

No. R. 1299

5 December 2008

**STANDARDS ACT, 1993****PROPOSED AMENDMENT OF THE COMPULSORY SPECIFICATION FOR MOTOR  
VEHICLES OF CATEGORY N1**

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 N1*, 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 Mphahlela****Minister of Trade and Industry**

## SCHEDULE

### PROPOSED COMPULSORY SPECIFICATION FOR MOTOR VEHICLES OF CATEGORY N1

#### 1 Scope

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

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

**1.3** This specification does not apply to

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

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

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

#### 2 Definitions

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

##### 2.1

##### **airbag assembly**

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

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

## **2.2**

### **builder**

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

## **2.3**

**category N1 motor vehicle**, hereinafter referred to as a vehicle

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

## **2.4**

### **child restraint**

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

## **2.5**

### **homologation**

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

## **2.6**

### **importer**

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

## **2.7**

### **manufacturer**

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

## **2.8**

### **model**

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

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

The following variations do not necessarily constitute a new model:

- a) a variant of the model in relation to trim or optional features for which compliance has been fully demonstrated;
- b) different engine and transmission combinations, including petrol and diesel engines, and manual and automatic transmissions;
- c) minor variations in profile, such as front air dams or rear spoilers;

- d) air management systems;
- e) a different number of doors;
- f) sleeper cabs on trucks;
- g) wheelbase variations;
- h) a cargo body or equipment fitted to a truck and that has no effect on compliance; and
- i) the number of driven axles.

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

## **2.10 proof of compliance**

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

## **2.11**

### **registered manufacturer, importer or builder**

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

## **2.12**

### **regulatory authority**

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

## **2.13**

### **worst case scenario**

the variant of the model with the highest tare mass

# **3 General requirements**

## **3.1 Requirements for lights and lighting equipment**

### **3.1.1 Lights**

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

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

### **3.1.2 Lighting**

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

Provided that

- a) the requirements for the installation of retro-reflectors as given in 4.14, 4.16 and 4.17 of the said SABS 1046 may be met by the use and fitting of retro-reflectors that are defined in the relevant regulations of the National Road Traffic Act, 1996 (Act 93 of 1996), and, in addition, the requirements may also be met by the use and fitting of retro-reflectors that are integral portions of any other light lens assembly, and
- b) the specific requirements of the said SABS 1046 for
  - 1) dipped beam adjustment devices as set out in 4.2.6 and appendix 1, and
  - 2) end-outline marker lights as set out in 4.13, and
  - 3) rear fog lights as set out in 4.11,

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

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

## **3.2 Requirements for rear-view mirrors and vision**

### **3.2.1 Rear-view mirrors**

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

### **3.2.2 Windscreens, windows and partitions**

#### **3.2.2.1 Windscreens**

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

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

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

#### **3.2.2.2 Windows and partitions**

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

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

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