No. 687 **5 September 2014**

NATIONAL REGULATOR FOR COMPULSORY SPECIFICATIONS ACT (ACT 5 of 2008)

AMENDMENT TO THE COMPULSORY SPECIFICATION FOR MOTOR VEHICLES OF CATEGORY N1

I Dr. Rob Davies, Minister of Trade and Industry, hereby under Section 13 (1)(a) of the National Regulator for Compulsory Specifications Act, (Act 5 of 2008), withdraw the current Compulsory Specification for *Motor Vehicles of Category N1,* and replace it with the Compulsory Specification as set out in the attached schedule, with effect from the date two (2) months from publication of this notice.

Dr. Rob Davies, MP
Minister of Trade and Industry

SCHEDULE

COMPULSORY SPECIFICATION FOR MOTOR VEHICLES OF CATEGORY N1

1 Scope

1.1 This specification covers the requirements for motor vehicle models of category N1, not previously registered or licensed in South Africa, and motor vehicle models assembled from new bodies and used parts from earlier designs of motor vehicle models, designed or adapted for operation on a public road.

1.2 The requirements of this specification shall, in so far as the parts already incorporated are concerned, apply in respect of an incomplete motor vehicle model supplied for further manufacture by one manufacturer to another, and the entire specification shall apply to the vehicle after completion thereof by the last-mentioned manufacturer. In addition, the requirements shall apply to designs of bodies sold for the purposes of incorporating new or used parts of motor vehicle models previously homologated (or previously produced) by other manufacturers.

1.3 This specification does not apply to

a) experimental or prototype vehicles constructed or imported for the purpose of testing, assessment or development, or

b) a motor vehicle model that was manufactured before 1965, that was not previously registered or licensed in South Africa, and that is so certified by a motor club approved by the relevant Minister, or

c) motor vehicles designed or adapted principally for the purposes of motor sport competition, and which are homologated under the rules of the International Federation of the Automobile (FIA) and for which such homologation documentation is lodged with the Regulatory Authority, or

d) motor vehicles for which Type Approval was granted under European Small (Low Volume) Series alternative according to article 8 of the Directive EC/70/156, provided:-

i) that not more than 10 such vehicles are registered in South Africa each year, and
ii) copies of all relevant approval and test documentation are lodged with the Regulatory Authority.

1.4 The relevant requirements of this specification shall take effect on the dates specified in schedule 1

1.5 Where a South African national standard, including an international standard or a UN ECE regulation adopted by South Africa as a national standard, is incorporated by reference into this specification, only the technical requirements/specification for the commodity and the tests to verify the compliance, apply.

2 Definitions

For the purposes of this specification, the following definitions apply:

2.1
airbag assembly
device that is installed to supplement safety belts and restraint systems in power-driven vehicles which, in the event of a severe impact affecting the vehicle, automatically deploys a flexible

structure intended to limit, by compression of the gas contained within it, the gravity of the contact of one or more parts of the body of an occupant of the vehicle with the interior of the passenger compartment

2.2
builder
person who builds a category N1 motor vehicle, and "build" has a corresponding meaning

2.3
category N1 motor vehicle, hereinafter referred to as a vehicle
motor vehicle that has a maximum mass not exceeding 3,5 t, that has at least four wheels (or, provided that the maximum mass exceeds 1 t, at least three wheels), and that is used for the carriage of goods

2.4
child restraint
arrangement of components which may comprise a combination of straps or flexible components with a securing buckle, adjusting devices, attachments, and, in some cases, a supplementary chair or an impact shield or both, capable of being anchored to a power-driven vehicle. It is so designed as to diminish the risk of injury to the wearer, in the event of a collision or of an abrupt deceleration of the vehicle, by limiting the mobility of the wearer's body

2.5
homologation
is a process of establishing the compliance of a model of motor vehicle and approval being granted by the regulatory authority, prior to it being introduced for sale.

2.6
importer
person who imports a category N1 motor vehicle, and "import" has a corresponding meaning

2.7
manufacturer
person who manufactures, produces, assembles, alters, modifies or converts a category N1 motor vehicle, and "manufacture" has a corresponding meaning

2.8
model
manufacturers' description for a series of vehicle designs that do not differ in respect of body shell, cab structure, profile, or the number of axles, by which they are introduced to South Africa, by a specific source.

The Regulatory Authority reserves the right to decide which variations or combinations of variations constitute a new model, and might also take cognisance of the classification system applied in the country of origin of the design

The following variations do not necessarily constitute a new model:

a) a variant of the model in relation to trim or optional features for which compliance has been fully demonstrated;

b) different engine and transmission combinations, including petrol and diesel engines, and manual and automatic transmissions;

c) minor variations in profile, such as front air dams or rear spoilers;

d) air management systems;

e) a different number of doors;

f) sleeper cabs on trucks;

g) wheelbase variations;

h) a cargo body or equipment fitted to a truck and that has no effect on compliance; and

i) the number of driven axles.

If a vehicle is manufactured in a number of configurations, such as a sedan, a hatchback, or a station wagon, and a single or double cab, each of these may be regarded as a variant to the base model.

2.10 proof of compliance
the authentic evidence of compliance with any of the requirements of this compulsory specification from a source defined in Source of Evidence" in Annexure A

2.11
registered manufacturer, importer or builder
any manufacturer, importer or builder required to be registered in terms of regulation 38 of the National road Traffic Act 93/1996

2.12
regulatory authority
an organization appointed by the Minister of the Department of Trade and Industry to administer this compulsory specification on behalf of the South African Government.

2.13
worst case scenario
the variant of the model with the highest tare mass

3. General requirements

3.1 Requirements for lights and lighting equipment

3.1.1 Lights

Main and dipped-beam headlights, direction-indicator lights, stoplights, and front and rear position lights fitted to a vehicle shall comply with the relevant requirements given in SABS 1376-1:1983, *Lights for motor vehicles – Part 1: Incandescent lamps*, as published by Government Notice no. 563 of 29 July 1983, SABS 1376-2:1985, *Lights for motor vehicles - Part 2: Headlights*, as published by Government Notice no. 1263 of 14 June 1985, and SABS 1376-3:1985, *Lights for motor vehicles - Part 3: Secondary lights*, as published by Government Notice no. 2328 of 18 October 1985:

Provided that all other lights required or allowed to be fitted in terms of 3.1.2 are hereby excluded for the purposes of this subsection of this specification.

3.1.2 Lighting

Lighting shall be fitted to a vehicle and shall comply with the relevant requirements given in SABS 1046:1990, *Motor vehicle safety specification for lights and light-signalling devices installed on motor vehicles and trailers*, as published by Government Notice no. 1735 of 27 July 1990:

Provided that

a) the requirements for the installation of retro-reflectors as given in 4.14, 4.16 and 4.17 of the said SABS 1046 may be met by the use and fitting of retro-reflectors that are defined in the relevant regulations of the National Road Traffic Act, 1996 (Act 93 of 1996), and, in addition, the requirements may also be met by the use and fitting of retro-reflectors that are integral portions of any other light lens assembly, and

b) the specific requirements of the said SABS 1046 for

1) dipped beam adjustment devices as set out in 4.2.6 and appendix 1, and

2) end-outline marker lights as set out in 4.13, and

3) rear fog lights as set out in 4.11,

shall be treated as **OPTIONAL** for the purposes of this compulsory specification:

Provided that, if any motor vehicle is fitted with such devices or lamps, they shall comply with the applicable requirements.

3.2 Requirements for rear-view mirrors and vision

3.2.1 Rear-view mirrors

Rear-view mirrors shall be fitted to a vehicle and shall comply with the relevant requirements given in SABS 1436:1989, *Motor vehicle safety specification for the rear-view mirrors of motor vehicles of categories M and N,* as published by Government Notice no. 2008 of 22 September 1989.

3.2.2 Windscreens, windows and partitions

3.2.2.1 Windscreens

3.2.2.1.1 A windscreen shall be fitted to a vehicle and shall be of safety glass that complies with the relevant requirements given in SABS 1191:1978, *High penetration-resistant laminated safety glass for vehicles*, as published by Government Notice no. 463 of 9 July 1982.

3.2.2.1.2 For the purposes of this specification, the marking requirements shall be as follows:

a) the windscreen shall bear the glass manufacturer's registered trademark; and

b) the glass fitted shall comply with an approved national standard, recognized by the Regulatory Authority, that will provide a method of identifying the glass type.

3.2.2.2 Windows and partitions

3.2.2.2.1 Glass partitions and glass windows fitted to a vehicle shall be of safety glass that complies with the relevant requirements given in the said SABS 1191 or in SABS 1193:1978, *Toughened safety glass for vehicles*, as published by Government Notice no. 463 of 9 July 1982.

3.2.2.2.2 For the purposes of this specification, the marking requirements shall be as follows:

a) the glass shall bear the glass manufacturer's registered trademark; and

b) the glass fitted shall comply with an approved national standard, recognized by the Regulatory Authority, that will provide a method of identifying the glass type.

3.2.3 Windscreen wipers

A vehicle shall be fitted with at least one windscreen wiper that is capable of operation by means other than manual, and the windscreen wiper blade, when in operation, shall wipe the outside of the windscreen directly in front of the driver, evenly and efficiently.

3.3 Requirements for brakes and braking equipment

3.3.1 Braking equipment shall be fitted to a vehicle and shall comply with the requirements in SABS ECE R13 *Uniform provisions concerning the approval of vehicles of categories M, N and 0 with regard to braking* to the level of ECE R13.08.

3.3.2 For vehicles fitted with anti-lock braking systems, the braking equipment shall, in terms of braking performance, at least comply with the braking performance requirements for N1 vehicles with non anti-lock braking systems fitted.

3.3.3 For the purposes of this specification, the following requirements of SABS ECE R13 are excluded:

a) anti-lock specific brake test procedure and its requirements (paragraph *5* of annex 13 of SABS ECE R13).

3.3.4 For the purposes of this compulsory specification, annex 4, paragraph 2.3.6 of SABS ECE R13 is amended to read as follows:

To check compliance with the requirements specified in paragraph 5.2.1.2.4 of SABS ECE R13, a Type-O test shall be carried out with the engine disconnected at an initial test speed of 30 km/h. The mean fully developed deceleration on application of the control of the parking brake system and the deceleration immediately before the vehicle stops shall be not less than 1,5 m/s^2. The test shall be carried out with a laden vehicle. The force exerted on the braking control device shall not exceed the specified values.

3.4 Requirements for controls, steering mechanism and audible warning devices

3.4.1 Controls

3.4.1.1 General

All controls that are fitted to a vehicle, and that are required for the operation of the vehicle, shall be so located that the driver can reach and operate them when he is seated in the normal driving position:

Provided that in the case of vehicles of gross vehicle mass not exceeding 2 500 kg, the normal driving position shall be with the seat belt fastened.

3.4.1.2 Right-hand drive

A vehicle shall be of a right-hand drive configuration, except as allowed in terms of 3.4.1.3.

3.4.1.3 Central steering

A vehicle may have a central steering configuration.

3.4.2 Audible warning devices

A vehicle shall be fitted with one or more audible warning devices such that, when they are operated, a continuous sound is emitted at a level of at least 93 dB, determined in accordance with SABS 0169:1984, *Determining the performance of audible warning devices (hooters) after installation in a motor vehicle*, as published by Government Notice no. 966 of 11 May 1984.

3.5 Requirements for door latches, hinges, entrances and exits

3.5.1 Door latches and hinges

Side doors fitted as a means of entrance or exit in a vehicle shall have door latches and hinges that comply with the relevant requirements given in SABS 1443:1987 *Motor vehicle safety specification for door latches and hinges*, as published by Government Notice no. 2227 of 9 October 1987:

Provided that section 3 in annex 1 of the said SABS 1443 is excluded for the purposes of this compulsory specification.

3.5.2 Entrances and exits

3.5.2.1 The means of entrance to and exit from a vehicle that is designed and constructed with a fixed hood and that has a tare exceeding 570 kg, shall be as follows:

a) at least one ready means of entrance and exit on the left and right sides of the vehicle, each such means being equipped with a permanent device that is capable of being operated from both the inside and the outside of the vehicle for the purpose of opening and closing; or

b) a means as specified in (a) above, provided on one side of the vehicle and, on the other side or at the back, an accessible means of escape, of size at least 450 mm x450 mm, that is readily removable from both the inside and the outside of the vehicle or is equipped with a permanent device for opening and closing as specified in (a) above:

c) at least one ready means of entrance and exit at the back, if the vehicle has a separate passenger compartment that does not have entrances or exits and, if relevant, a ready means of escape as specified in (a) and (b) above or that does not afford passengers unobstructed access to the driving compartment.

3.5.2.2 The means of entrance and exit, and the means of escape shall be equipped with a door or other effective barrier, provided that the means of entrance and exit at the back of a motor vehicle need not be so equipped. Such door or other effective barrier shall be capable of being opened and closed from both the inside and the outside of the vehicle, provided that this provision shall not apply to the ready means of escape that has a barrier capable of being opened by being knocked out of its frame.

3.6 Requirements for seats, seat anchorages, restraining device anchorages, restraining devices (safety belts) and supplementary restraining devices (airbags)

3.6.1 Seats and seat anchorages

A vehicle shall be fitted with seats and seat anchorages that comply with the relevant requirements given in SABS 1429:1987, *Motor vehicle safety specification for strength of seats and of their anchorages*, as published by Government Notice no. 1878 of 4 September 1987.

3.6.2 Restraining device anchorages

All restraining devices that are fitted to a vehicle shall have restraining device anchorages that comply with the relevant requirements given in SABS 1430:1987, *Motor vehicle safety specification for anchorages for restraining devices in motor vehicles*, as published by Government Notice no. 1878 of 4 September 1987.

3.6.3 Restraining devices (safety belts)

3.6.3.1 The restraining devices (safety belts) that are fitted to a vehicle shall comply with the relevant requirements given in SABS 1080:1983, *Restraining devices {safety belts) for occupants of adult build in motor vehicles (Revised requirements)*, as published by Government Notice no. 264 of 17 February 1984.

3.6.3.2 The type and location of the restraining devices (safety belts) required to be fitted to a vehicle and the method of installation thereof shall comply with the relevant requirements given in SABS 0168:1983, *The installation of restraining devices (safety belts) in motor vehicles*, as published by Government Notice no. 265 of 17 February 1984.

3.6.4 Child restraints

In the case of any vehicle manufactured with child restraints installed, such child restraints shall comply with the compulsory specification for *Child- restraining devices for use in motor vehicles* as published by Government Notice no .642 of 2 May 1997.

3.6.5 Supplementary restraining devices (airbags)

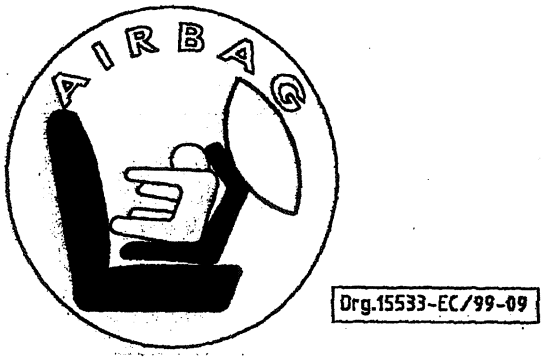
3.6.5.1 If a motor vehicle is fitted with an airbag assembly, it shall carry information to the effect that it is equipped with such an assembly.

3.6.5.1.1 In the case of a motor vehicle fitted with an airbag assembly intended to protect the driver, the information shall consist of the inscription "AIRBAG" located in the interior of the circumference of the steering wheel; this inscription shall be durably affixed and easily visible.

3.6.5.1.2 In the case of *a* motor vehicle fitted with a passenger airbag intended to protect the front seat occupants other than the driver, this information shall consist of a warning label. An example of a possible design of a pictogram is shown in figure 1.

3.6.5.2 A motor vehicle fitted with one or more passenger airbags shall carry information about the extreme hazard associated with the use of rearward-facing child restraints on seats equipped with airbag assemblies.

3.6.5.2.1 Every passenger seating position which is fitted with an airbag shall be provided with a warning label against the use of a rearward-facing child restraint in that seating position. The warning label, in the form of a pictogram which may include explanatory text, shall be durably affixed and located such that it is easily visible in front of a person about to install a rearward-facing child restraint on the seat in question. An example of a possible design of a pictogram is shown in figure 1. A permanent reference should be visible at all times, in case the warning is not visible when the door is closed. This requirement does not apply to those seats equipped with a device which automatically deactivates the airbag assembly when a rearward-facing child restraint is installed.



Colours
The pictogram should be red.
The seat, child restraint and contour line of the airbag should be black.
The word "AIRBAG" and the airbag should be white.

Figure 1 - Airbag warning label

3.7 Requirements for anti-theft devices

Anti-theft devices shall be fitted and shall comply with the relevant requirements of SABS 1248:1986, *Devices to prevent the unauthorized use of motor vehicles (anti-theft devices)*, as published by Government Notice no. 936 of 16 May 1986.

3.8 Requirements for warning triangles

In the case of any vehicle supplied with warning triangles as part of the vehicle equipment, such warning triangles shall comply with the requirements given in SABS 1329-1:1987, *Retro-reflective and fluorescent warning signs for road vehicles - Part 1: Triangles*, as published by Government Notice no.2227 of 9 October 1987.

4 Requirements for the control of environmental interference

4.1 Suppression of radio and television interference

A vehicle, its components and its accessories shall comply with the current applicable regulations relating to interference with communications, promulgated under the Telecommunications Act, 1996 (Act 103 of 1996).

4.2 Suppression of atmospheric pollution

4.2.1 The exhaust emission from the engine of a vehicle shall be such as to comply with the current applicable regulations promulgated under the Atmospheric Pollution Prevention Act, 1965 (Act 45 of 1965).

4.2.2 The gaseous and particulate emissions from the vehicle shall comply with the requirements of SABS ECE R83 *Uniform provisions concerning the approval of vehicles with regard to the emission of pollutants according to engine fuel requirements* to the level of UN ECE R83.02, except for the type V test (durability of pollution control devices), if homologated after 1 February 2005 but before 1 January 2006, thereafter new homologations shall comply with 4.2.3, or

4.2.3 The gaseous and particulate emissions from the vehicle shall comply with the requirements of SABS ECE R83 *Uniform provisions concerning the approval of vehicle with regard to the emissions of pollutants according to engine fuel requirements* to the level of ECE R83.04.

Important: For "Operative Dates, Exclusions and Exclusion Expiry Dates" for requirements in 4.2.2 and 4.2.3, see Schedule 1 attached.

4.2.4 Ongoing Conformity of Production

The Regulatory Authority reserves the right to require models of motor vehicles to be tested in accordance with a Type 1 test as defined in clause 5.3.1 of SABS ECE R83. One sample of each engine generation type may be taken, representing the worst case scenario of that particular model. Each model shall meet with the compliance limits given in 5.3.1.4.2.1 (unleaded petrol) or 5.3.1.4.3.1 (diesel), as per amendment 4 of ECE R83.
If the sample taken does not meet with the compliance limits given in 5.3.1.4.2.1or 5.3.1.4.3.1), as applicable, then two further samples of the same model shall be subjected to the same test. The arithmetical mean of the results of the three samples taken shall determine compliance.

4.3 Suppression of noise emission - Vehicles in motion

With the exception of noise emission originating from audible warning devices, any noise emitted by a vehicle, determined in accordance with SABS 0205:1986, *The measurement of noise emitted by motor vehicles in motion*, as published by Government Notice no. 936 of 16 May 1986, shall not exceed 82 dB(A). To allow for any lack of precision in the measuring equipment, the highest sound level reading obtained shall be reduced by 1 dB(A).

5 Requirements concerning metrological data

5.1 Vehicle dimensions

The dimensions of a vehicle shall comply with the applicable requirements of the relevant regulations of the National Road Traffic Act, 1996 (Act 93 of 1996).

5.2 Information plates

5.2.1 Data plates

5.2.1.1 A vehicle shall have a metal data plate or plates affixed by rivets, or by welding, or by any other method that will achieve permanency of attachment during the life of the vehicle, in a conspicuous and readily accessible position on a part not subject to replacement.

5.2.1.2 As an alternative to the above, a data plate may be a self-adhesive tamperproof metal or plastics label that is not transferable from one vehicle to another, is clearly legible, and undergoes permanent and obvious damage on removal. The self-adhesive tamperproof label shall be resistant to engine oils, to engine coolants, to normal engine temperatures and to humidity. In addition, it shall have permanency characteristics similar to those of the plate(s) described in 5.2.1.1.

5.2.1.3 The data plate(s) shall be legibly and indelibly printed or stamped with the following details of the model type or of the vehicle, as applicable:

a) the gross vehicle mass, in kilograms, for the model type, denoted and prefixed by the letters GVM/BVM;

b) the gross combination mass, in kilograms, for the model type, denoted and prefixed by the letters GCM/BKM; and

c) the gross axle mass-load of each axle, or the gross axle unit mass-load of each axle unit, in kilograms, for the model type, denoted and prefixed by the letters GA/BA or GAU/BAE, as applicable.

5.2.2 Optional data plate

The abbreviations given in 5.2.1.3(a), 5.2.1.3(b) and 5.2.1.3(c) are not required if the information is supplied in the following order:

a) gross vehicle mass;

b) gross combination mass; and

c) gross axle masses in the order front to rear.

5.2.3 Information on vehicle engine

The requirements for the vehicle engine number shall comply with the relevant regulations of the National Road Traffic Act, 1996 (Act 93 of 1996).

5.2.4 Vehicle identification number (VIN)

The vehicle identification number shall comply with the relevant requirements given in SABS IS0 3779:1983, *Road vehicles - Vehicle identification number (VIN) - Content and structure*, and SABS IS0 4030: 1983, *Road vehicles - Vehicle identification number (VIN) - Location and attachment*, as published by Government Notice no. 3160 of 20 November 1992. However, the requirements for marking the VIN, as given in clause 5 of the said SABS ISO 4030, shall, for the purpose of this specification, be taken to read as follows:

5 VIN attachment

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

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

5.3 Deleted.

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

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

- at least 3 mm if marked in accordance with 5.2 (data plate).

5.2.5 Visible identification

An identification code made up of all or part of the VIN shall be applied to the motor vehicle, such that it is readily visible to a person standing outside the vehicle, without the use of aids.

In cases where only part of the VIN is used, the code shall be sufficient to provide unique identification of any unit of a model, provided the model is known.

5.3 Measuring units

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

6 Requirements for vehicle equipment, components and systems

6.1 Speedometers

A vehicle that is capable of exceeding a speed of 25 km/h on a level road shall be equipped with speedometer equipment that complies with the relevant requirements given in SABS 1441 :1987, *Motor vehicle safety specification for speedometer equipment on motor vehicles,* as published by Government Notice no. 1878 of 4 September 1987.

6.2 Engine, exhaust system and transmission

6.2.1 Engine

The engine of a vehicle shall be so fitted with a cover that any part of the engine that constitutes a source of danger is out of normal reach of a person.

6.2.2 Exhaust system

The exhaust system of a vehicle shall comply with the relevant regulations of the National Road Traffic Act.

6.2.3 Transmission

A vehicle, the tare of which exceeds 570 kg, shall be equipped with a transmission that enables it to be controlled and driven in both a forward and a reverse direction.

6.2.4 Vehicle with an electric power train

A vehicle, with a maximum design speed exceeding 25 km/h, fitted with an electric power train, shall comply with the relevant requirements given in SANS 20100:2011, *Uniform provisions concerning the approval of vehicles with regards to specific requirements for the electric power train.*

6.3 Fuel system

6.3.1 Fuel filler cap

The orifice for filling a fuel tank on a vehicle shall be fitted with an effective cap that prevents incidental ingress of water or other foreign matter.

6.3.2 Fuel filler inlet

A vehicle equipped with a positive-ignition engine shall be fitted with a fuel inlet orifice so designed that it prevents the tank from being filled from a petrol pump delivery nozzle which has an external diameter of 23.6 mm or greater.

For the purpose of this subsection, category N1 vehicles which are also offered in the M2 configuration shall be considered to be of category M2.

6.4 Tyres

The tyres fitted to the wheels of a motor vehicle shall comply with the relevant requirements of the compulsory specification for *Pneumatic tyres for commercial vehicles and trailers* as published by Government Notice no. 1125 of 16 November 2001 and the National Road Traffic Act, 1996 (Act 93 of 1996).

6.5 Vehicle bodies

Vehicle bodies referred to in 1.2 shall be provided with sufficient instructions on the selection and assembly of components, such that the completed vehicle complies (or is capable of complying) with the requirements of this specification, when the instructions are followed.

7 Compliance requirements

7.1 Homologation

Each registered Manufacturer, Importer or Builder (MIB) shall have each model of motor vehicle from a specific source, covered by the scope of this compulsory specification, homologated by the regulatory authority in accordance with the requirements of Annexure A.

7.2 Rights of homologation approval

The rights of homologation approval, so granted for a vehicle model in 7.1, shall lie with the registered MIB that obtained such approval only. This may only be transferable, on request to, and be authorised by, the regulatory authority, to another registered MIB, after agreement in writing of the homologation approval holder.

8 Equivalent requirements

The requirements of any of the national requirements stated in the appropriate parts given in table 1 shall be deemed to have been met if compliance with the equivalent standards given in columns 5, 6, 7 or 8 of the same table, or to any of their later amendment levels is achieved.

Where an EEC Directive is quoted in column 5, and an amendment level is quoted in column 6, this shall mean that the Directive and its amendments up, and including the quoted level (in column 6), is the minimum level acceptable.

COMPULSORY SPECIFICATION FOR MOTOR VEHICLES OF CATEGORY N_1

SCHEDULE 1 — Operative dates

1	2	3	4	5	6
Sub-section	**Item**	**Operative date**	**Exclusions**	**Exclusions expiry date (Manufactured/ Imported)**	**Exclusions expiry date (Sale)**
3.1.1	Lights to SABS 1376	15 July 1987	Vehicle models homologated before 15 July 1987	1 January 2001	
3.1.2	Lights to SABS 1046	1 July 1991	Fitment of category 5 indicators as per 4.5 of SABS 1046	1 January 2001	
3.2.1	Rear-view mirrors to SABS 1436	1 July 1991	Vehicle models homologated before 1 July 1991	1 January 2001	
3.3.1	Braking to the requirements of SABS ECE R13 equivalent to ECE R13.08	1 January 2001	Vehicle models homologated before 1 January 2001	1 January 2010	1 July 2011
3.6.1	Seats and seat anchorages to SABS 1429	1 July 1991	Vehicle models homologated before 1 July 1991	1 January 2001	1 July 2002
3.6.2	Restraining device anchorages to SABS 1430	1 July 1991	Vehicle models homologated before 1 July 1991	1 January 2001	
3.6.4	Child restraints (if fitted) to the relevant compulsory specification	1 July 1991	Vehicle models homologated before 1 July 1991	1 January 2001	
3.6.5	Supplementary restraining devices (airbags)	1 January 2001	Vehicle models homologated before 1 January 2001	1 January 2008	1 July 2009
3.7	Anti-theft devices to SABS 1248	1 July 1987	Vehicle models homologated before 1 July 1987	1 January 2001	
4.2.2	Vehicle emissions to SABS ECE R83 to the level of ECE R83.02	1 February 2005	Vehicle models homologated before 1 February 2005	1 January 2008	1 July 2009
4.2.3	Vehicle emissions to SABS 20083 to the level ECER83.04	1 January 2006	Vehicle models homologated Before 1 January 2006	1 January 2008	1 July 2009
4.2.4	Ongoing CoP for Emissions	12 months from date of gazetting			
4.2.4	Ongoing CoP for Emissions	12 months from date of final Gazetting			
5.2.5	Visible identification	1 August 2001			
6.1	Speedometers to SABS 1441	1 July 1991	Vehicle models homologated before 1 July 1991	1 January 2001	
6.2.4	Electric power rain	1 January 2014	Vehicle models homologated before 1 January 2014		
6.3	Fuel filler inlet restrictor	1 October 2003			

COMPULSORY SPECIFICATION FOR MOTOR VEHICLES OF CATEGORY N1

TABLE 1 — Equivalent standards that shall be deemed to comply with SABS standards

1	2	3	4	5	6	7	8	9
Sub-section	Item	SABS No.	Dated	Equivalent standards				Remarks
				EEC	Incl.	ECE	Others	
3.1.1	Lights	1376-1 1376-2 1376-3	1983 1985 1985	76/758 76/757 76/759 76/760 76/761 76/762 77/538 77/539 77/540		R1 R2.02 R3.02 R4 R5.01 R6.01 R7.01 R8.04 R19.01 R20.02 R23 R31.01 R37.02 R38		Applicable only for headlamps, direction indicators, stoplights, front and rear position lights
3.1.2	Installation of lights	1046	1990	76/756	89/278	R48		
3.2.1	Rear-view mirrors	1436	1989	71/127	88/321	R46.01		
3.2.2.1	Windscreens	1191	1978	92/22		R43		
3.2.2.2	Windows and partitions	1191 or 1193	1978 1978	92/22 92/22		R43 R43		
3.3	Braking	1207 ECE R13	1985 1996	71/320	79/489	R13.04 R13.08 R13H		
3.4.2	Audible warning devices	0169	1984	70/388		R28.01		
3.5.1	Door latches and hinges	1443	1987	70/387		R11.02	GTR1	
3.6.1	Seats and seat anchorages	1429	1987	74/408	81/577	R17.02		
3.6.2	Restraining device anchorages	1430	1987	76/115	82/318	R14.02		
3.6.3.1	Restraining devices (safety belts)	1080	1983	77/541	82/319	R16.03		
3.6.3.2	Installation of restraining devices	0168	1983	77/541	82/319	R16.03		
3.6.5	Supplementary restraining devices (airbags)					R94.01		If fitted
3.7	Anti-theft devices	1248	1986	74/61		R18.01		
3.8	Warning triangles	1329-1	1987			R27.03		If supplied
4.1	Radio and television interference	Act	1996	72/245		R10.01		
4.2	Atmospheric pollution	Act	1965	70/220 and 72/306		R15, R24		
4.2.2	Vehicle emissions	ECE R83	1993	70/220	93/59	R83.02		
4.2.3	Vehicle emissions	SABS ECE R83	1993			R83.04		
4.3	Noise when in motion	0205	1986	70/157	81/334	R51		
5.2.1	Data plates			76/114	78/507			
5.2.4	VIN	ISO 3779 ISO 4030	1983 1983				ISO 3779 ISO 4030	
6.1	Speedometers	1441	1987	75/443				
6.2.4	Electric power train	20100				R100		
6.4	Tyres	Act	1996	92/23		R30		

Annexure A

Administrative Process - Homologation of Models of Motor Vehicles of Category N1

1. The Applicant shall formally submit a request for homologation, for each model of motor vehicle intended to be manufactured or imported, in writing, to the Regulatory Authority providing information of his/her intention to homologate that model of vehicle.
2. The Regulatory Authority shall forward to the Applicant the relevant homologation application documents for each model, requested in 1 above. The application documents shall stipulate the information to be submitted to the Regulatory Authority, and these shall accompany the submitted application.
3. The Applicant shall complete the application and provide the necessary requested supporting documentation, and forward it to the Regulatory Authority. The appropriate fee for the homologation, as determined by the Minister by Notice in the Government Gazette, shall be paid to the Regulatory Authority.
4. Upon receipt of the completed application and the required documents, the Regulatory Authority shall review the documents for correctness, completeness, and authenticity. Incorrect documentation, or insufficient documentation, will be reported to the applicant, for his/her correction.
5. Once the application documentation is correct, the Regulatory Authority shall formally confirm to the Applicant the date and place for the sample vehicle to be inspected as part of the homologation process (if not already submitted).
6. At the homologation inspection, the Regulatory Authority shall inspect the sample vehicle and verify it against all mandatory requirements and the submitted evidence of conformity in the application documents, to these requirements.
7. Any non-compliances identified in 5 above, shall be resolved by the Applicant, to the satisfaction of the Regulatory Authority.
8. Once the homologation process establishes that the vehicle model complies with all the relevant mandatory requirements, the Regulatory Authority shall issue a formal Letter of Compliance (Homologation Approval Letter), to the applicant.
9. The original application documents, and copies of supporting evidence of compliance documents, as necessary, shall be taken, and maintained as Homologation Records, by the Regulatory Authority.

Source of evidence

The evidence of compliance to any of the requirements of any referred-to standard in this compulsory specification, which requires testing to establish compliance, and a test report issuing, will only be recognized by the Regulatory Authority, from the following sources:

1) A laboratory that is part of an international or regional mutual acceptance scheme, or
2) A laboratory that is accredited to ISO/IEC 17025 by SANAS or an ILAC affiliated accreditation body, or
3) The laboratory has been successfully assessed against the requirements of ISO/IEC 17025 to the satisfaction of the Regulatory Authority.