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Reference: T6/17/P

**TO: ALL HEADS OF DEPARTMENT  
DEPARTMENTAL TRANSPORT OFFICERS  
MEMBERS OF THE MOTOR TRANSPORT ADVISORY COMMITTEE**

**MTS CIRCULAR NUMBER 59 OF 2004: INSPECTION OF VEHICLES FOR REPAIRS AND MAINTENANCE EQUAL TO AND GREATER THAN R3000-00**

1. MTS Circular 39 of 2004 regarding the above, has reference.
2. A number of concerns have been raised following the proposal mentioned in MTS Circular 39 of 2004. The following concerns have been highlighted for your information and Departments are requested to comment on these concerns in an attempt to determine the way forward. It is acknowledged that Departments are not compelled to accept this proposal, however despite this, comments are invited in order to streamline the process and add value to the repair procedure on the whole.
3. A major concern raised is the turn around time by the Service Provider and the period allowed for MTS to finalise their part in the process could increase the turn around time to  $\pm 8$  days, which could adversely affect service delivery. Furthermore, in the event of conflicting reports between the Service Provider and the Province's technicians, the period taken within which to resolve such would also contribute to increasing the turn around time.
4. It has also been suggested that the limit of R3000-00 be increased to R5000-00, as repairs and maintenance costs have escalated during the past years. I attach for your ease of reference statistics detailing the number of transactions and the monetary amounts for those repairs equal to R3000-00 and above. It is evident from these statistics that the volume of these repairs are high, and to physically undertake pre and post inspections of all these repairs without hindering service delivery may not always be possible. Further, in an attempt to narrow the focus on the repairs that are undertaken, it has been recommended that the basic servicing of vehicles within the manufacturing specifications should be excluded from this process as well as that of tyres where a complete set is in the region of the R3000 limit. A viable option would be to concentrate on repairs such as engine overhauls, gear box over hauls, and major mechanical and that of vehicles requiring COF's.
5. A further point of consideration is the issue of additional costs added to the original addendums. The original cost is approved, however these additional costs in some instances increase the life to date (LTD) costs whereby the LTD costs are now more than the purchase price of the vehicle. This impacts on the replacement of the vehicle in terms of the replacement criteria in the Vehicle Replacement Policy.
6. Submitted for your comments and any further input.

04-10-13  
For HEAD: TRANSPORT

h:policies/circ/circs2004/MTS Circular 59 of 2004: Inspection of repairs R3000 and above.comments from Departments

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