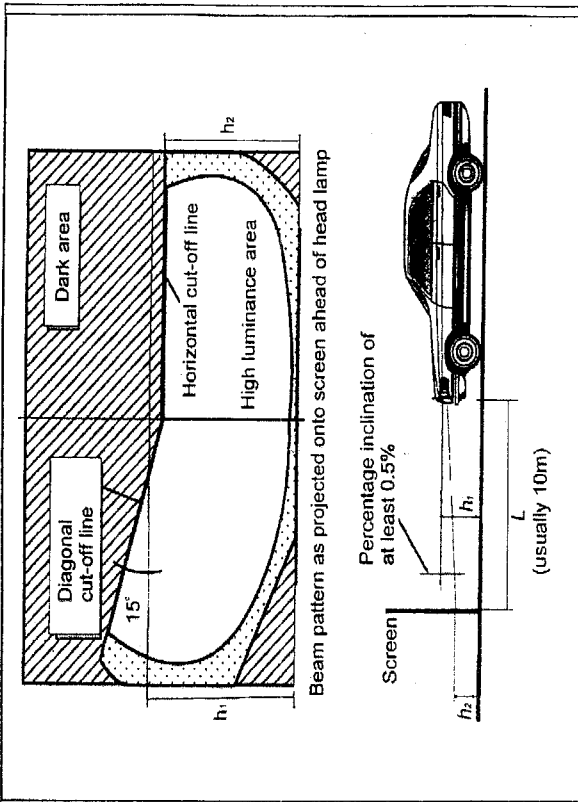
1	2	3	4
Maximum initial speed km/h	Maximum stopping distance m	Minimum deceleration m/s ²	Minimum equivalent braking force N/kg
15	12	0,95	0,95
20	20	0,95	0,95
25	29	0,95	0,95
30	41	0,95	0,95
35	55	0,95	0,95

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> <p>i) headlamps with main and dipped beams;</p> <p>ii) front position lamps;</p> <p>iii) rear lamps;</p> <p>iv) stop lamps, and</p> <p>v) registration plate lamp(s);</p> <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>

104.	Rear lamps (rear position lamps) Reg 168	All vehicles	<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> <p>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;</p> <p>ii) one rear lamp in the centre in the case of a motorcycle/tricycle/quadrucycle or a motor vehicle registered before 1 January 1981; or</p> <p>iii) one rear lamp to the right of the centre-line of the vehicle, in the case of a motorcycle/tricycle/quadrucycle or a motor vehicle registered before 1 January 1981;</p> <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>
105.	Number plate lamps Reg 170	All vehicles (excluding a tractor)	<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>
106.	Stop lamps Reg 169	All vehicles	<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>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.

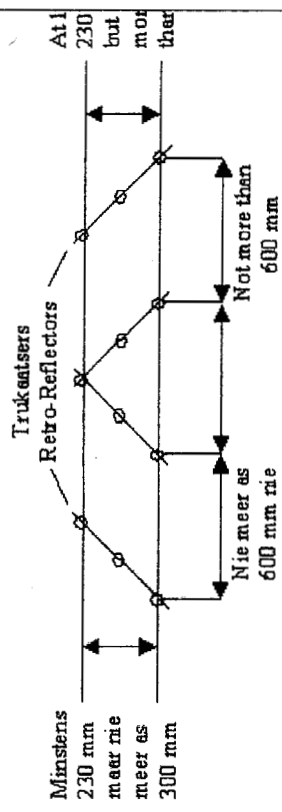
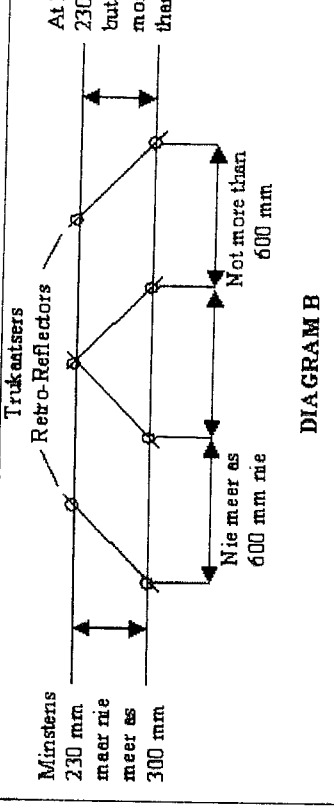


DIAGRAM A

<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>	<div style="text-align: center;">  <p>DIAGRAM B</p> </div> <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>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>120.</p>	<p>Flasher-type direction indicators</p> <p>Reg 194</p> <p>SABS 1046</p>
<p>All vehicles excluding -</p> <ul style="list-style-type: none"> 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>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	<p>All vehicles</p> <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	<p>Goods vehicles</p> <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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	<p>Reg 245A</p>		<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>
<p>135.</p>	<p>Seating on school buses registered before 1 April 1991 Reg 264</p>	<p>School buses</p>	<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>