

**DEPARTMENT OF TRADE AND INDUSTRY
DEPARTEMENT VAN HANDEL EN NYWERHEID**

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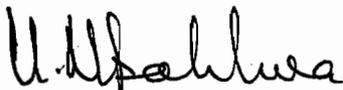
5 December 2008

STANDARDS ACT, 1993

**PROPOSED AMENDMENT OF THE COMPULSORY SPECIFICATION FOR MOTOR
VEHICLES OF CATEGORY M1**

It is hereby made known under section 22(1)(a)(ii) of the Standards Act, (Act No. 29 of 1993), that the Minister of Trade and Industry, on the recommendation of the Council of the South African Bureau of Standards, intends to amend the compulsory specification for *Motor Vehicles of Category M1*, as set out in the attached Schedule.

Any person who wishes to object to the intention of the Minister to thus amend the Compulsory Specification concerned, shall lodge their objection in writing with the President, South African Bureau of Standards, Private Bag X191, Pretoria, 0001, on or before the date two (2) months after publication of this notice.



M Mpanlwa
Minister of Trade and Industry

SCHEDULE

PROPOSED COMPULSORY SPECIFICATION FOR MOTOR VEHICLES OF CATEGORY M1

1 Scope

1.1 This specification covers the requirements for motor vehicle models of category M1, not previously registered or licensed in South Africa, and motor vehicle models assembled from new bodies and used parts from earlier designs of motor vehicle models, designed or adapted for operation on a public road.

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

1.3 This specification does not apply to

- a) experimental or prototype vehicles constructed or imported for the purpose of testing, assessment or development, or
- b) a motor vehicle model that was manufactured before 1965, that was not previously registered or licensed in South Africa, and that is so certified by a motor club approved by the relevant Minister, or
- c) motor vehicles designed or adapted principally for the purposes of motor sport competition, and which are homologated under the rules of the International Federation of the Automobile (FIA) and for which such homologation documentation is lodged with the Regulatory Authority, or
- d) motor vehicles for which Type Approval was granted under European Small (Low Volume) Series alternative according to article 8 of the Directive EC/70/156, provided:-
 - i) that not more than 10 such vehicles are registered in South Africa each year, and
 - ii) copies of all relevant approval and test documentation are lodged with the Regulatory Authority.

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

1.5 Except for the requirements of 3.7, which shall not be omitted or replaced, certain special category M1 motor vehicles designed or adapted for use as

- a) mobile living accommodation (motor caravans),
- b) ambulances and patient-transfer vehicles,
- c) prisoner-conveyance vehicles,
- d) hearses,
- e) security and anti-riot vehicles,
- f) open sided passenger vehicles derived from vehicles other than category M1 vehicles

may, alternatively, comply with the specific requirements of the relevant compulsory specification for another category of motor vehicle.

1.6 Vehicles that are sold with a category M2 seating configuration and with a category M1 seating configuration as an alternative, need not comply with the steering frontal impact requirements of 3.5.2.

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

2 Definitions

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

2.1

airbag assembly

device that is installed to supplement safety belts and restraint systems in power-driven vehicles which, in the event of a severe impact affecting the vehicle, automatically deploys a flexible structure intended to limit, by compression of the gas contained within it, the gravity of the contact of one or more parts of the body of an occupant of the vehicle with the interior of the passenger compartment

2.2

builder

person who builds a category M1 motor vehicle, and "build" has a corresponding meaning

2.3

category M1 motor vehicle, hereinafter referred to as a vehicle

motor vehicle that is used for the carriage of passengers, that has at least four wheels, and that has seating accommodation for not more than eight passengers in addition to the driver of the vehicle.

2.4

category M2 motor vehicle, hereinafter referred to as a vehicle

motor vehicle that is used for the carriage of passengers, that has at least four wheels, and that has seating accommodation for more than eight passengers in addition to the driver of the vehicle, and that has a maximum mass not exceeding 5 t

2.5

child restraint

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

2.6

folding tip-up type seat

is a seat fitted to the side of a bench row of seats that can be tipped-up to allow passage to a further row of seats.

2.7

homologation

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

2.9**importer**

person who imports a category M1 motor vehicle, and "import" has a corresponding meaning

2.10**manufacturer**

person who manufactures, produces, assembles, alters, modifies or converts a category M1 motor vehicle, and "manufacture" has a corresponding meaning

2.11 registered manufacturer, importer or builder

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

2.12**model**

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

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

The following variations do not necessarily constitute a new model:

- a) a variant of the model in relation to trim or optional features for which compliance has been fully demonstrated;
- b) different engine and transmission combinations, including petrol and diesel engines, and manual and automatic transmissions;
- c) minor variations in profile, such as front air dams or rear spoilers;
- d) air management systems;
- e) a different number of doors;
- f) sleeper cabs on trucks;
- g) wheelbase variations;
- h) a cargo body or equipment fitted to a truck and that has no effect on compliance; and
- i) the number of driven axles.

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

2.13**passenger airbag**

airbag assembly intended to protect the occupants of seats other than the driver's in the event of a collision

2.14**proof of compliance**

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

2.15**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

2.16**rearward facing**

facing in the direction opposite to the normal direction of travel of the vehicle

2.17**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

2.18**worst case scenario**

the variant of the model with the highest tare mass

3 General requirements

3.1 Requirements for lights and lighting equipment

3.1.1 Lights

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

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

3.1.2 Lighting

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

Provided that

- a) the requirements for the installation of retro-reflectors as given in 4.14, 4.16 and 4.17 of the said SABS 1046 may be met by the use and fitting of retro-reflectors that are defined in the relevant regulations of the National Road Traffic Act, 1996 (Act 93 of 1996), and, in addition, the requirements may also be met by the use and fitting of retro-reflectors that are integral portions of any other light lens assembly, and
- b) the specific requirements of the said SABS 1046 for
 - 1) dipped beam adjustment devices as set out in 4.2.6 and appendix 1, and
 - 2) rear fog lights as set out in 4.11,

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

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

3.2 Requirements for rear-view mirrors and vision

3.2.1 Rear-view mirrors

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

3.2.2 Windscreens, windows and partitions

3.2.2.1 Windscreens

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

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

- a) the windscreen shall bear the glass manufacturer's registered trademark; and
- b) the glass fitted shall comply with an approved national standard, recognized by the Regulatory Authority, that will provide a method of identifying the glass type.

3.2.2.2 Windows and partitions

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

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

- a) the glass shall bear the glass manufacturer's registered trademark; and
- b) the glass fitted shall comply with an approved national standard, recognized by the Regulatory Authority, that will provide a method of identifying the glass type.

3.2.3 Windscreen wipers

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

3.3 Requirements for brakes and braking equipment

3.3.1 Braking equipment shall be fitted to a vehicle and shall comply with the requirements given in SABS 1207:1985, *Motor vehicle safety standard specification for braking*, as published by Government Notice no. 6 of 3 January 1986 if homologated before 1 January 2001, thereafter new homologations shall comply with 3.3.2, or

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

3.3.3 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 M1 vehicles with non anti-lock braking systems fitted.

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

- a) anti-lock specific brake test procedure and its requirements (paragraph 5 of annex 13 of SABS ECE R13), and.
- b) the banning of asbestos in brake linings subject to the operative dates in Schedule 1.

Important: For "Operative Dates, Exclusions and Exclusion Expiry Dates" for requirements in 3.3.1, 3.3.2, and 3.3.4 (b) see Schedule 1 attached.

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

To check compliance with the requirements specified in paragraph 5.2.1.2.4 of SABS ECE R13, a Type-O test shall be carried out with the engine disconnected at an initial test speed of 30 km/h. The mean fully developed deceleration on application of the control of the parking brake system and the deceleration immediately before the vehicle stops shall be not less than 1,5 m/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 interior fittings, controls, steering mechanism and audible warning devices

3.4.1 Interior fittings

No fittings shall be installed inside the passenger compartment of a vehicle unless they comply with the relevant requirements given in SABS 1047:1984, *Motor vehicle safety standard specification for interior fittings (passenger cars)*, as published by Government Notice no. 149 of 1 February 1985, except that the minimum radius of curvature requirements for forward interior parts as required in terms of section 5.1 and 5.2 shall not apply in respect of vehicles fitted with both drivers and passenger airbag systems.

3.4.2 Controls

3.4.2.1 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.

3.4.2.2 Right-hand drive

A vehicle shall be of a right-hand drive configuration, except as allowed in terms of 3.4.2.3.

3.4.2.3 Central steering

A vehicle may have a central steering configuration.

3.4.3 Audible warning devices

A vehicle shall be fitted with one or more audible warning devices such that, when they are operated, a continuous sound is emitted at a level of at least 93 dB, determined in accordance with

SABS 0169:1984, *Determining the performance of audible warning devices (hooters) after installation in a motor vehicle*, as published by Government Notice no. 966 of 11 May 1984.

3.5 Requirements for the steering mechanism system

3.5.1 Energy absorption capacity of the steering control

The energy absorption capacity of the steering control shall comply with the relevant requirements given in SABS 1440:1987, *Motor vehicle safety specification for the steering mechanism of motor vehicles (Category M1 only): Behaviour on impact*, as published by Government Notice no. 2227 of 9 October 1987.

3.5.2 Frontal impact characteristics

The frontal impact characteristics of the vehicle and its steering mechanism shall comply with the relevant requirements given in the said SABS 1440.

3.6 Requirements for door latches, hinges, entrances and exits

3.6.1 Door latches and hinges

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

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

3.6.2 Entrances and exits

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

- a) at least one ready means of entrance and exit on the left and right sides of the vehicle, each such means being equipped with a permanent device that is capable of being operated from both the inside and the outside of the vehicle for the purpose of opening and closing; or
- b) a means as specified in (a) above, provided on one side of the vehicle and, on the other side or at the back, an accessible means of escape, of size at least 450 mm x 450 mm, that is readily removable from both the inside and the outside of the vehicle or is equipped with a permanent device for opening and closing as specified in (a) above:

Provided that, in the case of a vehicle designed and constructed as an ambulance or for the conveyance of prisoners, such means need be provided in the driver's compartment only.

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

3.7.1 Seats and seat anchorages

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

3.7.2 Restraining device anchorages

Excluding seating positions that have seats of the folding tip-up type, rearward-facing or sideways-facing type, and seating positions in the rear rows of seats on simple single box type construction vehicles that contain at least three rows of seats,

- a) all seating positions on a vehicle that requires to have restraining devices fitted, shall have restraining device anchorages that comply with the relevant requirements given in SABS 1430:1987, *Motor vehicle safety specification for anchorages for restraining devices in motor vehicles*, as published by Government Notice no. 1878 of 4 September 1987, and
- b) all other seating positions on a vehicle shall have at least two lower restraining device anchorages installed, which shall comply with the relevant requirements given in (a) above:

Provided that for rear outboard seating positions (except where no upper anchorages can be installed, for example, in a convertible type vehicle or in a vehicle with a removable roof or in an open sided passenger vehicle), two lower restraining device anchorages and one upper restraining device anchorage shall be fitted.

3.7.3 Restraining devices (safety belts)

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

3.7.3.2 The type and location of the restraining devices (safety belts) required to be fitted to a vehicle and the method of installation thereof shall comply with the relevant requirements given in SABS 0168:1983, *The installation of restraining devices (safety belts) in motor vehicles*, as published by Government Notice no. 265 of 17 February 1984, except that the same exclusions for seating positions shall apply as in 3.7.2.

3.7.4 Child restraints

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

3.7.5 Supplementary restraining devices (airbags)

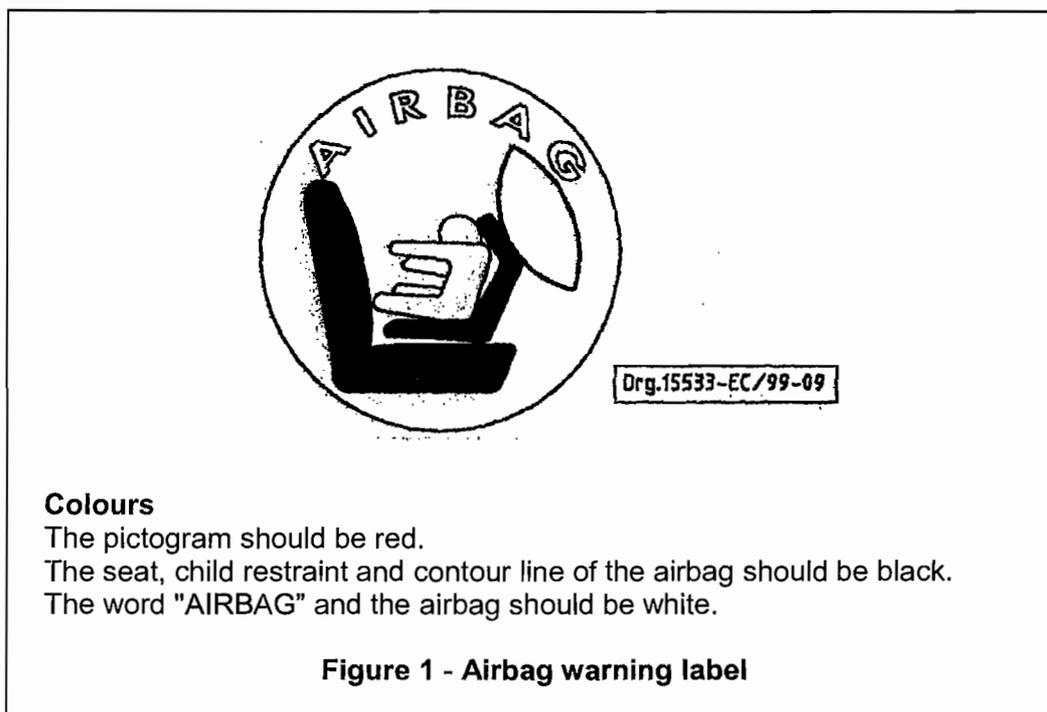
3.7.5.1 If a motor vehicle is fitted with an airbag assembly, it shall carry information to the effect that it is equipped with such an assembly.

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

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

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

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



3.8 Requirements for anti-theft devices

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

3.9 Requirements for head restraints

Head restraints, if forming an integral part of the seat back or if installed on any forward-facing seat of a vehicle, shall comply with the relevant requirements given in SABS 1269:1986, *Motor vehicle safety specification for head restraints (passenger cars)*, as published by Government Notice no. 936 of 16 May 1986.

3.10 Requirements for warning triangles

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

4 Requirements for the control of environmental interference

4.1 Suppression of radio and television interference

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

4.2 Suppression of atmospheric pollution

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

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

4.2.3 The gaseous and particulate emissions from the vehicle shall comply with the requirements of SABS 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.

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

4.2.4 Ongoing Conformity of Production

Each model of motor vehicle shall be tested in accordance with a Type 1 test as defined in clause 5.3.1 of SABS ECE R83 every 12 months. One sample of each engine generation type shall be taken, representing the worst case scenario of that particular model. Each model shall meet with the compliance limits given in 8.2.1.1.1.1 and 8.2.1.1.1.2.

If the sample taken does not meet with the compliance limits given in 8.2.1.1.1.1 and 8.2.1.1.1.2, then two further samples of the same model shall be subjected to the same test. The arithmetical mean of the results of the three samples taken shall determine compliance.

4.3 Vehicle Fuel Economy and Carbon Dioxide Emission Labelling

4.3.1 Every petrol and diesel powered vehicle shall have applied to the inside of its windscreen a fuel consumption label.

4.3.2 The label shall be self adhesive and removable and of a type suitable for application to the windscreen.

4.3.3 The Label shall be placed in the bottom corner of the windscreen.

4.3.4 The fuel consumption label shall contain the following statements and information.

- The words "FUEL CONSUMPTION" or "FUEL ECONOMY" as a heading
- The vehicle make, model or description.
- The fuel consumption and carbon dioxide emissions values as determined by SANS 20101: 2006 recorded in litres per 100km and grams per km respectively.

FUEL CONSUMPTION	
MORRIS MINOR 1200	
Comparative fuel consumption	
6.8	litres per 100km
Comparative CO ₂ emissions	
159	grams per km
<ul style="list-style-type: none"> ■ Carbon dioxide (CO₂) is the main greenhouse gas responsible for global warming ■ Actual fuel consumption and CO₂ emissions depend on factors such as traffic conditions, vehicle condition and how you drive 	

Example of Fuel Consumption Label for petrol and diesel vehicles

4.3.5 Where a common label is utilised covering different engine, body styles or transmissions the fuel consumption and carbon dioxide figures quoted shall be those as applicable to the worst case combination.

4.3.6 As an alternative to sections 4.3.1, 4.3.2 and 4.3.3 above, an internally mounted label visible through the windscreen of the vehicle and suitable for removal and inclusion in the owner's manual may be displayed.

4.4 Suppression of noise emission - Vehicles in motion

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

5 Requirements concerning metrological data

5.1 Vehicle dimensions

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

5.2 Information plates

5.2.1 Data plates

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

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

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

- a) the gross vehicle mass, in kilograms, for the model type, denoted and prefixed by the letters GVM/BVM;
- b) the gross combination mass, in kilograms, for the model type, denoted and prefixed by the letters GCM/BKM; and
- c) the gross axle mass-load of each axle, or the gross axle unit mass-load of each axle unit, in kilograms, for the model type, denoted and prefixed by the letters GA/BA or GAU/BAE, as applicable.

5.2.2 Optional data plate

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

- a) gross vehicle mass;
- b) gross combination mass; and
- c) gross axle masses in the order front to rear.

5.2.3 Information on vehicle engine

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

5.2.4 Vehicle identification number (VIN)

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

5 VIN attachment

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

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

- at least 7 mm if marked in accordance with 5.1 (frame, body, etc.) on motor vehicles and trailers; and
- at least 3 mm if marked in accordance with 5.2 (data plate).

5.2.5 Visible identification

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

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

5.3 Measuring units

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

6 Requirements for vehicle equipment, components and systems

6.1 Speedometers

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

6.2 Engine, exhaust system and transmission

6.2.1 Engine

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

6.2.2 Exhaust system

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

6.2.3 Transmission

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

6.3 Fuel system

6.3.1 Fuel filler cap

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

6.3.2 Fuel filler inlet

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

For the purpose of this subsection, category M1 vehicles which are also offered in the M2 configuration shall be considered to be of category M2.

6.4 Tyres

The tyres fitted to the wheels of a motor vehicle shall comply with the relevant requirements of the compulsory specification for *Pneumatic tyres for passenger cars and their trailers* as published by Government Notice no. 1125 of 16 November 2001.

6.5 Vehicle bodies

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

7 Compliance requirements

7.1 Homologation

Registered Manufacturers, Importers or 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 homologation approval, so granted for a vehicle model in 7.1, shall lie with the registered MIB that obtained such approval only. This may only be transferable, on request to, and be authorised by, the regulatory authority, to another registered MIB under the following circumstances:

i) the ownership of manufacturing rights changes, but the manufacturing source remains the same, and agreement in writing of the homologation approval holder. A transference fee shall be paid to the regulatory authority, and this shall be 33% of the current homologation fee applicable, as published by notice in the Government Gazette.

8 Equivalent requirements

The requirements of any of the national requirements stated in the appropriate parts given in table 1 shall be deemed to have been met if compliance with the equivalent standards given in columns 5, 6 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, and including the quoted level (in column 6), is the minimum level acceptable.

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SCHEDULE 1 — Operative dates

1	2	3	4	5	6
Sub-section	Item	Operative date	Exclusions	Exclusions expiry date (Manufactured/ imported)	Exclusions expiry date (Sale)
3.1.1	Lights to SABS 1376	15 July 1987	Vehicle models homologated before 15 July 1987	1 January 2001	
3.1.2	Lights to SABS 1046	1 July 1991	Fitment of category 5 indicators as per 4.5 of SABS 1046	1 January 2001	
3.2.1	Rear-view mirrors to SABS 1436	1 July 1991	Vehicle models homologated before 1 July 1991	1 January 2001	
3.3.1	Braking to SABS 1207	15 July 1987	Vehicle models homologated before 15 July 1987 shall comply with SABS 1051	1 January 2001	
3.3.2	Braking to the requirements of SABS ECE R13 equivalent to ECE R13.08	1 January 2001	Vehicle models homologated before 1 January 2001	1 January 2010	1 July 2011
3.3.4 b)	Prohibition of asbestos in brake linings	1 January 2009			
3.4.1	Interior fittings to SABS 1047	15 July 1987	Vehicle models homologated before 15 July 1987	1 January 2001	
3.5.1	Energy absorption of steering control to SABS 1440	1 July 1991	Vehicle models homologated before 1 July 1991	1 January 2001	
3.5.2	Frontal impact characteristics to SABS 1440	1 July 1991	Vehicle models homologated before 1 July 1991	1 January 2001	
3.6	Door latches and hinges to SABS 1443	1 July 1991	Vehicle models homologated before 1 July 1991	1 January 2001	
3.7.1	Seats and seat anchorages to SABS 1429	1 July 1991	Vehicle models homologated before 1 July 1991	1 January 2001	
3.7.2	Restraining device anchorages to SABS 1430	1 July 1991	Vehicle models homologated before 1 July 1991	1 January 2001	
3.7.4	Child restraints (if fitted) to the relevant compulsory specification	1 July 1991	Vehicle models homologated before 1 July 1991	1 January 2001	
3.7.5	Supplementary restraining devices (airbags)	1 January 2001	Vehicle models homologated before 1 January 2001	1 January 2008	1 July 2009
3.8	Anti-theft devices to SABS 1248	1 July 1987	Vehicle models homologated before 1 July 1987	1 January 2001	1 July 2002
3.9	Head restraints (if fitted) to SABS 1269	15 July 1987	Vehicle models homologated before 1 July 1987	1 January 2001	
3.10	Warning triangles (if supplied) to SABS 1329-1	1 July 1991	Vehicle models homologated before 1 July 1991	1 January 2001	

4.2.2	Vehicle emissions to SABS ECE R83 to the level of ECE R83.02	1 February 2005	Vehicle models homologated before 1 February 2005	1 January 2008	1 July 2009
4.2.3	Vehicle emissions to SANS 20083 to the level ECER83.04	1 January 2006	Vehicle models homologated Before 1 January 2006	1 January 2008	1 July 2009
4.3	Vehicle Fuel Economy Labelling	1 July 2008	Vehicles other than those at original point of sale		
5.2.5	Visible identification	1 August 2001			
6.1	Speedometers to SABS 1441	1 July 1991	Vehicle models homologated before 1 July 1991	1 January 2001	
6.3	Fuel filler inlet restrictor	1 October 2003			

COMPULSORY SPECIFICATION FOR MOTOR VEHICLES OF CATEGORY M1

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

1 Sub-section	2 Item	3 SABS No.	4 Dated	5 Equivalent standards				9 Remarks
				6 EEC	7 Incl.	8 ECE	Others	
3.1.1	Lights	1376-1 1376-2 1376-3	1983 1985 1985	76/758 76/757 76/759 76/760 76/761 76/762 77/538 77/539 77/540		R1 R2.02 R3.02 R4 R5.01 R6.01 R7.01 R8.04 R19.01 R20.02 R23 R31.01 R37.02 R38		Applicable only for headlamps, direction indicators, stoplights, front and rear position lights
3.1.2	Installation of lights	1046	1990	76/756	89/278	R48		
3.2.1	Rear-view mirrors	1436	1989	71/127	88/321	R46.01		
3.2.2.1	Windscreens	1191	1978	92/22		R43		
3.2.2.2	Windows and partitions	1191 or 1193	1978 1978	92/22 92/22		R43 R43		
3.3	Braking	1207 ECE R13	1985 1996	71/320	79/489	R13.04 R13.08 R13H		
3.4.1	Interior fittings	1047	1984	74/60	78/632	R21.01		
3.4.3	Audible warning devices	0169	1984	70/388		R28.01		
3.5	Steering mechanism	1440	1987	74/297		R12.02		
3.6.1	Door latches and hinges	1443	1987	70/387		R11.02	GTR1	
3.7.1	Seats and seat anchorages	1429	1987	74/408	81/577	R17.02		
3.7.2	Restraining device anchorages	1430	1987	76/115	82/318	R14.02		
3.7.3.1	Restraining devices (safety belts)	1080	1983	77/541	82/319	R16.03		
3.7.3.2	Installation of restraining devices	0168	1983	77/541	82/319	R16.03		
3.7.4	Child restraints	1340	1996			R44.01		If fitted
3.7.5	Supplementary restraining devices (airbags)					R94.01		If fitted
3.8	Anti-theft devices	1248	1986	74/61		R18.01		
3.9	Head restraints	1269	1986	78/932		R25.02		If fitted
3.10	Warning triangles	1329-1	1987			R27.03		If supplied
4.1	Radio and television interference	Act	1996	72/245		R10.01		
4.2	Atmospheric pollution	Act	1965	70/220 and 72/306		R15, R24		
4.2.2	Vehicle emissions	ECE R83	1993	70/220	93/59	R83.02		
4.2.3	Vehicle emissions	SANS 20083	1993			R83.04		
4.3.4	Fuel economy labelling	SANS 20101				R101.02		
4.4	Noise when in motion	0205	1986	70/157	81/334	R51		
5.2.1	Data plates			76/114	78/507			
5.2.4	VIN	ISO 3779 ISO 4030	1983 1983				ISO 3779 ISO 4030	
6.1	Speedometers	1441	1987	75/443				
6.4	Tyres	Act	1996	92/23		R30		

Annexure A

Administrative process for Homologation of models of Motor Vehicles of Category M1.

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. This shall be at least 60 days prior to the homologation date requested.
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, including the evidence of compliance, the Regulatory Authority shall review the documents for correctness, completeness, and authentic proof of compliance. 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.
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, 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 source of evidence of compliance to any of the requirements of this compulsory specification will only be recognized to the Regulatory Authority from the following:

- 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.