

No. 804

17 October 2014

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

**PROPOSED AMENDMENT TO THE COMPULSORY SPECIFICATION
MOTOR VEHICLES OF CATEGORY N2/3 (VC 8025)**

It is hereby made known under section 13(4) of the National Regulator for Compulsory Specifications Act, (Act 5 of 2008), that I, Dr Rob Davies the Minister of Trade and Industry, intends to amend the compulsory specification for Motor Vehicles of Category N2/3, as set out in the attached Schedule.

Any person who wishes to comment on the intention to thus amend the Compulsory Specification concerned, shall submit their comments, in writing, to the Chief Executive Officer, National Regulator for Compulsory Specifications, Private Bag X25, Brooklyn, 0075, on or before the date two (2) months after the publication of this notice.

A handwritten signature in black ink, appearing to read 'R. Davies', with a large, stylized loop at the end.

**Dr Rob Davies, MP
Minister of Trade and Industry**

SCHEDULE

COMPULSORY SPECIFICATION FOR MOTOR VEHICLES OF CATEGORY N₂ AND N₃

1 Scope

1.1 This specification covers the requirements for motor vehicle models of category N₂ and N₃, not previously registered or licensed in South Africa, 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.

1.3 This specification does not apply to experimental or to prototype vehicles constructed or imported by the original manufacturers or importers for the purpose of testing, assessment or development, or to a type "A" military vehicle, or to special purpose vehicles of the type covered by National Road Traffic Act, 1996 (Act 93 of 1996), or to agricultural tractors.

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

builder

person who builds a category N₂ or N₃ motor vehicle, and "build" has a corresponding meaning

2.2

category N motor vehicle

goods vehicle that has at least four wheels, or that has three wheels and a maximum mass exceeding 1 t

2.3

category N₂ motor vehicle, hereinafter referred to as a vehicle

category N vehicle that is used for the carriage of goods and that has a maximum mass of more than 3,5 t but not more than 12 t

2.4

category N₃ motor vehicle, hereinafter referred to as a vehicle

category N vehicle that is used for the carriage of goods and that has a maximum mass exceeding 12 t

2.5

goods

any movable property

2.6

goods vehicle

motor vehicle, other than a motorcycle, motor tricycle, motor quadrucycle, motorcar, minibus or bus, that is designed or adapted for the conveyance of goods on a public road, and that includes a truck-

tractor, adaptor dolly, converter dolly and breakdown vehicle.

2.7

homologation

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

2.8

importer

person who imports a category N2 or N3 motor vehicle, and "import" has a corresponding meaning

2.9

manufacturer

person who manufactures, produces, assembles, alters, modifies, adapts or converts a category N2 or N3 motor vehicle, and "manufacture" has a corresponding meaning

2.10

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 cognizance 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.

2.11

proof of compliance

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

2.12

public road

road, street or thoroughfare, including the verges, or any other place, whether a thoroughfare or not, to which the public or sections of the public have the right of access and that they commonly use

2.13**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

2.14**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

2.15**type "A" military vehicle**

motor vehicle, other than a type "B" military vehicle, that is designed for military purposes and that, in addition to being armed, has an armoured skin

2.15**type "B" military vehicle**

motor vehicle that is designed or adapted for military purposes for the carriage of goods or personnel, and that may have an armoured skin

3 General requirements**3.1 Requirements for lights, lighting equipment and rear warning signs****3.1.1 Lights**

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

3.1.2 Lighting

Lighting shall be fitted to a vehicle and shall comply with the relevant requirements given in SANS 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 SANS 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 SANS 1046 for
 - 1) dipped-beam adjustment devices as set out in 4.2.6 and appendix 1
 - 2) end-outline marker lamps as set out in 4.13; and
 - 3) rear fog lamps, 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; and

- c) the specific requirements, as set out in 4.5.11 of the said SANS 1046, for the detection of a failure of a direction-indicator lamp on the trailer(s) of a vehicle combination, shall be treated as **OPTIONAL**.

3.1.3 Rear warning sign (chevron)

A vehicle shall be fitted with a rear warning sign that complies with the requirements of the relevant regulations of the National Road Traffic Act.

3.1.4 Retro-reflective markings

Where fitted to a vehicle, retro-reflective markings shall comply with the requirements of SANS ECE R104, *Uniform provisions concerning the approval of retro-reflective markings for heavy and long vehicles and their trailers*, to the level of ECE R104.02

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 SANS 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 SANS 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 SANS 1191 or in SANS 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 Vehicles homologated on or after 1 January 2001, and vehicles manufactured or imported on or after 1 January 2010 and which were homologated before 1 January 2001 to SABS 1207:1985, shall be fitted with braking equipment and shall comply with the relevant requirements given in SABS ECE R13, *Uniform provisions concerning the approval of vehicles of categories M, N and O with regard to braking*, to the level of ECE R13/08.

3.3.1.1 For the purposes of this Compulsory Specification, the following requirements of SABS ECE R13/08 are excluded:

- a) the fitment of automatic brake adjustment devices;
- b) the compulsory fitment of anti-lock braking systems; and
- c) anti-lock specific brake test procedure and its requirements (paragraph 5 of annex 13 of SABS ECE R13/08).

3.3.1.2 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 the vehicles with non anti-lock braking systems fitted.

3.3.2 Vehicles manufactured or imported on or after 1 January 2015 shall be fitted with braking equipment including anti-lock braking systems and shall comply with the relevant requirements given SABS ECE R13, *Uniform provisions concerning the approval of vehicles of categories M, N and O with regard to braking*, to the level of ECE R13/08, provided that:

- a) compliance of the anti-lock braking system is not required until 01 January 2017,
- b) anti-lock braking systems are not required on all-wheel-drive vehicles or on vehicles with articulated steering, or on truck tractors with a GVM not exceeding 7000kg, and
- c) compliance to clause 4.4 of Annex 10 of SABS ECE R13 is not required to be demonstrated.

3.3.3 For the purpose of this Compulsory Specification paragraph 2.3.6 of annex 4 of SABS ECE R13/08 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 30km/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 not be less than 1,5m/s². The test shall be carried out with a laden vehicle. The force exerted on the braking control device shall not exceed the specified values.

3.3.4 For the purpose of this Compulsory Specification paragraph 2.3.6 of annex 4 of SANS ECE R13 is amended to read as follows:

To check compliance with the requirements specified in paragraph 5.2.1.2.4 of SANS ECE R13, a Type-O test shall be carried out with the engine disconnected at an initial test speed of 30km/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 not be less than 1,5 m/s². 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, 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 SANS 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 doors, entrances and exits

The doors, entrances and exits of any category N₂ or N₃ motor vehicle shall comply with the requirements of the relevant regulations of the National Road Traffic Act, 1996 (Act 93 of 1996).

3.6 Requirements for seats and seat anchorages

A vehicle shall be fitted with seats and seat anchorages that comply with the relevant requirements given in SANS 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.

3.7 Requirements for electrical connectors

Electrical connectors that are fitted for the purpose of towing a vehicle, shall comply with

a) in the case of 12 V systems:

- 1) SANS 1327:1981, Electrical connectors for towing and towed vehicles (7-pole connectors), or
- 2) SANS ISO 11446:1987, *Passenger cars and light commercial vehicles with 12 V systems – 13-pole connectors between towing vehicles and trailers – Dimensions and contact allocation*;

b) in the case of 24 V systems

- 1) SANS 1327:1981, Electrical connectors for towing and towed vehicles (7-pole connectors) or
- 2) SANS ISO 12098:1994, *Commercial vehicles with 24 V systems – 15-pole connectors between towing vehicles and trailers – Dimensions and contact allocation*.

3.8 Requirements for rear underrun protection devices

All N₂ vehicles of gross vehicle mass equal to or exceeding 8 t and all N₃ vehicles shall be fitted with a rear underrun protection device that complies with the relevant requirements given in SANS 1055:1983, *Motor vehicle safety standard specification for rear underrun protection devices*, as published by Government Notice no. 785 of 14 October 1983.

Provided that certain vehicles may be excluded in terms of 5.2 or 5.5 of the said SANS 1055.

3.9 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 of the relevant regulations of the National Road Traffic Act, 1996 (Act 93 of 1996).

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 at least one of the following:

4.2.2.1 SANS 20049:2004 *Uniform provisions concerning the approval of compression-ignition(C.I.) and natural gas (NG) engines as well as positive-ignition(P.I.) engines fuelled with liquefied petroleum gas (LPG) and vehicles equipped with C.I. and NG engines fuelled with LPG, with regard to the emissions of pollutants by the engine* to the level of ECE R49.02B, or

4.2.2.2 United States Regulations.

Engines which operate on diesel, liquefied petroleum gas, the technical requirements of USA Code of Federal Regulations, Part 86- Control of air pollution from new and in-use motor vehicles and new and used motor vehicle engines certification and test procedures-Subpart A 40 CFR 86.098-11 Emissions standards for 1998 and later year diesel heavy-duty engines and vehicles; and Subpart N 40 CFR 86.1300 series-Emissions Regulations for new Otto-cycle and diesel heavy-duty engines; gaseous and particulate exhaust test procedures, are deemed to be equivalent to the technical requirements of this standard.

Engines which operate on petrol, and which comply with the technical requirements of the USA Code of Federal Regulations, Part 86-Control of air pollution from new and in-use motor vehicles and new and in-use motor vehicle engines certification and test procedures – Subpart A 40 CFR 86.096-10 Emissions standard for 1996 and the later model year Otto-cycle heavy-duty engines and vehicles; and Subpart N 40 CFR 86.1300 series – Emissions Regulations for new Otto-cycle and diesel heavy-duty engines; gaseous and particulate exhaust test procedures, will be accepted as complying with this standard., or

4.2.2.3 Japanese Standards

The Japanese Exhaust Emission Standards for 'light-duty vehicles' and the 1998 Japanese Exhaust Emissions Standards for 'medium-duty vehicles', as detailed in the 'Safety Regulations for Road Vehicles', Japanese Ministry of Transport Ordinance No.67 of 28 July 1951, Article 31, as amended by Ordinance No.4 of 19 January 1996. The Japanese Exhaust Emission Standards for 'Heavy-duty vehicles', as detailed in the 'Safety Regulations for Road Vehicles', Japanese Ministry of Transport Ordinance No. 67 of 28 July 1951, Article 31, as amended by Ordinance No. 22 of 31 March 1997. Note; For vehicles certified to Japanese requirements, the following definitions apply; Light-duty vehicles: vehicles with a GVW over 2.5t and not more than 3.5t. Medium-duty vehicles: vehicles with a GVW over 3.5t and not more than 12t. Heavy-duty vehicles: vehicles with a GVW over 12t .or

4.2.2.4 Australian Design Rules.

Australian Design Rule ADR 80/00, Emission Control for Heavy Vehicles, or

4.2.2.5 SANS 20083 *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.

4.3 Suppression of noise emission

4.3.1 Vehicles in motion

With the exception of noise emission originating from audible warning devices, any noise emitted by a vehicle, when determined in accordance with SANS 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:

- a) 89 dB(A) for a vehicle that has a power unit rated at less than 150 kW; and
- b) 91 dB(A) for any other vehicle.

To allow for any lack of precision in the measuring equipment, the highest sound level reading obtained shall be reduced by 1 dB(A).

4.3.2 Vehicles when stationary

With the exception of noise emission originating from audible warning devices, any noise emitted by a vehicle, when determined in accordance with SANS 0181:1981, *The measurement of noise emitted by road vehicles when stationary*, as published by Government Notice no. 463 of 9 July 1982 and SANS 0281:1994, *Engine speed (S values), reference sound levels and permissible sound levels of stationary road vehicles*, as published by Government Notice no. 1313 of 25 August 1995, shall be recorded for homologation purposes.

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 one or more metal data 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.

5.2.2 Manufacturer's mass and power data

5.2.2.1 Information on data plate

The data plates required in terms of 5.2.1 shall be legibly and permanently imprinted or stamped with the following information concerning the vehicle:

- 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;
- c) the gross axle mass-load of each axle, or 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; and
- d) the net power, in kilowatts, prefixed by the letters P/D, determined in accordance with SANS 013-1:1988, *The determination of performance (at net power) of internal combustion engines – Part 1: Road vehicle internal combustion engines at sea level* as published by Government Notice no. 1652 of 19 August 1988.

5.2.2.2 Optional data plate

- 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 Provision for registration

Suitable space shall be provided on the data plate(s) for

- a) T . . . kg (for the tare);
- b) V . . . kg (for the permissible maximum vehicle mass);
- c) A . . . kg or AU/AE . . . kg, as applicable (for the permissible axle mass-load of each axle or the permissible axle unit mass-load of each axle unit); and
- d) D/T . . . kg (for the permissible drawing vehicle mass).

The responsibility for marking this information on the data plate(s) shall rest with the final vehicle manufacturer.

5.2.5 Vehicle identification number (VIN)

The vehicle identification number shall comply with the relevant requirements given in SANS ISO 3779:1983, *Road vehicles – Vehicle identification number (VIN) – Content and structure*. However, the requirements for marking the VIN, as given in clause 5 of SANS ISO 4030:1983, *Road vehicles – Vehicle identification number (VIN) – Location and attachment*, as published by Government Notice 3160 of 20 November 1992, shall, for the purposes of this compulsory 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 framebody 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 when marked in accordance with 5.2 (data plate).

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 SANS 1441:1987, *Motor vehicle safety specification for speedometer equipment on motor vehicles*, as published by Government Notice no. 1878 of 4 September 1987:

Provided that any speed recording device fitted as speedometer equipment shall be exempted from the requirements of the said SANS 1441.

6.2 Engine, exhaust system and transmission

6.2.1 Engine

The engine of a vehicle shall be 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 requirements of the relevant regulations of the National Road Traffic Act, 1996 (Act 93 of 1996).

6.2.3 Transmission

A self-propelled vehicle shall be equipped with a transmission that enables it to be controlled and driven in both a forward and a reverse direction.

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.

6.4 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 their trailers as published in the relevant government gazette and the National Road Traffic act, 1996 (Act 93 of 1996).

6.5 Wheel flaps

Excluding truck-tractors, all vehicles shall be fitted with wheel flaps that comply with the relevant requirements given in SANS 1496:1989, *Wheel flaps fitted to motor vehicles*, as published by Government Notice no. 2008 of 22 September 1989:

Provided that

- a) wheel flaps that are designed and approved by the vehicle manufacturer may be fitted as an alternative, and
- b) chassis-only vehicles and chassis-cab vehicles that are being driven to a place to have body work fitted or to a dealer of such vehicles are excluded from the fitment of wheel flaps.

7 Homologation requirements

7.1 Homologation

Registered manufacturers, importers and builders (MIBs) shall have each model of motor vehicle from a specific source, covered by the scope of this compulsory specification, successfully homologated by the regulatory authority in accordance with the requirements of Annexure A.

7.2 Rights of homologation approval

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

A transference fee, as determined by the Minister, shall be paid to the regulatory authority.

8 Equivalent requirements

The requirements of any of the South African national standards stated in column 3 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 or 7 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 to, and including the quoted level (in column 6), is the minimum level that is acceptable.

COMPULSORY SPECIFICATION FOR MOTOR VEHICLES OF CATEGORY N₂ AND N₃

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)
	All subsections/items not mentioned below	7 October 1992			
3.1.1	Lights to SANS 1376	15 July 1987 1 January 1998	Vehicle models homologated before 15 July 1987 Registration plate lights, reversing lights, end-outline marker lights and parking lights fitted to vehicle models homologated before 1 January 1998	1 January 2001 1 January 2001	
3.1.2	Lights to SANS 1046	1 June 1992	Fittment of category 5 indicators	1 January 2001	
3.3.1	Braking to SANS ECE R13 to the level of ECE R13.08 excluding 3.3.2 a), b) and c)	1 January 2001	Vehicles homologated to SANS 1207 before 1 January 2001	1 January 2010	1 July 2011
3.3.2	Compulsory fittment of anti-lock brake systems to all vehicles manufactured or imported on or after 01 January 2015 to the level of ECE R13.08, excluding clause 4.4 of Annex 10 of SABS ECE R13.08 and excluding 3.3.2a) compliance and documentation.	1 January 2015	All-wheel-drive vehicles Vehicles with articulated steering Truck tractors not exceeding 7000kg GVM	No expiry	No expiry
3.3.2	Compliance and documentation to the anti-lock specific brake test procedure, excluding clause 4.4 of Annex 10 of SABS ECE R13.08	1 January 2017	All-wheel-drive vehicles Vehicles with articulated steering Truck tractors not exceeding 7000kg GVM	No expiry	No expiry
3.6	Seats and seat anchorages to SANS 1429	1 June 1992	Vehicle models homologated before 1 June 1992 may comply with SANS 1052	1 January 2001	
3.7	Electrical connectors (where fitted) to SANS 1327 or SANS ISO 11446, and SANS ISO 12098	6 August 1997			
3.8	Rear under-run protection to SANS 1055	15 July 1987	Category N ₂ vehicles	1 January 2001	
4.2.2	Vehicle emissions to SANS 20049 to the level of ECE R49.02B, US EPA 1998, Japanese 1998, ADR 80/00 or SANS 20083 to the level ECE R83.04	1 January 2006	Vehicle models homologated before 1 January 2006	1 January 2010	1 July 2011
4.3.1	Suppression of noise emission to SANS 097	1 September 1983	Vehicles models homologated before the operative date	1 January 2001	
4.3.1	Suppression of noise emission to SANS 0205	19 September 2002			
4.3.2	Noise when stationary to SANS 0281	14 April 1992			
5.2.5	VIN to SANS ISO 3779 and SANS ISO 4030	1 November 1995			
6.5	Wheel flaps to SANS 1496	1 June 1992	Vehicles homologated before 1 June 1992	1 January 2001	

COMPULSORY SPECIFICATION FOR MOTOR VEHICLES OF CATEGORY N₂ AND N₃

**Table 1 — Equivalent standards that shall be
deemed to comply with SA national standards**

1	2	3	4	5	6	7	8	9
Sub-section	Item	SANS No.	Dated	Equivalent standards				Remarks
				EEC	Min. Amend. level	ECE	Others	
3.1.1	Lights	1376-1 1376-2 1376-3	1983 1985 1985	76/757 76/758 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 R77		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		
3.1.3	Rear warning signs	Act	1996					
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	SANS ECE R13				R13.08		
3.4.2	Audible warning devices	0169	1984	70/388		R28.01		
3.6	Seats and seat anchorages	1429	1987	74/408	81/577	R17.02		
3.8	Rear under-run protection devices	1055	1983	70/221	81/333	R58.01		
3.9	Warning triangles	Act	1989			R27.03		If supplied
4.1	Radio interference	Act	1996	71/245		R10.01		
4.2	Atmospheric pollution	Act	1965	70/220 72/306		R15 R24 R83		
4.2.2.1	Vehicle emissions	SANS 20049	2004			R49.02B		
4.3.1	Noise when in motion	0205	1986	70/157	77/212	R51		
4.3.2	Noise when stationary	0181 0281	1981 1994	70/157	84/424	R51		
5.2.1	Data plate(s)			76/114	78/507			
5.2.5	Vehicle identification number (VIN)	ISO 3779 ISO 4030	1983 1983					
6.1	Speedometer	1441	1987	75/443		R39		
6.4	Tyres	Act	1996			R54		

Annexure A

Administrative Process - Homologation of Models of Motor Vehicles of Category N2/N3.

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 motor vehicle.
2. The Regulatory Authority shall forward to the Applicant the relevant homologation application documents, for each model as requested in 1 above. The Applicant shall complete the application and forward it to the Regulatory Authority. The application documents shall stipulate the information to be submitted to the Regulatory Authority, and these shall accompany the submitted application. The appropriate fee, as determined from time to time by Notice in the Government Gazette, for the homologation, shall be paid to the Regulatory Authority.
3. Upon receipt of the completed application 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.
4. Once the application documentation is correct, the Regulatory Authority shall formally confirm the date and place to the Applicant for the sample vehicle to be inspected as part of the homologation process(if not already submitted).
5. 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.
6. Any non-compliances identified in 5 above, shall be resolved by the Applicant, to the satisfaction of the Regulatory Authority.
7. Once the homologation process establishes that the vehicle model complies with all the relevant mandatory requirements of this specification, the Regulatory Authority shall issue a formal Letter of Compliance (Homologation Approval Letter), to the applicant.
8. 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.