STATUTORY INSTRUMENTS

1973 No. 1006

ROAD TRAFFIC

The Road Vehicles Lighting (Amendment) Regulations 1973

Made - - -	4*th June* 1973
Laid before Parliament	8*th June* 1973
Coming into Operation	30*th June* 1973

The Secretary of State for the Environment in exercise of the powers conferred on him by sections 40, 71, 73 and 78(2) of the Road Traffic Act 1972(**a**), and of all other enabling powers, and after consultation with representative organisations in accordance with the provisions of section 199(2) of that Act, hereby makes the following Regulations:—

1.—(1) These Regulations may be cited as the Road Vehicles Lighting (Amendment) Regulations 1973 and shall come into operation on 30th June 1973.

(2) The Interpretation Act 1889(**b**) shall apply for the interpretation of these Regulations as it applies for the interpretation of an Act of Parliament.

2. The Road Vehicles Lighting Regulations 1971(**c**) shall have effect as though:—

(*a*) in paragraph (2) of Regulation 14 there were inserted after sub-paragraph (*f*) the following sub-paragraph:—

"(*ff*) to a vehicle manufactured in Great Britain, the supply of which has been zero rated under Regulation 44 or 45 of the Value Added Tax (General) Regulations 1972(**d**); or";

(*b*) in paragraphs (5) and (7) of Regulation 25 each reference to "1st January 1973" were a reference to "1st August 1973" and each reference to "1st July 1973" were a reference to "1st January 1974";

(*c*) in paragraph (6)(*b*) of Regulation 25 there were inserted after the word "symbol" the words "" "R-S1" or";

(*d*) in paragraph (1)(*a*) of Regulation 64:—

(i) in sub-paragraph (vii) for the words "Coast Life Saving Corps" there were substituted the words "Coastguard Auxiliary Service";

(ii) after sub-paragraph (viii) there were inserted the following sub-paragraphs—

"(ix) motor vehicles owned by the Secretary of State for Defence and used by the Royal Air Force Mountain Rescue Service for the purposes of rescue operations in connection with crashed aircraft or any other emergencies;

(**a**) 1972 c. 20.
(**b**) 1889 c. 63.
(**c**) S.I. 1971/694 (1971 I, p. 1833).
(**d**) S.I. 1972/1147 (1972 II, p. 3362).

(x) motor vehicles owned by the Royal National Lifeboat Institution and used for launching lifeboats; and";

(*e*) in paragraph (1) of Regulation 70:—

(i) for sub-paragraph (*b*) there were substituted the following sub-paragraph:—

"(*b*) every motor vehicle (except a motor vehicle to which sub-paragraph (*a*) of this paragraph applies) which was manufactured before 1st August 1973 or first used before 1st January 1974 shall be fitted with direction indicators in accordance with the provisions of Part III of Schedule 5,";

(ii) in sub-paragraph (*c*) the reference to "1st July 1973" were a reference to "1st January 1974";

(*f*) in paragraph (2) of Regulation 71 the reference to "1st July 1973" were a reference to "1st January 1974";

(*g*) in paragraph (3) of Regulation 71 the reference to "1st January 1973" were a reference to "1st August 1973";

(*h*) in paragraph (5)(*b*) of Regulation 71 the words " "2a" or" were inserted after the word "number";

(*i*) in paragraph (6) of Regulation 71 for the words from the beginning to the words "illumination and" (where they first occur) there were substituted the words:—

"Where a rear direction indicator fitted to a vehicle in accordance with paragraph (4) of this Regulation is capable of being operated on either of the two levels of illumination it shall";

and for the proviso there were substituted:—

"Provided that nothing in this paragraph shall apply to a rear direction indicator fitted to a trailer mentioned in Regulation 70(2)(*b*)(iii) or which is being drawn by a motor vehicle which is equipped with rear direction indicators not marked with the number "2b" above an approval mark.";

(*j*) in paragraph (7) of Regulation 71 the number " "2a"," were inserted after the words "said numbers "1",";

(*k*) in paragraph (1) of Regulation 75 the reference to "1st July 1973" were a reference to "1st January 1974";

(*l*) in paragraph (2) of Regulation 75:—

(i) in sub-paragraph (*a*) the reference to "1st January 1973" were a reference to "1st August 1973";

(ii) sub-paragraph (*c*) were omitted;

(*m*) in Schedule 6 for Part III there were substituted the following:—

"Conditions to be complied with by stop lamps fitted to motor vehicles first used on or after 1st January 1974 and trailers manufactured on or after that date.

1. Every stop lamp fitted to a motor vehicle or to a trailer shall be marked with an approval mark and,—

(*a*) in the case of a stop lamp not combined with a rear lamp, the symbol "S1" or "S2" enclosed in a square above that mark, or

(*b*) in the case of a stop lamp combined with a rear lamp, the symbol "R-S1" or "R-S2" enclosed in a rectangle above such mark.

2. Where a stop lamp fitted to a motor vehicle or to a trailer is capable of being operated on either of two levels of illumination, it shall be wired in such a way that, when the obligatory front and obligatory rear lamps of the motor vehicle on which the stop lamp is fitted, or of the motor vehicle which is drawing the trailer on which the stop lamp is fitted, are switched off, the stop lamp when operated is lit at the higher level of illumination, and when the obligatory front and obligatory rear lamps of the motor vehicle are switched on, the stop lamp when operated is lit at the lower level of illumination, so, however, that the foregoing provisions shall not preclude each stop lamp and the obligatory front and obligatory rear lamps of the motor vehicle being wired in such a way that, when such obligatory lamps are switched on and any fog lamp on that motor vehicle is switched on, the stop lamp when operated is lit at the higher level of illumination, and when such obligatory lamps are switched on but no fog lamp is switched on, the stop lamp when operated is lit at the lower level of illumination:

Provided that nothing in this paragraph shall apply to a stop lamp on a trailer which is being drawn by a motor vehicle which is not required to be fitted with stop lamps or is equipped with stop lamps not marked with the symbol "S2" or "R-S2" enclosed in the square or rectangle above an approval mark.

3. Nothing in this Part of this Schedule shall be taken to authorise any person to apply an approval mark, the said symbol "S1", the said symbol "S2", the said symbol "R-S1" or the said symbol "R-S2" to any stop lamp in contravention of the Trade Descriptions Act 1968(**a**).

4. In this paragraph "approval mark" means a marking designated as an approval mark by Regulation 2(2) of the Motor Vehicles (Designation of Approval Marks) Regulations 1968(**b**).".

Signed by authority of the Secretary of State.

4th June 1973.

John Peyton,
Minister for Transport Industries,
Department of the Environment.

(**a**) 1968 c. 29.

(**b**) S.I. 1968/171 (1968 I, p. 403).

EXPLANATORY NOTE

(This Note is not part of the Regulations.)

These Regulations amend the Road Vehicles Lighting Regulations 1971. The principal changes are as follows. Vehicles manufactured in Great Britain which have been zero rated for VAT purposes as being vehicles intended for personal export are exempted from Part III of those Regulations (which contains provisions governing headlamps) (Regulation 2(*a*)). The requirements for certain markings on rear lamps (Regulation 2(*b*)), direction indicators (Regulation 2(*e*)—(*g*)) and stop lamps (Regulation 2(*k*) and (*l*)) have been postponed. Single level of illumination rear direction indicators and stop lamps are permitted to be used as an alternative to ones with dual levels of illumination (Regulation 2(*c*), (*h*), (*i*) and (*m*)). Certain vehicles used by the Royal Air Force Mountain Rescue Service and the Royal National Lifeboat Institution are permitted to be fitted with a blue flashing light (Regulation 2(*d*)).

SI 1973/1006
ISBN 0-11-031006-3

