

SCHEDULE 3: AARTO Regulations, 2008										
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Item number	Charge code	Short statutory reference to National Road Traffic Act, 1996	Short charge wording - reference to National Road Traffic Act, 1996	Classification of offence, major infringement and minor infringement	Penalty	Demerit points	Penalty in Rand value: Penalty x R50	Discount in Rand Value	Penalty minus discount in Rand Value	Operator charge i.to section 49 of the National Road Traffic Act, 1996
973	3206	Reg. 236(1)	Max. permissible vehicle mass, determined as the sum of all the axle and axle unit massloads as specified by the manufacturer of the tyre, was exceeded by 4-5.99%	I	10	1	500	250	250	49(g)
974	3207	Reg. 236(1)	Max. permissible vehicle mass, determined as the sum of all the axle and axle unit massloads as specified by the manufacturer of the tyre, was exceeded by 6-7.99%	I	15	2	750	375	375	49(g)
975	3208	Reg. 236(1)	Max. permissible vehicle mass, determined as the sum of all the axle and axle unit massloads as specified by the manufacturer of the tyre, was exceeded by 8-9.99%	I	20	3	1000	500	500	49(g)
976	3209	Reg. 236(1)	Max. permissible vehicle mass, determined as the sum of all the axle and axle unit massloads as specified by the manufacturer of the tyre, was exceeded by 10-11.99%	I	25	4	1250	625	625	49(g)
977	3210	Reg. 236(1)	Max. permissible vehicle mass, determined as the sum of all the axle and axle unit massloads as specified by the manufacturer of the tyre, was exceeded by 12-13%	I	30	5	1500	750	750	49(g)
978	3211	Reg. 236(1)	Max. permissible vehicle mass, determined as the sum of all the axle and axle unit massloads as specified by the manufacturer of the tyre, was exceeded by > 13%	O	C	6	0	0	0	49(g)
979	3212	Reg. 236(1)	Max. permissible vehicle mass, of a vehicle fitted with non-pneumatic tyres, exceeded the sum of all axle and axle unit massloads determined as 8 kg./1mm. width of every tyre by 2-3.99%	I	5	0	250	125	125	49(g)
980	3213	Reg. 236(1)	Max. permissible vehicle mass, of a vehicle fitted with non-pneumatic tyres, exceeded the sum of all axle and axle unit massloads determined as 8 kg./1mm. width of every tyre by 4-5.99%	I	10	1	500	250	250	49(g)
981	3214	Reg. 236(1)	Max. permissible vehicle mass, of a vehicle fitted with non-pneumatic tyres, exceeded the sum of all axle and axle unit massloads determined as 8 kg./1mm. width of every tyre by 6-7.99%	I	15	2	750	375	375	49(g)
982	3215	Reg. 236(1)	Max. permissible vehicle mass, of a vehicle fitted with non-pneumatic tyres, exceeded the sum of all axle and axle unit massloads determined as 8 kg./1mm. width of every tyre by 8-9.99%	I	20	3	1000	500	500	49(g)
983	3216	Reg. 236(1)	Max. permissible vehicle mass, of a vehicle fitted with non-pneumatic tyres, exceeded the sum of all axle and axle unit massloads determined as 8 kg./1mm. width of every tyre by 10-11.99%	I	25	4	1250	625	625	49(g)
984	3217	Reg. 236(1)	Max. permissible vehicle mass, of a vehicle fitted with non-pneumatic tyres, exceeded the sum of all axle and axle unit massloads determined as 8 kg./1mm. width of every tyre by 12-13.99%	I	30	5	1500	750	750	49(g)
985	3218	Reg. 236(1)	Max. permissible vehicle mass, of a vehicle fitted with non-pneumatic tyres, exceeded the sum of all axle and axle unit massloads determined as 8 kg./1mm. width of every tyre by > 13.99%	O	C	6	0	0	0	49(g)
986	3219	Reg. 236(1)	Max. permissible vehicle mass of vehicle fitted with non-pneumatic or metal tyres, exceeded the sum of all axle and axle unit massloads calculated as 50% of that permitted for vehicles fitted with pneumatic tyres by 2-3.99%	I	5	0	250	125	125	49(g)

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987	3220	Reg. 236(1)	Max. permissible vehicle mass of vehicle fitted with non-pneumatic or metal tyres, exceeded the sum of all axle and axle unit massloads calculated as 50% of that permitted for vehicles fitted with pneumatic tyres by 4-5.99%	I	10	1	500	250	250	49(g)
988	3221	Reg. 236(1)	Max. permissible vehicle mass of vehicle fitted with non-pneumatic or metal tyres, exceeded the sum of all axle and axle unit massloads calculated as 50% of that permitted for vehicles fitted with pneumatic tyres by 6-7.99%	I	15	2	750	375	375	49(g)
989	3222	Reg. 236(1)	Max. permissible vehicle mass of vehicle fitted with non-pneumatic or metal tyres, exceeded the sum of all axle and axle unit massloads calculated as 50% of that permitted for vehicles fitted with pneumatic tyres by 8-9.99%	I	20	3	1000	500	500	49(g)
990	3223	Reg. 236(1)	Max. permissible vehicle mass of vehicle fitted with non-pneumatic or metal tyres, exceeded the sum of all axle and axle unit massloads calculated as 50% of that permitted for vehicles fitted with pneumatic tyres by 10-11.99%	I	25	4	1250	625	625	49(g)
991	3224	Reg. 236(1)	Max. permissible vehicle mass of vehicle fitted with non-pneumatic or metal tyres, exceeded the sum of all axle and axle unit massloads calculated as 50% of that permitted for vehicles fitted with pneumatic tyres by 12-13.99%	I	30	5	1500	750	750	49(g)
992	3225	Reg. 236(1)	Max. permissible vehicle mass of vehicle fitted with non-pneumatic or metal tyres, exceeded the sum of all axle and axle unit massloads calculated as 50% of that permitted for vehicles fitted with pneumatic tyres by > 13.99%	O	C	6	0	0	0	49(g)
993	3226	Reg. 236(1)	Maximum permissible vehicle mass of 56 000 kg. was exceeded by 2-3.99%	I	5	0	250	125	125	49(g)
994	3227	Reg. 236(1)	Maximum permissible vehicle mass of 56 000 kg. was exceeded by 4-5.99%	I	10	1	500	250	250	49(g)
995	3228	Reg. 236(1)	Maximum permissible vehicle mass of 56 000 kg. was exceeded by 6-7.99%	I	15	2	750	375	375	49(g)
996	3229	Reg. 236(1)	Maximum permissible vehicle mass of 56 000 kg. was exceeded by 8-9.99%	I	20	3	1000	500	500	49(g)
997	3230	Reg. 236(1)	Maximum permissible vehicle mass of 56 000 kg. was exceeded by 10-11.99%	I	25	4	1250	625	625	49(g)
998	3231	Reg. 236(1)	Maximum permissible vehicle mass of 56 000 kg. was exceeded by 12-13.99%	I	30	5	1500	750	750	49(g)
999	3232	Reg. 236(1)	Maximum permissible vehicle mass of 56 000 kg. was exceeded by > 13.99%	O	C	6	0	0	0	49(g)
1000	3233	Reg. 236(1)	Vehicle mass exceeded the maximum permissible, being the gross vehicle mass of such vehicle, by 2-3.99%	I	5	0	250	125	125	49(g)
1001	3234	Reg. 236(1)	Vehicle mass exceeded the maximum permissible, being the gross vehicle mass of such vehicle, by 4-5.99%	I	10	1	500	250	250	49(g)
1002	3235	Reg. 236(1)	Vehicle mass exceeded the maximum permissible, being the gross vehicle mass of such vehicle, by 6-7.99%	I	15	2	750	375	375	49(g)
1003	3236	Reg. 236(1)	Vehicle mass exceeded the maximum permissible, being the gross vehicle mass of such vehicle, by 8-9.99%	I	20	3	1000	500	500	49(g)

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1004	3237	Reg. 236(1)	Vehicle mass exceeded the maximum permissible, being the gross vehicle mass of such vehicle, by 10-11.99%	I	25	4	1250	625	625	49(g)
1005	3238	Reg. 236(1)	Vehicle mass exceeded the maximum permissible, being the gross vehicle mass of such vehicle, by 12-13.99%	I	30	5	1500	750	750	49(g)
1006	3239	Reg. 236(1)	Vehicle mass exceeded the maximum permissible, being the gross vehicle mass of such vehicle, by > 13.99%	O	C	6	0	0	0	49(g)
1007	3240	Reg. 236(1)	Vehicle mass exceeds the permissible maximum, whether laden or unladen, arrived at by multiplying the net power in kW X 400 for a tractor and kW X 240 for other vehicles, as determined by SANS 013, by 2-3.99%	I	5	0	250	125	125	49(g)
1008	3241	Reg. 236(1)	Vehicle mass exceeds the permissible maximum, whether laden or unladen, arrived at by multiplying the net power in kW X 400 for a tractor and kW X 240 for other vehicles, as determined by SANS 013, by 4-5.99%	I	10	1	500	250	250	49(g)
1009	3242	Reg. 236(1)	Vehicle mass exceeds the permissible maximum, whether laden or unladen, arrived at by multiplying the net power in kW X 400 for a tractor and kW X 240 for other vehicles, as determined by SANS 013, by 6-7.99%	I	15	2	750	375	375	49(g)
1010	3243	Reg. 236(1)	Vehicle mass exceeds the permissible maximum, whether laden or unladen, arrived at by multiplying the net power in kW X 400 for a tractor and kW X 240 for other vehicles, as determined by SANS 013, by 8-9.99%	I	20	3	1000	500	500	49(g)
1011	3244	Reg. 236(1)	Vehicle mass exceeds the permissible maximum, whether laden or unladen, arrived at by multiplying the net power in kW X 400 for a tractor and kW X 240 for other vehicles, as determined by SANS 013, by 10-11.99%	I	25	4	1250	625	625	49(g)
1012	3245	Reg. 236(1)	Vehicle mass exceeds the permissible maximum, whether laden or unladen, arrived at by multiplying the net power in kW X 400 for a tractor and kW X 240 for other vehicles, as determined by SANS 013, by 12-13.99%	I	30	5	1500	750	750	49(g)
1013	3246	Reg. 236(1)	Vehicle mass exceeds the permissible maximum, whether laden or unladen, arrived at by multiplying the net power in kW X 400 for a tractor and kW X 240 for other vehicles, as determined by SANS 013, by > 13.99%	O	C	6	0	0	0	49(g)
1014	3247	Reg. 236(1)	Vehicle mass exceeds the permissible max, whether laden or unladen, determined as 5X total axle massloads of the driving axle or axles of such vehicle by 2-3.99%	I	5	0	250	125	125	49(g)
1015	3248	Reg. 236(1)	Vehicle mass exceeds the permissible max, whether laden or unladen, determined as 5X total axle massloads of the driving axle or axles of such vehicle by 4-5.99%	I	10	1	500	250	250	49(g)
1016	3249	Reg. 236(1)	Vehicle mass exceeds the permissible max, whether laden or unladen, determined as 5X total axle massloads of the driving axle or axles of such vehicle by 6-7.99%	I	15	2	750	375	375	49(g)

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1017	3250	Reg. 236(1)	Vehicle mass exceeds the permissible max, whether laden or unladen, determined as 5X total axle massloads of the driving axle or axles of such vehicle by 8-9.99%	I	20	3	1000	500	500	49(g)
1018	3251	Reg. 236(1)	Vehicle mass exceeds the permissible max, whether laden or unladen, determined as 5X total axle massloads of the driving axle or axles of such vehicle by 10-11.99%	I	25	4	1250	625	625	49(g)
1019	3252	Reg. 236(1)	Vehicle mass exceeds the permissible max, whether laden or unladen, determined as 5X total axle massloads of the driving axle or axles of such vehicle by 12-13.99%	I	30	5	1500	750	750	49(g)
1020	3253	Reg. 236(1)	Vehicle mass exceeds the permissible max, whether laden or unladen, determined as 5X total axle massloads of the driving axle or axles of such vehicle by >13.99%	O	C	6	0	0	0	49(g)
1021	3254	Reg. 236(1)	Axle mass of a group of axles exceeded the massload carrying capacity of bridges (determined as the distance between the centre of 1st axle to the centre of the last axle of such group (in 1/10th of a meter) X2100 + 18000) by 2-3.99%	I	5	0	250	125	125	49(g)
1022	3255	Reg. 236(1)	Axle mass of a group of axles exceeded the massload carrying capacity of bridges (determined as the distance between the centre of 1st axle to the centre of the last axle of such group (in 1/10th of a meter) X2100 + 18000) by 4-5.99%	I	10	1	500	250	250	49(g)
1023	3256	Reg. 236(1)	Axle mass of a group of axles exceeded the massload carrying capacity of bridges (determined as the distance between the centre of 1st axle to the centre of the last axle of such group (in 1/10th of a meter) X2100 + 18000) by 6-7.99%	I	15	2	750	375	375	49(g)
1024	3257	Reg. 236(1)	Axle mass of a group of axles exceeded the massload carrying capacity of bridges (determined as the distance between the centre of 1st axle to the centre of the last axle of such group (in 1/10th of a meter) X2100 + 18000) by 8-9.99%	I	20	3	1000	500	500	49(g)
1025	3258	Reg. 236(1)	Axle mass of a group of axles exceeded the massload carrying capacity of bridges (determined as the distance between the centre of 1st axle to the centre of the last axle of such group (in 1/10th of a meter) X2100 + 18000) by 10-11.99%	I	25	4	1250	625	625	49(g)
1026	3259	Reg. 236(1)	Axle mass of a group of axles exceeded the massload carrying capacity of bridges (determined as the distance between the centre of 1st axle to the centre of the last axle of such group (in 1/10th of a meter) X2100 + 18000) by 12-13.99%	I	30	5	1500	750	750	49(g)
1027	3260	Reg. 236(1)	Axle mass of a group of axles exceeded the massload carrying capacity of bridges (determined as the distance between the centre of 1st axle to the centre of the last axle of such group (in 1/10th of a meter) X2100 + 18000) by > 13.99%	O	C	6	0	0	0	49(g)
1028	3261	Reg. 236(1)	Axle mass between any 2 axles exceeded the massload carrying capacity of bridges (determined as the distance between the centre of the 1st axle to the centre of the 2nd axle (in 1/10th of a meter) X2100 + 18000) by 2-3.99%	I	5	0	250	125	125	49(g)

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1029	3262	Reg. 236(1)	Axle mass between any 2 axles exceeded the massload carrying capacity of bridges (determined as the distance between the centre of the 1st axle to the centre of the 2nd axle (in 1/10th of a meter) X2100 + 18000) by 4 - 5.99%	I	10	1	500	250	250	49(g)
1030	3263	Reg. 236(1)	Axle mass between any 2 axles exceeded the massload carrying capacity of bridges (determined as the distance between the centre of the 1st axle to the centre of the 2nd axle (in 1/10th of a meter) X2100 + 18000) by 6 - 7.99%	I	15	2	750	375	375	49(g)
1031	3264	Reg. 236(1)	Axle mass between any 2 axles exceeded the massload carrying capacity of bridges (determined as the distance between the centre of the 1st axle to the centre of the 2nd axle (in 1/10th of a meter) X2100 + 18000) by 8-9.99%	I	20	3	1000	500	500	49(g)
1032	3265	Reg. 236(1)	Axle mass between any 2 axles exceeded the massload carrying capacity of bridges (determined as the distance between the centre of the 1st axle to the centre of the 2nd axle (in 1/10th of a meter) X2100 + 18000) by 10-11.99%	I	25	4	1250	625	625	49(g)
1033	3266	Reg. 236(1)	Axle mass between any 2 axles exceeded the massload carrying capacity of bridges (determined as the distance between the centre of the 1st axle to the centre of the 2nd axle (in 1/10th of a meter) X2100 + 18000) by 12-13.99%	I	30	5	1500	750	750	49(g)
1034	3267	Reg. 236(1)	Axle mass between any 2 axles exceeded the massload carrying capacity of bridges (determined as the distance between the centre of the 1st axle to the centre of the 2nd axle (in 1/10 th of a meter) X2100 + 18000) by > 13.99%	O	C	6	0	0	0	49(g)
1035	3268	Reg. 237(1)	Max. permissible combination mass, as the sum of all the axle and axle unit massloads and determined in accordance with SANS specifications, was exceeded by 2-3.99%	I	5	0	250	125	125	49(g)
1036	3269	Reg. 237(1)	Max. permissible combination mass, as the sum of all the axle and axle unit massloads and determined in accordance with SANS specifications, was exceeded by 4-5.99%	I	10	1	500	250	250	49(g)
1037	3270	Reg. 237(1)	Max. permissible combination mass, as the sum of all the axle and axle unit massloads and determined in accordance with SANS specifications, was exceeded by 6-7.99%	I	15	2	750	375	375	49(g)
1038	3271	Reg. 237(1)	Max. permissible combination mass, as the sum of all the axle and axle unit massloads and determined in accordance with SANS specifications, was exceeded by 8-9.99%	I	20	3	1000	500	500	49(g)
1039	3272	Reg. 237(1)	Max. permissible combination mass, as the sum of all the axle and axle unit massloads and determined in accordance with SANS specifications, was exceeded by 10-11.99%.	I	25	4	1250	625	625	49(g)
1040	3273	Reg. 237(1)	Max. permissible combination mass, as the sum of all the axle and axle unit massloads and determined in accordance with SANS specifications, was exceeded by 12-13.99%	I	30	5	1500	750	750	49(g)
1041	3274	Reg. 237(1)	Max. permissible combination mass, as the sum of all the axle and axle unit massloads and determined in accordance with SANS specifications, was exceeded by > 13.99%	O	C	6	0	0	0	49(g)

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1042	3275	Reg. 237(1)	Max. permissible combination mass, determined as the sum of all the axle and axle unit massloads as specified by the manufacturer, was exceeded by 2-3.99%	I	5	0	250	125	125	49(g)
1043	3276	Reg. 237(1)	Max. permissible combination mass, determined as the sum of all the axle and axle unit massloads as specified by the manufacturer of the tyre, was exceeded by 4-5.99%	I	10	1	500	250	250	49(g)
1044	3277	Reg. 237(1)	Max. permissible combination mass, determined as the sum of all the axle and axle unit massloads as specified by the manufacturer of the tyre, was exceeded by 6-7.99%	I	15	2	750	375	375	49(g)
1045	3278	Reg. 237(1)	Max. permissible combination mass, determined as the sum of all the axle and axle unit massloads as specified by the manufacturer of the tyre, was exceeded by 8-9.99%	I	20	3	1000	500	500	49(g)
1046	3279	Reg. 237(1)	Max. permissible combination mass, determined as the sum of all the axle and axle unit massloads as specified by the manufacturer of the tyre, was exceeded by 10-11.99%	I	25	4	1250	625	625	49(g)
1047	3280	Reg. 237(1)	Max. permissible combination mass, determined as the sum of all the axle and axle unit massloads as specified by the manufacturer of the tyre, was exceeded by 12-13.99%	I	30	5	1500	750	750	49(g)
1048	3281	Reg. 237(1)	Max. permissible combination mass, determined as the sum of all the axle and axle unit massloads as specified by the manufacturer of the tyre, was exceeded by > 13.99%	O	C	6	0	0	0	49(g)
1049	3282	Reg. 237(1)	Max. permissible combination mass, of a vehicle fitted with non-pneumatic tyres, exceeded the sum of all axle and axle unit massloads determined as 8 kg./1mm. width of every tyre by 2-3.99%	I	5	0	250	125	125	49(g)
1050	3283	Reg. 237(1)	Max. permissible combination mass, of a vehicle fitted with non-pneumatic tyres, exceeded the sum of all axle and axle unit massloads determined as 8 kg./1mm. width of every tyre by 4-5.99%	I	10	1	500	250	250	49(g)
1051	3284	Reg. 237(1)	Max. permissible combination mass, of a vehicle fitted with non-pneumatic tyres, exceeded the sum of all axle and axle unit massloads determined as 8 kg./1mm. width of every tyre by 6-7.99%	I	15	2	750	375	375	49(g)
1052	3285	Reg. 237(1)	Max. permissible combination mass, of a vehicle fitted with non-pneumatic tyres, exceeded the sum of all axle and axle unit massloads determined as 8 kg./1mm. width of every tyre by 8-9.99%	I	20	3	1000	500	500	49(g)
1053	3286	Reg. 237(1)	Max. permissible combination mass, of a vehicle fitted with non-pneumatic tyres, exceeded the sum of all axle and axle unit massloads determined as 8 kg./1mm. width of every tyre by 10-11.99%	I	25	4	1250	625	625	49(g)
1054	3287	Reg. 237(1)	Max. permissible combination mass, of a vehicle fitted with non-pneumatic tyres, exceeded the sum of all axle and axle unit massloads determined as 8 kg./1mm. width of every tyre by 12-13.99%	I	30	5	1500	750	750	49(g)
1055	3288	Reg. 237(1)	Max. permissible combination mass, of a vehicle fitted with non-pneumatic tyres, exceeded the sum of all axle and axle unit massloads determined as 8 kg./1mm. width of every tyre by > 13.99%	O	C	6	0	0	0	49(g)

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1056	3289	Reg. 237(1)	Combination mass of a vehicle fitted with metal tyres, determined as the sum of all the axle massloads at 2 700 kg. per axle, was exceeded by 2-3.99%	I	5	0	250	125	125	49(g)
1057	3290	Reg. 237(1)	Combination mass of a vehicle fitted with metal tyres, determined as the sum of all the axle massloads at 2 700 kg. per axle, was exceeded by 4-5.99%	I	10	1	500	250	250	49(g)
1058	3291	Reg. 237(1)	Combination mass of a vehicle fitted with metal tyres, determined as the sum of all the axle massloads at 2 700 kg. per axle, was exceeded by 6-7.99%	I	15	2	750	375	375	49(g)
1059	3292	Reg. 237(1)	Combination mass of a vehicle fitted with metal tyres, determined as the sum of all the axle massloads at 2 700 kg. per axle, was exceeded by 8-9.99%	I	20	3	1000	500	500	49(g)
1060	3293	Reg. 237(1)	Combination mass of a vehicle fitted with metal tyres, determined as the sum of all the axle massloads at 2 700 kg. per axle, was exceeded by 10-11.99%	I	25	4	1250	625	625	49(g)
1061	3294	Reg. 237(1)	Combination mass of a vehicle fitted with metal tyres, determined as the sum of all the axle massloads at 2 700 kg. per axle, was exceeded by 12-13.99%	I	30	5	1500	750	750	49(g)
1062	3295	Reg. 237(1)	Combination mass of a vehicle fitted with metal tyres, determined as the sum of all the axle massloads at 2 700 kg. per axle, was exceeded by > 13.99%	O	C	6	0	0	0	49(g)
1063	3296	Reg. 237(1)	Max. permissible combination mass of vehicle fitted with non-pneumatic or metal tyres, exceeded the sum of all axle and axle unit massloads calculated as 50% of that permitted for vehicles fitted with pneumatic tyres by 2-3.99%	I	5	0	250	125	125	49(g)
1064	3297	Reg. 237(1)	Sum of all axle and axle unit massloads calculated as 50% of that permitted for vehicles fitted with pneumatic tyres exceeded the max. permissible of vehicle fitted with non-pneumatic or metal tyres by 4-5.99%	I	10	1	500	250	250	49(g)
1065	3298	Reg. 237(1)	Sum of all axle and axle unit massloads calculated as 50% of that permitted for vehicles fitted with pneumatic tyres exceeded the max. permissible of vehicle fitted with non-pneumatic or metal tyres by 6-7.99%	I	15	2	750	375	375	49(g)
1066	3299	Reg. 237(1)	Sum of all axle and axle unit massloads calculated as 50% of that permitted for vehicles fitted with pneumatic tyres exceeded the max. permissible of vehicle fitted with non-pneumatic or metal tyres by 8-9.99%	I	20	3	1000	500	500	49(g)
1067	3300	Reg. 237(1)	Sum of all axle and axle unit massloads calculated as 50% of that permitted for vehicles fitted with pneumatic tyres exceeded the max. permissible of vehicle fitted with non-pneumatic or metal tyres by 10-11.99%	I	25	4	1250	625	625	49(g)
1068	3301	Reg. 237(1)	Sum of all axle and axle unit massloads calculated as 50% of that permitted for vehicles fitted with pneumatic tyres exceeded the max. permissible of vehicle fitted with non-pneumatic or metal tyres by 12-13.99%	I	30	5	1500	750	750	49(g)
1069	3302	Reg. 237(1)	Sum of all axle and axle unit massloads calculated as 50% of that permitted for vehicles fitted with pneumatic tyres exceeded the max. permissible of vehicle fitted with non-pneumatic or metal tyres by > 13.99%	O	C	6	0	0	0	49(g)
1070	3303	Reg. 237(1)	Maximum permissible combination mass of 56 000 kg. was exceeded by 2-3.99%	I	5	0	250	125	125	49(g)

SCHEDULE 3: AARTO Regulations, 2008										
1	2	3	4	5	6	7	8	9	10	11
Item number	Charge code	Short statutory reference to National Road Traffic Act, 1996	Short charge wording - reference to National Road Traffic Act, 1996	Classification of offence, major infringement and minor infringement	Penalty	Demerit points	Penalty in Rand value: Penalty x R50	Discount in Rand Value	Penalty minus discount in Rand Value	Operator charge i.t.o section 49 of the National Road Traffic Act, 1996
1071	3304	Reg. 237(1)	Maximum permissible combination mass of 56 000 kg. was exceeded by 4-5.99%	I	10	1	500	250	250	49(g)
1072	3305	Reg. 237(1)	Maximum permissible combination mass of 56 000 kg. was exceeded by 6-7.99%	I	15	2	750	375	375	49(g)
1073	3306	Reg. 237(1)	Maximum permissible combination mass of 56 000 kg. was exceeded by 8-9.99%	I	20	3	1000	500	500	49(g)
1074	3307	Reg. 237(1)	Maximum permissible combination mass of 56 000 kg. was exceeded by 10-11.99%	I	25	4	1250	625	625	49(g)
1075	3308	Reg. 237(1)	Maximum permissible combination mass of 56 000 kg. was exceeded by 12-13.99%	I	30	5	1500	750	750	49(g)
1076	3309	Reg. 237(1)	Maximum permissible combination mass of 56 000 kg. was exceeded by > 13.99%	O	C	6	0	0	0	49(g)
1077	3310	Reg. 237(1)	Combination mass exceeded the maximum permissible, being the gross combination mass of such vehicle, by 2-3.99%	I	5	0	250	125	125	49(g)
1078	3311	Reg. 237(1)	Combination mass exceeded the maximum permissible, being the gross combination mass of such vehicle, by 4-5.99%	I	10	1	500	250	250	49(g)
1079	3312	Reg. 237(1)	Combination mass exceeded the maximum permissible, being the gross combination mass of such vehicle, by 6-7.99%	I	15	2	750	375	375	49(g)
1080	3313	Reg. 237(1)	Combination mass exceeded the maximum permissible, being the gross combination mass of such vehicle, by 8-9.99%	I	20	3	1000	500	500	49(g)
1081	3314	Reg. 237(1)	Combination mass exceeded the maximum permissible, being the gross combination mass of such vehicle, by 10-11.99%	I	25	4	1250	625	625	49(g)
1082	3315	Reg. 237(1)	Combination mass exceeded the maximum permissible, being the gross combination mass of such vehicle, by 12-13.99%	I	30	5	1500	750	750	49(g)
1083	3316	Reg. 237(1)	Combination mass exceeded the maximum permissible, being the gross combination mass of such vehicle, by > 13.99%	O	C	6	0	0	0	49(g)
1084	3317	Reg. 237(1)	Combination mass exceeds the permissible maximum, whether laden or unladen, arrived at by multiplying the net power in kW X 400 for a tractor and kW X 240 for other vehicles, as determined by SANS 013, by 2-3.99%	I	5	0	250	125	125	49(g)
1085	3318	Reg. 237(1)	Combination mass exceeds the permissible maximum, whether laden or unladen, arrived at by multiplying the net power in kW X 400 for a tractor and kW X 240 for other vehicles, as determined by SANS 013, by 4-5.99%	I	10	1	500	250	250	49(g)
1086	3319	Reg. 237(1)	Combination mass exceeds the permissible maximum, whether laden or unladen, arrived at by multiplying the net power in kW X 400 for a tractor and kW X 240 for other vehicles, as determined by SANS 013, by 6-7.99%	I	15	2	750	375	375	49(g)
1087	3320	Reg. 237(1)	Combination mass exceeds the permissible maximum, whether laden or unladen, arrived at by multiplying the net power in kW X 400 for a tractor and kW X 240 for other vehicles, as determined by SANS 013, by 8-9.99%	I	20	3	1000	500	500	49(g)
1088	3321	Reg. 237(1)	Combination mass exceeds the permissible maximum, whether laden or unladen, arrived at by multiplying the net power in kW X 400 for a tractor and kW X 240 for other vehicles, as determined by SANS 013, by 10-11.99%	I	25	4	1250	625	625	49(g)

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1	2	3	4	5	6	7	8	9	10	11
Item number	Charge code	Short statutory reference to National Road Traffic Act, 1996	Short charge wording - reference to National Road Traffic Act, 1996	Classification of offence, major infringement and minor infringement	Penalty	Demerit points	Penalty in Rand value: Penalty x R50	Discount in Rand Value	Penalty minus discount in Rand Value	Operator charge i.t.o section 49 of the National Road Traffic Act, 1996
1089	3322	Reg. 237(1)	Combination mass exceeds the permissible maximum, whether laden or unladen, arrived at by multiplying the net power in kW X 400 for a tractor and kW X 240 for other vehicles, as determined by SANS 013, by 12-13.99%	I	30	5	1500	750	750	49(g)
1090	3323	Reg. 237(1)	Combination mass exceeds the permissible maximum, whether laden or unladen, arrived at by multiplying the net power in kW X 400 for a tractor and kW X 240 for other vehicles, as determined by SANS 013, exceeded by > 13.99%	O	C	6	0	0	0	49(g)
1091	3324	Reg. 237(1)	Combination mass exceeds the permissible max, whether laden or unladen, determined as 5X total axle massloads of the driving axle or axles of such vehicle by 2-3.99%	I	5	0	250	125	125	49(g)
1092	3325	Reg. 237(1)	Combination mass exceeds the permissible max, whether laden or unladen, determined as 5X total axle massloads of the driving axle or axles of such vehicle by 4-5.99%	I	10	1	500	250	250	49(g)
1093	3326	Reg. 237(1)	Combination mass exceeds the permissible max, whether laden or unladen, determined as 5X total axle massloads of the driving axle or axles of such vehicle by 6-7.99%	I	15	2	750	375	375	49(g)
1094	3327	Reg. 237(1)	Combination mass exceeds the permissible max, whether laden or unladen, determined as 5X total axle massloads of the driving axle or axles of such vehicle by 8-9.99%	I	20	3	1000	500	500	49(g)
1095	3328	Reg. 237(1)	Combination mass exceeds the permissible max, whether laden or unladen, determined as 5X total axle massloads of the driving axle or axles of such vehicle by 10-11.99%	I	25	4	1250	625	625	49(g)
1096	3329	Reg. 237(1)	Combination mass exceeds the permissible max, whether laden or unladen, determined as 5X total axle massloads of the driving axle or axles of such vehicle by 12-13.99%	I	30	5	1500	750	750	49(g)
1097	3330	Reg. 237(1)	Combination mass exceeds the permissible max, whether laden or unladen, determined as 5X total axle massloads of the driving axle or axles of such vehicle by >13.99%	O	C	6	0	0	0	49(g)
1098	3331	Reg. 237(1)	Axle mass of a group of axles of a combination exceeded the massload carrying capacity of bridges (=distance between the centres of the 2 axles of such group (in 1/10th of a meter) X2100 + 18000), by 2-3.99%	I	5	0	250	125	125	49(g)
1099	3332	Reg. 237(1)	Axle mass of a group of axles of a combination exceeded the massload carrying capacity of bridges (=distance between the centres of the 2 axles of such group (in 1/10th of a meter) X2100 + 18000), by 4-5.99%	I	10	1	500	250	250	49(g)
1100	3333	Reg. 237(1)	Axle mass of a group of axles of a combination exceeded the massload carrying capacity of bridges (=distance between the centres of the 2 axles of such group (in 1/10th of a meter) X2100 + 18000), by 6-7.99%	I	15	2	750	375	375	49(g)
1101	3334	Reg. 237(1)	Axle mass of a group of axles of a combination exceeded the massload carrying capacity of bridges (=distance between the centres of the 2 axles of such group (in 1/10th of a meter) X2100 + 18000), by 8-9.99%	I	20	3	1000	500	500	49(g)

SCHEDULE 3: AARTO Regulations, 2008										
1	2	3	4	5	6	7	8	9	10	11
Item number	Charge code	Short statutory reference to National Road Traffic Act, 1996	Short charge wording - reference to National Road Traffic Act, 1996	Classification of offence, major infringement and minor infringement	Penalty	Demerit points	Penalty in Rand value: Penalty x R50	Discount in Rand Value	Penalty minus discount in Rand Value	Operator charge i.t.o section 49 of the National Road Traffic Act, 1996
1102	3335	Reg. 237(1)	Axle mass of a group of axles of a combination exceeded the massload carrying capacity of bridges (=distance between the centres of the 2 axles of such group (in 1/10 th of a meter) X2100 + 18000), by 10-11.99%	I	25	4	1250	625	625	49(g)
1103	3336	Reg. 237(1)	Axle mass of a group of axles of a combination exceeded the massload carrying capacity of bridges (=distance between the centres of the 2 axles of such group (in 1/10 th of a meter) X2100 + 18000), by 12-13.99%	I	30	5	1500	750	750	49(g)
1104	3337	Reg. 237(1)	Axle mass of a group of axles of a combination exceeded the massload carrying capacity of bridges (=distance between the centres of the 2 axles of such group (in 1/10 th of a meter) X2100 + 18000), by > 13.99%	O	C	6	0	0	0	49(g)
1105	3338	Reg. 237(1)	Axle mass between any 2 axles of a combination exceeded the massload carrying capacity of bridges (=distance between the centre of the 1st axle to the centre of the 2nd axle (in 1/10 th of a meter) X2100 + 18000), by 2-3.99%	I	5	0	250	125	125	49(g)
1106	3339	Reg. 237(1)	Axle mass between any 2 axles of a combination exceeded the massload carrying capacity of bridges (=distance between the centre of the 1st axle to the centre of the 2nd axle (in 1/10 th of a meter) X2100 + 18000), by 4-5.99%	I	10	1	500	250	250	49(g)
1107	3340	Reg. 237(1)	Axle mass between any 2 axles of a combination exceeded the massload carrying capacity of bridges (=distance between the centre of the 1st axle to the centre of the 2nd axle (in 1/10 th of a meter) X2100 + 18000), by 6-7.99%	I	15	2	750	375	375	49(g)
1108	3341	Reg. 237(1)	Axle mass between any 2 axles of a combination exceeded the massload carrying capacity of bridges (=distance between the centre of the 1st axle to the centre of the 2nd axle (in 1/10 th of a meter) X2100 + 18000), by 8-9.99%	I	20	3	1000	500	500	49(g)
1109	3342	Reg. 237(1)	Axle mass between any 2 axles of a combination exceeded the massload carrying capacity of bridges (=distance between the centre of the 1st axle to the centre of the 2nd axle (in 1/10 th of a meter) X2100 + 18000), by 10-11.99%	I	25	4	1250	625	625	49(g)
1110	3343	Reg. 237(1)	Axle mass between any 2 axles of a combination exceeded the massload carrying capacity of bridges (=distance between the centre of the 1st axle to the centre of the 2nd axle (in 1/10 th of a meter) X2100 + 18000), by 12-13.99%	I	30	5	1500	750	750	49(g)
1111	3344	Reg. 237(1)	Axle mass between any 2 axles of a combination exceeded the massload carrying capacity of bridges (=distance between the centre of the 1st axle to the centre of the 2nd axle (in 1/10 th of a meter) X2100 + 18000), by > 13.99%	O	C	6	0	0	0	49(g)
1112	3345	Reg. 241	Determined total axle mass load between axles, measured between any two axles of the combination exceeds the massload carrying capacity of bridges as calculated in accordance with this regulation, by 2-3.99%	I	5	0	250	125	125	49(g)

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1	2	3	4	5	6	7	8	9	10	11
Item number	Charge code	Short statutory reference to National Road Traffic Act, 1996	Short charge wording - reference to National Road Traffic Act, 1996	Classification of offence, major infringement and minor infringement	Penalty	Demerit points	Penalty in Rand value: Penalty x R50	Discount in Rand Value	Penalty minus discount in Rand Value	Operator charge i.t.o section 49 of the National Road Traffic Act, 1996
1113	3346	Reg. 241	Determined total axle mass load between axles, measured between any two axles of the combination exceeds the massload carrying capacity of bridges as calculated in accordance with this regulation, 4-5.99%	I	10	1	500	250	250	49(g)
1114	3347	Reg. 241	Determined total axle mass load between axles, measured between any two axles of the combination exceeds the massload carrying capacity of bridges as calculated in accordance with this regulation, 6-7.99%	I	15	2	750	375	375	49(g)
1115	3348	Reg. 241	Determined total axle mass load between axles, measured between any two axles of the combination exceeds the massload carrying capacity of bridges as calculated in accordance with this regulation, 8-9.99%	I	20	3	1000	500	500	49(g)
1116	3349	Reg. 241	Determined total axle mass load between axles, measured between any two axles of the combination exceeds the massload carrying capacity of bridges as calculated in accordance with this regulation, 10-11.99%	I	25	4	1250	625	625	49(g)
1117	3350	Reg. 241	Determined total axle mass load between axles, measured between any two axles of the combination exceeds the massload carrying capacity of bridges as calculated in accordance with this regulation, 12-13.99%	I	30	5	1500	750	750	49(g)
1118	3351	Reg. 241	Determined total axle mass load between axles, measured between any two axles of the combination exceeds the massload carrying capacity of bridges as calculated in accordance with this regulation, > 13.99%	O	C	6	0	0	0	49(g)
1119	3352	Reg. 241	Combination of which the determined axle mass of any group of axles exceeds the massload carrying capacity of bridges calculated in accordance with this regulation, by 2-3.99%	I	5	0	250	125	125	49(g)
1120	3353	Reg. 241	Combination of which the determined axle mass of any group of axles exceeds the massload carrying capacity of bridges calculated in accordance with this regulation, by 4-5.99%	I	10	1	500	250	250	49(g)
1121	3354	Reg. 241	Combination of which the determined axle mass of any group of axles exceeds the massload carrying capacity of bridges calculated in accordance with this regulation, by 6-7.99%	I	15	2	750	375	375	49(g)
1122	3355	Reg. 241	Combination of which the determined axle mass of any group of axles exceeds the massload carrying capacity of bridges calculated in accordance with this regulation, by 8-9.99%	I	20	3	1000	500	500	49(g)
1123	3356	Reg. 241	Combination of which the determined axle mass of any group of axles exceeds the massload carrying capacity of bridges calculated in accordance with this regulation, by 10-11.99%	I	25	4	1250	625	625	49(g)
1124	3357	Reg. 241	Combination of which the determined axle mass of any group of axles exceeds the massload carrying capacity of bridges calculated in accordance with this regulation, by 12-13.99%	I	30	5	1500	750	750	49(g)

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1125	3358	Reg. 241	Combination of which the determined axle mass of any group of axles exceeds the massload carrying capacity of bridges calculated in accordance with this regulation, by > 13.99%	O	C	6	0	0	0	49(g)
1126	3359	Reg. 242(a)(i)	Operated a vehicle whilst on an axle with two tyres the wheel massload on one tyre exceeded the wheel massload of the other tyre by more than 10% to wit by 10.1-20%	I	10	1	500	250	250	49(g)
1127	3360	Reg. 242(a)(i)	Operated a vehicle whilst on an axle with two tyres the wheel massload on one tyre exceeded the wheel massload of the other tyre by more than 10% to wit by 20.1-30%	I	20	3	1000	500	500	49(g)
1128	3361	Reg. 242(a)(i)	Operated a vehicle whilst on an axle with two tyres the wheel massload on one tyre exceeded the wheel massload of the other tyre by more than 10% to wit by 30->%	O	C	6	0	0	0	49(g)
1129	3362	Reg. 242(a)(ii)	Operated vehicle whilst on an axle with four tyres the wheel massload on two tyres nearest to each other exceeded the wheel massload on the other two tyres by more than 10% to wit by 10.1-20%	I	10	1	500	250	250	49(g)
1130	3363	Reg. 242(a)(ii)	Operated vehicle whilst on an axle with four tyres the wheel massload on two tyres nearest to each other exceeded the wheel massload on the other two tyres by more than 10% to wit by 20.1-30%	I	20	3	1000	500	500	49(g)
1131	3364	Reg. 242(a)(ii)	Operated vehicle whilst on an axle with four tyres the wheel massload on two tyres nearest to each other exceeded the wheel massload on the other two tyres by more than 10% to wit by > 30%	O	C	6	0	0	0	49(g)
1132	3365	Reg. 242(b)	Operated a combination of vehicles whilst the axle massload of any steering axle or the sum of the axle massloads of any steering axle unit was less than 11% of the sum of all axle massloads of such vehicle to wit by 08-10.9%	I	10	1	500	250	250	49(g)
1133	3366	Reg. 242(b)	Operated a combination of vehicles whilst the axle massload of any steering axle or the sum of the axle massloads of any steering axle unit was less than 11% of the sum of all axle massloads of such vehicle to wit by 04-7.9%	I	20	3	1000	500	500	49(g)
1134	3367	Reg. 242(b)	Operated a combination of vehicles whilst the axle massload of any steering axle or the sum of the axle massloads of any steering axle unit was less than 11% of the sum of all axle massloads of such vehicle to wit by 00-3.9%	O	C	6	0	0	0	49(g)
1135	3368	Reg. 242(c)	Vehicle, not as in paragraph (b), with a steering axle unit, whilst the sum of the axle massloads of such steering axle unit was less than 30% of the sum of all axle massloads of such vehicle to wit minus 20-29.9%	I	10	1	500	250	250	49(g)
1136	3369	Reg. 242(c)	Vehicle, not as in paragraph (b), with a steering axle unit, whilst the sum of the axle massloads of such steering axle unit was less than 30% of the sum of all axle massloads of such vehicle to wit minus 10-19.9%	I	20	3	1000	500	500	49(g)
1137	3370	Reg. 242(c)	Vehicle, not as in paragraph (b), with a steering axle unit, whilst the sum of the axle massloads of such steering axle unit was less than 30% of the sum of all axle massloads of such vehicle to wit minus 00-9.9%	O	C	6	0	0	0	49(g)

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1138	3371	Reg. 242(c)	Vehicle, not as in paragraphs (a), (b) or (c) of regulation 241, whilst the mass loads of the steering axle was less than 20 % of the sum of all axle mass loads to wit 14-19,99%	I	10	1	500	250	250	49(g)
1139	3372	Reg. 242(d)	Vehicle, not as in paragraphs (a), (b) or (c) of regulation 241, whilst the mass loads of the steering axle was less than 20 % of the sum of all axle mass loads to wit 07-13,9%	I	20	3	1000	500	500	49(g)
1140	3373	Reg. 242(d)	Vehicle, not as in paragraphs (a), (b) or (c) of regulation 241, whilst the mass loads of the steering axle was less than 20 % of the sum of all axle mass loads to wit 00-6,9%	O	C	6	0	0	0	49(g)
1141	3374	Reg. 242(d)	Operated a tractor whilst the mass loads of the steering axle was less than 12% of the sum of all axle mass loads to wit 11,99-11%	I	10	1	500	250	250	49(g)
1142	3375	Reg. 242(d)	Operated a tractor whilst the mass loads of the steering axle was less than 12% of the sum of all axle mass loads to wit 10,99-10%	I	20	3	1000	500	500	49(g)
1143	3376	Reg. 242(d)	Operated a tractor whilst the mass loads of the steering axle was less than 12% of the sum of all axle mass loads to wit <10 %	O	C	6	0	0	0	49(g)
1144	3377	Reg. 244	Vehicle registered < 1-1-1989 with GVM <3500 kg, while there was not displayed in a conspicuous position on the left side thereof in letters and figures of not less than 40 mm. in height, information as specified in this regulation	I	10	1	500	250	250	49(g)
1145	3378	Reg. 245(1)	Vehicle registered < 1-1-1989 with GVM > 3500 kg. or registered on or after 1-1-1989, trailer, adaptor, or converter dolly without the required particulars clearly imprinted or stamped on a metal plate or plates affixed as prescribed	I	20	3	1000	500	500	49(g)
1146	3379	Reg. 245(2)	Tractor not fitted with a metal plate on which was imprinted with the information as prescribed in this regulation	I	20	3	1000	500	500	
1147	3380	Reg. 245A(1)	Bus or minibus, with GVM >3 500 kg. or for the conveyance of 9 > persons, including the driver; or for reward, without a notice stating the information as set out in subregulation (2)	I	20	3	1000	500	500	49(d)
1148	3381	Reg. 245A(1)(c)	NLTTA mini- mid- or bus not conspicuously displaying inside the vehicle in numerals of at least 75 millimetres high, a notice stating the load that may be carried as set out in subregulation (2)	I	20	3	1000	500	500	49(d)
1149	3382	Reg. 245A(3)	Vehicle of which the requirements for wheelchairs and anchorage did not comply with SANS 10370 specifications	I	20	3	1000	500	500	49(d)
1150	3383	Reg. 246(a)	Vehicle carrying goods in such a manner as to come into contact with the surface of the road on which the vehicle was being operated	I	20	3	1000	500	500	49(d)
1151	3384	Reg. 246(b)	Vehicle carrying goods in such a manner as to obscure the driver's view of traffic to the front or on either side or his view in the rear-view mirror or mirrors of traffic to the rear	I	20	3	1000	500	500	49(d)
1152	3385	Reg. 246(c)	Vehicle carrying goods not: safely contained within the body of the vehicle, securely fastened to the vehicle, properly protected from being dislodged or spilled	I	20	3	1000	500	500	49(d)

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1153	3386	Reg. 246(d)	Motor car carrying goods on the roof thereof with the height of such goods measured from the highest point of the roof exceeding one-half of the height of the motor car, measured from ground level	I	20	3	1000	500	500	49(d)
1154	3387	Reg. 246(e)	Vehicle carrying goods in any container with provision for fastening by means of twist locks, with a container not securely fastened by at least four twist locks	I	20	3	1000	500	500	49(d)
1155	3388	Reg. 247(a)	Goods vehicle conveying seated persons not enclosed to a height of at least 350 mm above seat surface or not in a manner and with material of sufficient strength to prevent the person from falling when in motion	I	15	2	750	375	375	49(d)
1156	3389	Reg. 247(b)	Goods vehicle conveying standing persons not enclosed to a height of at least 900 mm above standing surface or not in a manner and with material of sufficient strength to prevent the person from falling when in motion	I	15	2	750	375	375	49(d)
1157	3390	Reg. 247	Goods vehicle with persons in goods department with any tools or goods without a partition between persons and goods being conveyed	I	15	2	750	375	375	49(d)
NRTR Chapter VI Part V: Provisions relating to passenger carrying vehicles										
1158	3400	Reg. 250	Carried a person for reward in the goods department	I	20	3	1000	500	500	49(d)
1159	3401	Reg. 251(1)(a)	Bus, mini sides not durable / waterproof and not 600mm from floor.	I	20	3	1000	500	500	49(d)
1160	3402	Reg. 251(1)(b)	Bus / minibus did not have waterproof roof.	I	20	3	1000	500	500	49(d)
1161	3403	Reg. 251(2)	Bus did not comply with regulation concerning height-floor to ceiling. (Standing passengers - 1.7m.Seated passengers - 1.5m)	I	20	3	1000	500	500	49(d)
1162	3404	Reg. 251(3)	Mini or midibus carrying standing persons	I	20	3	1000	500	500	49(d)
1163	3405	Reg. 252(1)(a)	Minibus, bus did not comply with provisions of regulations concerning entrances.	I	20	3	1000	500	500	49(d)
1164	3406	Reg. 252(1)(b)	Minibus did not have an emergency exit on right hand side	I	20	3	1000	500	500	49(d)
1165	3407	Reg. 252(1)(c)	Bus (double/single deck) did not comply with provisions concerning emergency exits	I	20	3	1000	500	500	49(d)
1166	3408	Reg. 252(1)(d)	Bus (double deck) did not comply with provisions of regulations concerning emergency exits on upper deck	I	20	3	1000	500	500	49(d)
1167	3409	Reg. 252(1)(e)	Minibus/ emergency exits that were too small or could not open from inside and outside	I	20	3	1000	500	500	49(d)
1168	3410	Reg. 252(1)(f)	Minibus/ emergency exits incorrectly positioned	I	20	3	1000	500	500	49(d)
1169	3411	Reg. 252(1)(g)	Minibus/ escape hatches/knock out windows etc. not adequately marked	I	20	3	1000	500	500	49(d)
1170	3412	Reg. 252(1)(i)	Minibus/ passenger entrance on right hand side of vehicle	I	20	3	1000	500	500	49(d)
1171	3413	Reg. 252(2)	Minibus or bus converted from a goods vehicle with openings not complying with regulation 252(1)(e)	I	20	3	1000	500	500	49(d)
1172	3414	Reg. 252(2)	Minibus or midibus emergency exits did not comply with the requirements of standard specifications SANS 20107	I	20	3	1000	500	500	49(d)
1173	3415	Reg. 252(2)(c)	Minibus or midibus operating in terms the NLTTA which did carry standing persons	I	20	3	1000	500	500	49(d)
1174	3416	Reg. 252(2)(c)	Minibus or midibus operating in terms of the NLTTA with a ceiling height not at least 1,75 metres	I	20	3	1000	500	500	49(d)
1175	3417	Reg. 253(a)	Operated mini, midi or bus without doors or other effective barriers	I	20	3	1000	500	500	49(d)

SCHEDULE 3: AARTO Regulations, 2008										
1	2	3	4	5	6	7	8	9	10	11
Item number	Charge code	Short statutory reference to National Road Traffic Act, 1996	Short charge wording - reference to National Road Traffic Act, 1996	Classification of offence, major infringement and minor infringement	Penalty	Demerit points	Penalty in Rand value: Penalty x R50	Discount in Rand Value	Penalty minus discount in Rand Value	Operator charge i.t.o section 49 of the National Road Traffic Act, 1996
1176	3418	Reg. 253(b)	Mini, midi or bus operated while doors not closed when it was in motion	I	20	3	1000	500	500	49(d)
1177	3419	Reg. 254	Double-deck bus did not have a hand rail on stair/stair dangerous	I	20	3	1000	500	500	49(d)
1178	3420	Reg. 255(1)(a)	Minibus did not have an unimpeded passageway or passageway that was wide enough	I	20	3	1000	500	500	49(d)
1179	3421	Reg. 255(2)	Midibus or bus did not have unimpeded passageways or passageways that were wide enough	I	20	3	1000	500	500	49(d)
1180	3422	Reg. 256(1)	Bus did not have an adjustable /properly installed driver's seat	I	20	3	1000	500	500	49(d)
1181	3423	Reg. 256(2)(a)	Minibus/bus not fitted with seat backrests - seats did not comply with specified requirements	I	20	3	1000	500	500	49(d)
1182	3424	Reg. 256(2)(b)	Minibus seat did not have a height of at least 250mm from floor to seat level	I	20	3	1000	500	500	49(d)
1183	3425	Reg. 256(2)(c)	Minibus seat depth not measuring 340mm	I	20	3	1000	500	500	49(d)
1184	3426	Reg. 256(2)(d)	Minibus with seats not complying with width requirements	I	20	3	1000	500	500	49(d)
1185	3427	Reg. 256(2)(e)	Minibus seats facing partition etc. not at least 570mm	I	20	3	1000	500	500	49(d)
1186	3428	Reg. 256(2)(f)	Minibus seats facing each other less than 1200mm apart (from backrest to backrest)	I	20	3	1000	500	500	49(d)
1187	3429	Reg. 256(2)(g)	Minibus seats facing in the same direction less than 570mm from backrest to back of seat in front of it	I	20	3	1000	500	500	49(d)
1188	3430	Reg. 256(4)	Bus did not have a rail or partition at seat facing an entrance	I	20	3	1000	500	500	49(d)
1189	3431	Reg. 256(5)	Mini, midi or bus operated while every seat was not securely anchored	I	20	3	1000	500	500	49(d)
1190	3432	Reg. 256(6)(a)(i)	Mini, midi or bus dimensions of backrest of seats that were not according to specifications	I	20	3	1000	500	500	49(d)
1191	3433	Reg. 256(6)(b)	NLTTA vehicle registered after 04-9-2006 with a seat for a passenger not having a seat height from the floor or footrest of such seat to seat level of at least 400 mm.	I	20	3	1000	500	500	49(d)
1192	3434	Reg. 256(6)(c)	NLTTA vehicle registered after 04-9-2006 with a seat for a passenger not having a seat depth from the front of the seat to the front of the backrest of at least 400 mm.	I	20	3	1000	500	500	49(d)
1193	3435	Reg. 256(6)(d)	NLTTA vehicle registered after 04-9-2006 with a seat for a passenger not having seat width in accordance with regulation 233(2)	I	20	3	1000	500	500	49(d)
1194	3436	Reg. 256(6)(e)	NLTTA vehicle registered after 04-9-2006 where a seat faces a partition or similar obstruction, a horizontal distance between the front of the backrest of such seat at seat level to such partition or obstruction was not at least 600 mm.	I	20	3	1000	500	500	49(d)
1195	3437	Reg. 256(6)(f)	NLTTA vehicle registered after 04-9-2006 where seats face each other, distance between the fronts of the backrests of such seats at seat level were not at least 1300 mm.	I	20	3	1000	500	500	49(d)
1196	3438	Reg. 256(6)(g)	NLTTA vehicle registered after 04-9-2006 with a seat facing in the same direction, a horizontal distance between seats not of at least 600 mm.	I	20	3	1000	500	500	49(d)
1197	3439	Reg. 256(6)(h)	NLTTA vehicle registered after 04-9-2006 with a seat for a passenger not having seats and anchorages that meet the requirements of SANS 1429	I	20	3	1000	500	500	49(d)
1198	3440	Reg. 256(7)	Operated a minibus with a fold-up or jockey seat	I	20	3	1000	500	500	49(d)

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Item number	Charge code	Short statutory reference to National Road Traffic Act, 1996	Short charge wording - reference to National Road Traffic Act, 1996	Classification of offence, major infringement and minor infringement	Penalty	Demerit points	Penalty in Rand value: Penalty x R50	Discount in Rand Value	Penalty minus discount in Rand Value	Operator charge i.t.o section 49 of the National Road Traffic Act, 1996
1199	3441	Reg. 256(8)	NLTTA vehicle without one front seat for a passenger being provided in such minibus or midibus	I	20	3	1000	500	500	49(d)
1200	3442	Reg. 257(a)	Operated a minibus or bus conveying persons for reward, carrying goods without said goods being placed in a suitable goods compartment or container	I	20	3	1000	500	500	49(d)
1201	3443	Reg. 257(b)	Operated a minibus or bus conveying persons for reward, carrying goods so placed that it constituted a danger to such persons	I	20	3	1000	500	500	49(d)
1202	3444	Reg. 257(c)	Operated a minibus or bus conveying persons for reward, carrying goods whilst such goods obstructed any entrance, exit or passageway	I	20	3	1000	500	500	49(d)
1203	3445	Reg. 258(1)(a)(i)	Operated a minibus for reward without a continuous row of windows on the left- and right hand side of the passenger compartment or with such windows having frames of less than 345 by mm. by 450 mm.	I	20	3	1000	500	500	49(d)
1204	3446	Reg. 258(1)(a)(ii)	Operated a bus for reward a continuous row of windows on the left- and right hand side of the passenger compartment or without such windows each having a frame of less than 450 mm. by 450 mm.	I	20	3	1000	500	500	49(d)
1205	3447	Reg. 258(1)(b)	Operated a minibus or bus for reward having an overall window area of less than 25 % of the floor area of the passenger compartment	I	20	3	1000	500	500	49(d)
1206	3448	Reg. 258(1)(c)	Operated a minibus or bus for reward, without windows that can be opened to the same extent so that the total area of the open spaces was less than 5% of the floor area of the passenger compartment	I	20	3	1000	500	500	49(d)
1207	3449	Reg. 258(2)	Operated a minibus or bus for reward, other than a bus or minibus having a system of forced ventilation induced by mechanical means, without at least every alternative window in each side capable of being opened	I	20	3	1000	500	500	49(d)
1208	3450	Reg. 258(3)	Operated a bus for reward, with a window capable of being opened in such a manner that a person seated in a normal position was able to put his elbow out of the window	I	20	3	1000	500	500	49(d)
1209	3451	Reg. 258(4)	Operated a bus or minibus for reward with every windowpane, windscreen and transparent partition not maintained in a sound, unbroken and clear condition	I	20	3	1000	500	500	49(d)
1210	3452	Reg. 259(1)(a)	Operated a minibus or bus for reward with the fuel tanks, fuel receptacles, and fuel pipes placed inside the body or steering cabin or that they were not free of leaks	I	20	3	1000	500	500	49(d)
1211	3453	Reg. 259(1)(b)	Operated a minibus or bus for reward with the filling orifice of a fuel tank not placed to the outside of the body or steering cabin	I	20	3	1000	500	500	49(d)
1212	3454	Reg. 259(2)	Operated a bus for reward with the main fuel tank placed close to the engine	I	20	3	1000	500	500	49(d)
1213	3455	Reg. 260(1)	Operated a minibus for reward without at least one fire extinguisher which was accessible and in good working order or not of the dry powder type with a capacity < 2.5 kg. or (b) BCF type with a capacity < 1 kg.	I	20	3	1000	500	500	49(d)

SCHEDULE 3: AARTO Regulations, 2008										
1	2	3	4	5	6	7	8	9	10	11
Item number	Charge code	Short statutory reference to National Road Traffic Act, 1996	Short charge wording - reference to National Road Traffic Act, 1996	Classification of offence, major infringement and minor infringement	Penalty	Demerit points	Penalty in Rand value: Penalty x R50	Discount in Rand Value	Penalty minus discount in Rand Value	Operator charge i.t.o section 49 of the National Road Traffic Act, 1996
1214	3456	Reg. 260(2)	Operated a bus for reward without at least one fire extinguisher which was accessible and in good working order or not of the dry powder type with a capacity < 2.5 kg. or (b) BCF type with a capacity < 1 kg.	I	20	3	1000	500	500	49(d)
1215	3457	Reg. 261	Operated a bus for reward not fitted with a rear-view mirror that enabled the driver of the bus, when he or she was in the driving position, to see a reflection of every entrance and exit of the bus	I	20	3	1000	500	500	49(d)
1216	3458	Reg. 262(1)	Operated a bus for reward without at least one fire extinguisher in a readily accessible position and in a good working order (a) of the dry powder type 2.5 kg. (b) (BCF) with capacity \geq 1 kg.	I	20	3	1000	500	500	49(d)
1217	3459	Reg. 262(1A)	Operated a bus for reward on a public road not fitted with a rear-view mirror that enabled the driver of the bus, when he or she was in the driving position, to see a reflection of every entrance and exit of the bus	I	20	3	1000	500	500	49(d)
1218	3460	Reg. 263(1)	Operating a bus, permitted a person to stand (a) on the upper deck or steps or stairs or open platform; or (b) in the cross passageway; or (c) after 04-09-2006 where the ceiling height was less than 1,75 m.	I	20	3	1000	500	500	49(c)(ii)
1219	3461	Reg. 263(2)	Operated a bus carrying standing persons exceeding the number that may be carried, calculated in accordance with the formula given in this regulation	I	20	3	1000	500	500	49(c)(ii)
1220	3462	Reg. 263(3)	Operated a bus carrying standing persons, not equipped with hand straps, handrails or grab handles or all three, sufficient for all standing persons	I	20	3	1000	500	500	49(d)
1221	3463	Reg. 263(4)	While operating a minibus for reward, permitted a person to stand in the minibus	I	20	3	1000	500	500	49(c)(ii)
1222	3464	Reg. 264(a)	Operated a school bus and permitted more persons on a seat than is allowed at the rate of 330 mm. per person measured at the widest part of the seat with the doors closed	I	20	3	1000	500	500	49(c)(ii)
1223	3465	Reg. 264(b)(i)	School bus not fitted with a backrest or (i) the top not at least 300 mm. from seat level or (ii) the bottom more than 75 mm. from seat level	I	20	3	1000	500	500	49(d)
1224	3466	Reg. 264(b)(ii)	Operated a school bus with the seats provided for passengers in the bus, of a height of not at least 300 millimetres or more than 460 mm.	I	20	3	1000	500	500	49(d)
1225	3467	Reg. 264(b)(iii)	Operated a school bus, whilst a seat depth from the front of the seat to the front of the backrest was not at least 300 millimetres	I	20	3	1000	500	500	49(d)
1226	3468	Reg. 264(b)(iv)	Operated a school bus on a public road with seats not in accordance with the provision of regulation 264(a)	I	20	3	1000	500	500	49(d)
1227	3469	Reg. 264(b)(v)	School bus seats provided for passengers in the vehicle, where such seat faces in the same direction of another seat, did not have a horizontal distance at seat level, between the front of the backrest of such seat and the back of the backrest of the seat in front of the first mentioned seat, of at least 530 mm.	I	20	3	1000	500	500	49(d)
1228	3470	Reg. 264(b)(vi)	School bus seat facing a partition or similar obstruction with the horizontal distance between the front of the backrest of such seat at seat level to such partition or obstruction less than 530 millimetres	I	20	3	1000	500	500	49(d)

SCHEDULE 3: AARTO Regulations, 2008										
1	2	3	4	5	6	7	8	9	10	11
Item number	Charge code	Short statutory reference to National Road Traffic Act, 1996	Short charge wording - reference to National Road Traffic Act, 1996	Classification of offence, major infringement and minor infringement	Penalty	Demerit points	Penalty in Rand value: Penalty x R60	Discount in Rand Value	Penalty minus discount in Rand Value	Operator charge i.t.o section 49 of the National Road Traffic Act, 1996
1229	3471	Reg. 264(b)(vii)	School bus seats provided for passengers in the vehicle where the seats face each other, a horizontal distance between the front of the backrest of every such seat at seat level being less than 1,06 m.	I	20	3	1000	500	500	49(d)
1230	3472	Reg. 264A(3)	Destination indicator not illuminated by amber light during the night, in poor weather conditions or if persons were not discernible at a distance of 150m	I	20	3	1000	500	500	49(d)
NRTA Chapter VII: Operator fitness										
1231	3500	Sect. 45	As owner or operator of a goods vehicle, GVM >3500kg., failed to register as operator of such vehicle	O	C	6	0	0	0	49(a)
1232	3501	Sect. 45	As owner or operator of a breakdown vehicle, failed to register as operator of such vehicle	O	C	6	0	0	0	49(a)
1233	3502	Sect. 45	As owner or operator of a vehicle contemplated in reg. 274, failed to register as operator of such vehicle	O	C	6	0	0	0	49(a)
1234	3503	Sect. 45	As owner or operator of a bus, failed to register as operator of such vehicle	O	C	6	0	0	0	49(a)
1235	3504	Sect. 45	As owner or operator of a midibus, failed to register as operator of such vehicle	O	C	6	0	0	0	49(a)
1236	3505	Sect. 45	As owner or operator of a mindibus with GVM >3500kg., failed to register as operator of such vehicle	O	C	6	0	0	0	49(a)
1237	3506	Sect. 45	As owner or operator of a minibus conveying > 12 persons, failed to register as operator of such vehicle	O	C	6	0	0	0	49(a)
1238	3507	Sect. 45	As owner or operator of a vehicle conveying for reward, failed to register as operator of such vehicle	O	C	6	0	0	0	49(a)
1239	3508	Sect. 47	Failed to display operator card in an upright position on the inside with the print on the face clearly legible from the outside to a person standing in front or to the left front of such vehicle	I	5	0	250	125	125	49(c)
1240	3509	Sect. 49(a)	Failed to display an operator card to a vehicle fitted with a transparent windscreen in front, by affixing the operator card in an upright position on the inside of the windscreen as specified	I	10	1	500	250	250	49(a)
1241	3510	Sect. 49(b)	As operator of a vehicle, failed to keep the issued operator card safe, protect it from theft, report when lost, stolen or was destroyed or did not notify the nearest police station within 24 hrs. as prescribed	I	10	1	500	250	250	49(b)
1242	3511	Sect. 49(c)	As operator of a vehicle, failed to exercise proper control over the driver of the vehicle to ensure the compliance of the driver with all the relevant provisions of Act 93 of 1996	I	25	4	1250	625	625	49(c)
1243	3512	Sect. 49(d)	Operator of a vehicle failed to ensure that such vehicle complied with the fitness requirements contemplated in Chapter V of Act 93 of 1996	I	25	4	1250	625	625	49(d)
1244	3513	Sect. 49(e)	While he or she was the operator of a vehicle, failed to conduct his or her operations with due care to the safety of the public	I	25	4	1250	625	625	49(e)
1245	3514	Sect. 49(f)	Failed to ensure that all requirements were complied with while conveying dangerous substances	I	25	4	1250	625	625	49(f)
1246	3515	Sect. 49(g)	Failed to take all reasonable measures as far as the loading and transportation of goods were concerned.	I	25	4	1250	625	625	49(g)
NRTR Chapter VII: Operator fitness										

SCHEDULE 3: AARTO Regulations, 2008										
1	2	3	4	5	6	7	8	9	10	11
Item number	Charge code	Short statutory reference to National Road Traffic Act, 1996	Short charge wording - reference to National Road Traffic Act, 1996	Classification of offence, major infringement and minor infringement	Penalty	Demerit points	Penalty in Rand value: Penalty x R50	Discount in Rand Value	Penalty minus discount in Rand Value	Operator charge i.t.o section 49 of the National Road Traffic Act, 1996
1247	3516	Reg. 265(1)	As owner or operator of a specified vehicle requiring an operator card, failed to register as operator of such vehicle	O	C	6	0	0	0	49(c)
CHAPTER VIII: Transportation of dangerous goods and substances by road										
1248	3600	Sect. 54	Failed to adhere to the prescribed measures for loading, transporting and accepting dangerous goods	I	25	4	1250	625	625	49(f)
1249	3601	Reg. 275	Vehicle transported dangerous goods but not in accordance with Chap VIII of Reg.	I	25	4	1250	625	625	49(d)
1250	3602	Reg. 275	Road tanker carrying dangerous goods not equipped with fire extinguisher	I	25	4	1250	625	625	49(d)
1251	3603	Reg. 275(b)	Driver etc. transporting dangerous goods displayed inaccurate placarding and kept inaccurate documentation of goods carried	I	25	4	1250	625	625	49(f)
1252	3604	Reg. 275(b)	Driver etc. of vehicle transporting freight containers did not fit a danger warning triangle in addition to other requirements	I	25	4	1250	625	625	49(f)
1253	3605	Reg. 275(b)	Driver etc. transporting freight containers did not meet the IMDG requirements/did not carry split placards/goods identification triangles etc. (includes movement by sea)	I	25	4	1250	625	625	49(f)
1254	3606	Reg. 275(b)	Driver etc. transporting high temperature dangerous goods did not display 3 elevated high temperature warning triangles	I	25	4	1250	625	625	49(f)
1255	3607	Reg. 275(b)	Driver etc. transporting freight containers (not sea freight) did not carry warning placards and were not visible from sides and rear	I	25	4	1250	625	625	49(f)
1256	3608	Reg. 275(b)	Driver etc. transporting goods of more than one hazard class did not display MULTILOAD hazard class diamond	I	25	4	1250	625	625	49(f)
1257	3609	Reg. 275(b)	Driver etc. transporting dangerous goods did not affix a danger warning diamond to front of vehicle that was clearly visible	I	25	4	1250	625	625	49(f)
1258	3610	Reg. 275(b)	Driver etc. transporting waste products did not furnish all information on placard pertaining to the dangerous goods being transported	I	25	4	1250	625	625	49(f)
1259	3611	Reg. 275(b)	Vehicle transporting dangerous goods not fitted with placards at the sides, at the rear and visible from the roadside	I	25	4	1250	625	625	49(f)
1260	3612	Reg. 275(b)	Driver etc. failed to display the word MULTILOAD in the goods identification zone whilst transporting goods of one hazard class with different ERG's	I	25	4	1250	625	625	49(f)
1261	3613	Reg. 275(b)	Driver etc. failed to display UN number of most hazardous substance being transported in goods identification zone	I	25	4	1250	625	625	49(f)
1262	3614	Reg. 275(b)	Vehicle transporting dangerous goods not fitted with danger warning diamonds and placards. SANS 0231/SANS0232-1	I	25	4	1250	625	625	49(f)
1263	3615	Reg. 275(b)	Driver etc. transporting waste products failed to add the word WASTE before the UN number in the goods identification zone	I	25	4	1250	625	625	49(f)
1264	3616	Reg. 275(b)	Vehicle fitted with placard that did not contain the correct information about dangerous goods carried	I	25	4	1250	625	625	49(f)
1265	3617	Reg. 275(b)	Driver/operator failed to remove all placards from the sides/rear of vehicle after offloading all packaged goods and BIC's	I	25	4	1250	625	625	49(f)
1266	3618	Reg. 275(b)	Consignor of dangerous goods failed to provide correct placard for vehicle	I	25	4	1250	625	625	49(f)

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Item number	Charge code	Short statutory reference to National Road Traffic Act, 1996	Short charge wording - reference to National Road Traffic Act, 1996	Classification of offence, major infringement and minor infringement	Penalty	Demerit points	Penalty in Rand value: Penalty x R50	Discount in Rand Value	Penalty minus discount in Rand Value	Operator charge i.t.o section 49 of the National Road Traffic Act, 1996
1267	3619	Reg. 275(b)	Transporting dangerous goods, carrying warning placards that were not clean, undamaged and visible	I	25	4	1250	625	625	49(f)
1268	3620	Reg. 277	Driver etc. transporting dangerous goods failed to attach placard/placard distorted	I	25	4	1250	625	625	49(f)
1269	3621	Reg. 277	Vehicle carrying dangerous goods failed to stop in pre-planned safe area	I	25	4	1250	625	625	49(f)
1270	3622	Reg. 277	Operated a vehicle on a public road/ left the vehicle unattended in an unsupervised area	I	25	4	1250	625	625	49(f)
1271	3623	Reg. 277(1)	Operator failed to inform the emergency response centre that they were passing through that area or what substance they were carrying	I	25	4	1250	625	625	49(f)
1272	3624	Reg. 277(1)	Driver/operator removed danger warning diamonds before all the containers were removed	I	25	4	1250	625	625	49(f)
1273	3625	Reg. 277(1)	Operated a road-tanker or bulk carrier but did not retain the placards, TREMCARDS etc. until vehicle was certified clean	I	25	4	1250	625	625	49(f)
1274	3626	Reg. 277(1)	Vehicle carrying dangerous goods did not mount a space for documentation in the cab	I	25	4	1250	625	625	49(f)
1275	3627	Reg. 277(1)	Consignor of dangerous goods did not provide the emergency card stipulating exactly what he/she was transporting	I	25	4	1250	625	625	49(f)
1276	3628	Reg. 277(1)	Road tanker carrying dangerous goods not equipped with manufacturer's data plate	I	25	4	1250	625	625	49(d)
1277	3629	Reg. 277(1)	Failed to comply with specifications of Reg. 273A as far as the transportation of dangerous goods is concerned	I	25	4	1250	625	625	49(d)
1278	3630	Reg. 277(1)	Driver etc. failed to ensure that packaging was correctly marked - mass, height etc.	I	25	4	1250	625	625	49(f)
1279	3631	Reg. 277(2)	Failed to nominate a qualified person to oversee transportation of dangerous goods. Reg. 273 A	I	25	4	1250	625	625	49(a)
1280	3632	Reg. 278	Consignor failed to ensure that dangerous goods being carried were compatible. SANS 0232-1	I	25	4	1250	625	625	49(f)
1281	3633	Reg. 279(2)	Consignor failed to ensure that dangerous goods were correctly packed and marked. SANS 0233, SANS 0229	I	20	3	1000	500	500	49(f)
1282	3634	Reg. 280(2)	Operator failed to ensure that drivers with a PrDP did undergo training	I	25	4	1250	625	625	49(c)
1283	3635	Reg. 281(1)	Driver etc. transporting dangerous goods did not carry a TREMCARD for each item carried, a route plan etc.	I	25	4	1250	625	625	49(f)
1284	3636	Reg. 281(1)	Road tanker carrying dangerous waste without necessary certificate	I	25	4	1250	625	625	49(f)
1285	3637	Reg. 281(1)	Operator of vehicle transporting dangerous goods failed to plan route to be taken. SANS 0231	I	20	3	1000	500	500	49(f)
1286	3638	Reg. 281(1)	Transport emergency card was not in correct format or did not contain correct information about dangerous goods	I	25	4	1250	625	625	49(f)
1287	3639	Reg. 281(1)	Dangerous goods declaration did not contain the information/contained inaccurate information pertaining to goods carried	I	25	4	1250	625	625	49(f)
1288	3640	Reg. 281(1)	Transport emergency card did not contain correct information about dangerous goods	I	25	4	1250	625	625	49(f)
1289	3641	Reg. 281(1)	Vehicle transporting dangerous goods failed to have transport emergency card	I	25	4	1250	625	625	49(f)
1290	3642	Reg. 281(1)	Failed to have the dangerous goods declaration in or on vehicle while transporting dangerous goods	I	25	4	1250	625	625	49(f)
1291	3643	Reg. 281(1)	Driver etc. transporting dangerous goods used a TREMCARD older than 3 years	I	20	3	1000	500	500	49(f)