STATUTORY INSTRUMENTS

1971 No. 694

ROAD TRAFFIC

The Road Vehicles Lighting Regulations 1971

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The Secretary of State for the Environment (hereinafter referred to as "the Secretary of State") in exercise of his powers under sections 1(1), 3, 4, 5, 8(2) to (5), 10(1) to (4) and 11(1) of the Road Transport Lighting Act 1957**(a)**, sections 15 and 16(3) of the Road Traffic Act 1962**(b)**, Article 8(5) of the Visiting Forces and International Headquarters (Application of Law) Order 1965**(c)**, and Article 6 of the Motor Vehicles (International Circulation) Order 1957**(d)**, and of all other enabling powers, and after consultation with representative organisations in accordance with the provisions of section 13 of the said Act of 1957, as amended by section 264 of, and Schedule 17 to, the Road Traffic Act 1960**(e)**, hereby makes the Regulations contained in Parts I to X of these Regulations and in exercise of his powers under section 64(1) of the Road Traffic Act 1960 as amended by section 51 of and Schedule 4 to the Road Traffic Act 1962 and of all other enabling powers, hereby makes the Regulations contained in Parts I and XI of these Regulations:—

(a) 1957 c. 51.
(b) 1962 c. 59.
(c) S.I. 1965/1536 (1965 II, p. 4462).
(d) S.I. 1957/1074 (1957 II, p. 2154).
(e) 1960 c. 16.

PART I

PRELIMINARY

Commencement and citation

1. These Regulations shall come into operation on the 1st June 1971 and may be cited as the Road Vehicles Lighting Regulations 1971.

Revocation

2. The Regulations specified in Schedule 7 are hereby revoked.

Interpretation

3.—(1) In these Regulations, except where the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them:—

"the Act" means the Road Transport Lighting Act 1957;

"the Construction and Use Regulations" means the Motor Vehicles (Construction and Use) Regulations 1969**(a)**, as amended **(b)**;

"agricultural implement" means an agricultural implement or an agricultural machine, being in either case a vehicle;

"appropriate authority", in relation to home forces' vehicles or to vehicles in the service of a visiting force, means any such person as is designated opposite such description of vehicles in column 2 of Schedule 3;

"authorising officer", in relation to home forces' vehicles or to vehicles in the service of a visiting force, means any such person as is designated opposite such description of vehicles in column 2 of Schedule 4;

"Chief Officer of Police" and "police area", in relation to England and Wales, have the same meanings as in the Police Act 1964**(c)**, and, in relation to Scotland, have the same meanings as in the Police (Scotland) Act 1967**(d)**;

"cycle" means a pedal bicycle or pedal tricycle, not being in either case propelled by mechanical power;

"dipped beam" means a beam of light emitted by a headlamp, being a beam which is deflected downwards or both downwards and to the left to such an extent that it is at all times incapable of dazzling any person who is on the same horizontal plane as the vehicle at a greater distance than 25 feet from the lamp and whose eye-level is not less than 3 feet 6 inches above that plane;

"direction indicator" means a device fitted to a motor vehicle or trailer for the purpose of intimating the intention of the driver to change the direction of the vehicle to the right or to the left;

"dual-purpose lamp" means a lamp combining with an obligatory front lamp an obligatory rear lamp, both the obligatory front lamp and the obligatory rear lamp satisfying the requirements of these Regulations relating to obligatory front lamps and obligatory rear lamps respectively except in so far as such requirements are modified by Regulation 7;

(a) S.I. 1969/321 (1969 I, p. 829).
(b) The relevant amending instrument is S.I. 1970/49 (1970 I, p. 326).
(c) 1964 c. 48.
(d) 1967 c. 77.

"dual-purpose vehicle" has the same meaning as in paragraph 14 of Schedule 1 to the Road Traffic Act 1960;

"engineering plant" means movable plant or equipment being a mechanically propelled vehicle or trailer designed and constructed for the special purposes of engineering operations, which when proceeding on a road does not carry any load other than such as is necessary for its propulsion or equipment;

"equipment", in relation to a vehicle or sidecar, does not include a driving mirror or a direction indicator;

"existing", in relation to a vehicle, means that the vehicle is not a new vehicle;

"extreme rear" means the rearmost point for the time being of a vehicle or a sidecar, inclusive of any luggage carrier and inclusive of any tailboard or other adjustable part except when the tailboard or adjustable part is extended whilst the vehicle is stationary and being loaded or unloaded;

"fog lamp" means a lamp, on a motor vehicle, which is fitted to be used primarily in conditions of fog or whilst snow is falling;

"front corner marker lamp", in relation to a trailer, means a lamp showing a white light to the side and front of the trailer through an arc extending ninety degrees forward from a line at right angles to the longitudinal axis of the trailer and complying with the provisions of Regulations 48 and 49;

"goods-carrying trailer" means a trailer constructed or adapted for use for the carriage of goods or burden of any description which is either:—

(*a*) a trailer part of which is superimposed on the drawing vehicle; or

(*b*) any other trailer with four or more wheels drawn by a goods vehicle, locomotive or tractor;

"goods vehicle" means any mechanically propelled vehicle the unladen weight of which exceeds thirty hundredweight and which is constructed or adapted for use for the carriage of goods or burden of any description;

"gritting machine" means a vehicle designed and constructed for use and used for gritting roads;

"headlamp" means a lamp on a vehicle which is designed, when lit, to illuminate the road in front of the vehicle, and which is not a fog lamp;

"home forces" means the naval, military or air forces of Her Majesty raised in the United Kingdom;

"home forces' vehicles" means vehicles owned by or in the service of the home forces and used for naval, military or air force purposes;

"horse-drawn", in relation to a vehicle, means that the vehicle is drawn by a horse or other animal;

"kerbside weight" means—

(*a*) in relation to a motor vehicle, the weight of the vehicle when it carries—

(i) no person thereon;

(ii) a full supply of fuel in its tank, an adequate supply of other liquids incidental to its propulsion and no load other than the loose tools and equipment with which the vehicle is normally equipped; and

(*b*) in relation to a trailer, the weight of the trailer when it carries no person thereon and it is otherwise unladen;

"large passenger vehicle" means a mechanically propelled vehicle (including a trolley vehicle) designed and constructed for use and used for carrying passengers whether for hire or reward or not other than a mechanically propelled vehicle adapted to carry less than eight passengers exclusive of the driver;

"local authority's vehicle" means a vehicle designed and constructed for use and used by a local authority or by any other person solely in connection with the repairing, cleansing or watering of roads, the collection or disposal of refuse or the collection or disposal of the contents of gullies or cesspools;

"locomotive" means a heavy locomotive or a light locomotive;

"matched pair of headlamps", in relation to a vehicle, means a pair of headlamps, one on each side of the vertical plane passing through the longitudinal axis of the vehicle (disregarding, for the purpose of ascertaining such axis, any sidecar attached thereto) in respect of which the following conditions are satisfied, namely:—

(*a*) each lamp in the pair is at the same height above the ground; and

(*b*) the distances between the centre of each lamp in the pair and the said vertical plane passing through the longitudinal axis of the vehicle do not vary by more than 25 millimetres;

"matched pair of obligatory headlamps", in relation to a vehicle, means a matched pair of headlamps required to be carried by the vehicle by virtue of Regulation 15 or 16;

"main beam" means a beam of light emitted by a headlamp, being a beam which is not a dipped beam;

"moped" means a motor bicycle whereof the cylinder capacity of the engine does not exceed 50 cubic centimetres, being a bicycle equipped with pedals by means whereof it is capable of being propelled;

"motor bicycle" means a bicycle propelled by mechanical power;

"motor vehicle" has the same meaning as in section 253 of the Road Traffic Act 1960;

"movable platform" means a platform which is attached to, and may be moved by means of, an extensible boom;

"new", in relation to a vehicle, means that:—

(*a*) in the case of a mechanically propelled vehicle not required to be registered under the Vehicles (Excise) Act 1971**(a)** the vehicle is supplied by its manufacturer to the Crown or any person on or after 1st October 1954;

(*b*) in the case of any other mechanically propelled vehicle, the vehicle is first registered under the Vehicles (Excise) Act 1949**(b)**, the Vehicles (Excise) Act 1962**(c)** or the Vehicles (Excise) Act 1971 on or after the said date; and

(*c*) in the case of any vehicle not mechanically propelled, the vehicle is supplied by its manufacturer to the Crown or any person on or after the said date;

"obligatory front lamp" means a lamp showing to the front a white light which is required to be carried under section 1 of the Act and these Regulations;

"obligatory headlamp" means any headlamp required to be carried by a vehicle by Regulation 15 or 16 of these Regulations;

(a) 1971 c. 10. (b) 1949 c. 89. (c) 1962 c. 13.

"obligatory rear lamp" means a lamp showing to the rear a red light which is required to be carried under section 1 of the Act and these Regulations;

"obligatory reflector" means a red reflector which is required to be carried under section 1 of the Act and these Regulations;

"outermost part", in relation to a vehicle, does not include a door, hinged side or other adjustable part of the vehicle when opened or extended or a driving mirror or a direction indicator;

"public service vehicle" shall be construed in accordance with sections 117 and 118 of the Road Traffic Act 1960;

"rear lamp" means a lamp showing to the rear a red light visible from a reasonable distance;

"registered" means—

(*a*) in the case of a vehicle which was registered at any time under the Roads Act 1920**(a)** the date on which it was first so registered, and

(*b*) in the case of any other vehicle the date on which it was first registered under the Vehicles (Excise) Act 1949 or the Vehicles (Excise) Act 1962 or the Vehicles (Excise) Act 1971;

"reversing lamp" means a lamp which is carried by a vehicle and shows a white light to the rear for the purpose of reversing;

"road clearance vehicle" means a mechanically propelled vehicle used for dealing with frost, ice or snow on roads;

"sealed beam lamp" means a lamp unit comprising a reflector system, a lens system and one or more electrical filaments, which has been sealed in the course of manufacture and which cannot be dismantled without rendering the unit unusable as a lamp;

"side marker lamp", in relation to a vehicle, means a lamp showing a white light to the side of the vehicle through an arc extending a minimum of seventy degrees forward from a line at right angles to the longitudinal axis of the vehicle and a red light to the side through an arc extending a minimum of seventy degrees rearward from that line and complying with the provisions of Regulations 48 and 49;

"special equipment", in relation to a vehicle fitted with a movable platform, means the movable platform, the apparatus for moving the platform and any jacks fitted to the vehicle for stabilising it while the movable platform is in use;

"special trailer" means a trailer the use of which on roads is by order authorised by the Secretary of State under section 64(4) of the Road Traffic Act 1960;

"stop lamp" means a lamp fitted to a motor vehicle, or to a trailer drawn by a motor vehicle, for the purpose of warning other road users, when the lamp is lit, that the brakes of the motor vehicle or, in the case of a trailer, the brakes of the drawing vehicle or of the combination of vehicles, are being applied;

"supplementary main beam" means a main beam which is emitted by an obligatory headlamp which can also emit a dipped beam and which can only be used in conjunction with a main beam from another obligatory headlamp on the same side of the vertical plane passing through the longitudinal axis of the vehicle;

(a) 1920 c. 72.

"tractor" means a motor tractor and "heavy tractor" means a tractor the unladen weight of which exceeds fifty hundredweight;

"trailer" means a vehicle constructed or adapted so as to be drawn by another vehicle;

"vehicle in the service of a visiting force or of a headquarters" has the same meaning as in Article 8(6) of the Visiting Forces and International Headquarters (Application of Law) Order 1965(a);

"works trailer" means a trailer designed for use in private premises and used on a road only in delivering goods from or to such premises to or from a vehicle on a road in the immediate neighbourhood, or in passing from one part of any such premises to another or to other private premises in the immediate neighbourhood or in connection with road works while at or in the immediate neighbourhood of the site of such works;

"works truck" means a motor vehicle (other than a motor vehicle constructed to straddle and lift its load for the purpose of transportation) designed for use in private premises and used on a road only in delivering goods from or to such premises to or from a vehicle on a road in the immediate neighbourhood, or in passing from one part of any such premises to another or to other private premises in the immediate neighbourhood or in connection with road works while at or in the immediate neighbourhood of the site of such works;

"heavy locomotive", "light locomotive" and "motor tractor" have the meanings respectively assigned to them in section 253 of the Road Traffic Act 1960;

"agricultural trailer", "industrial tractor", "land implement", "land locomotive", "land tractor", "overall length", "overall width", "pedestrian controlled vehicle", "towing implement" and "wheeled" have the meanings respectively assigned to them in Regulation 3(1) of the Construction and Use Regulations.

(2) For the purposes of these Regulations, in determining when a motor vehicle is first used, the date of such first use shall be taken to be the date which is prescribed as the date of first use by Regulation 3(2) of the Construction and Use Regulations for the purposes of those Regulations.

(3) Any reference in these Regulations to a vehicle having any number of wheels is a reference to a vehicle having that number of wheels the tyres or rims of which are in contact with the ground when the vehicle is in motion on a road, and any two such wheels shall be treated as one wheel if the distance between the centres of the areas of contact between them and the road surface is less than 18 inches.

(4) For the purposes of these Regulations a vehicle so constructed that it can be divided into two parts both of which are vehicles and one of which is a motor vehicle shall (when not so divided) be treated as that motor vehicle with the other part attached as a trailer.

(5) For the purposes of these Regulations the unladen weight of a motor vehicle shall be calculated in accordance with section 255 of the Road Traffic Act 1960.

(6) For the purposes of these Regulations, any measurement expressed in relation to height from the ground of any part of a vehicle or of a lamp, reflector or direction indicator (or any part thereof) fixed or otherwise fitted to a vehicle shall be taken to be a measurement from the ground when the vehicle is at its kerbside weight and when each tyre, with which the vehicle is fitted, is inflated to the pressure recommended by the manufacturer of the vehicle.

(a) S.I. 1965/1536 (1965 II, p. 4462).

(7) Any reference in these Regulations to any enactment or instrument shall be construed, unless the context otherwise requires, as a reference to that enactment or instrument as amended by any subsequent enactment or instrument.

(8) Any reference in these Regulations to a numbered Regulation or Schedule is a reference to the Regulation or Schedule bearing that number in these Regulations except where otherwise expressly provided.

(9) The Interpretation Act 1889(a) shall apply for the interpretation of these Regulations as it applies for the interpretation of an Act of Parliament, and as if for the purposes of section 38 of that Act these Regulations were an Act of Parliament and the Regulations revoked by Regulation 2 were Acts of Parliament thereby repealed.

PART II

REGULATIONS GOVERNING FRONT LAMPS ON VEHICLES

Position of obligatory front lamps

4. Subject to the provisions of Regulations 7 and 8, every obligatory front lamp shall:—

(*a*) except in the case of a large passenger vehicle or of a mechanically propelled vehicle while being used to propel in front thereof a snow plough, be so fixed that the centre of the lamp is at a height not exceeding 5 feet from the ground, provided that in the case of a horse-drawn vehicle the lamp may be fixed so that the centre of the lamp is at a height not exceeding 5 feet 9 inches from the ground and in the case of a land tractor, an agricultural tractor, an industrial tractor, an agricultural implement or engineering plant the lamp may be so fixed that the centre of the lamp is at a height not exceeding 6 feet 3 inches from the ground;

(*b*) except in the case of a tower wagon or of a bicycle (whether propelled by mechanical power or not), be so fixed that no part of the vehicle or its equipment extends laterally on the same side as the lamp more than 12 inches beyond the centre of the lamp; and

(*c*) in the case of a horse-drawn vehicle, be so fixed that the centre of the lamp is not—

(i) where such a vehicle has only one axle, behind the axle of the vehicle, or

(ii) where such a vehicle has more than one axle, more than 1 foot 6 inches behind the front axle when in its central position.

5. Where two obligatory front lamps are carried on any vehicle they shall be fixed on opposite sides of the vehicle and, except in the case of a bicycle having a sidecar attached thereto whether propelled by mechanical power or not, shall be fixed at the same height from the ground.

6. Where only one obligatory front lamp is carried on any vehicle that lamp shall (except in the case of a bicycle whether propelled by mechanical power or not) be fixed on the off side of the vehicle.

(a) 1889 c. 63.

Position of dual-purpose lamps

7. Where there is carried on a sidecar attached to a motor bicycle or on a land tractor, agricultural tractor, horse-drawn vehicle or vehicle drawn or propelled by hand a dual-purpose lamp, such lamp may be so fixed that no part (including equipment) of the sidecar, tractor, horse-drawn vehicle or vehicle drawn or propelled by hand, as the case may be, extends laterally on the same side as the lamp more than 16 inches from the nearest part of the illuminated area of the obligatory front lamp combined in the dual-purpose lamp.

Additional provisions as to position on mechanically propelled vehicles of front lamps

8.—(1) Save as provided in paragraph (2) of this Regulation, every lamp carried on a mechanically propelled vehicle and showing a light to the front to which the provisions of Regulation 9 of these Regulations apply shall be so fixed that the centre of the lamp is:—

(*a*) except in the case of a mechanically propelled vehicle while being used to propel in front thereof a snow plough, a mechanically propelled vehicle being an aerodrome fire tender, an aerodrome runway sweeper, a land tractor, an agricultural tractor, an industrial tractor, an agricultural implement or engineering plant, not more than 3 feet 6 inches from the ground; and

(*b*) except in the case of a lamp which is used only in conditions of fog or whilst snow is falling, not less than 2 feet from the ground.

(2) This Regulation shall not apply in the case of—

(*a*) a vehicle first used before 1st January 1952;

(*b*) a vehicle owned by the Secretary of State for Defence, the Secretary of State for Trade and Industry or the Minister of Aviation Supply and constructed or adapted for actual combative purposes or for engineering operations in combat areas if its construction or nature is such as to render impracticable compliance with the provisions of this Regulation; or

(*c*) any other vehicle so owned, used for naval, military, air force or development or inspection purposes and supplied by its manufacturer at any time before 1st January 1956.

Character of front lamps

9.—(1) This Regulation shall apply to every lamp showing a light to the front which is derived from an acetylene burner or an electric bulb or a sealed beam lamp:

Provided that it shall not apply to—

(*a*) a lamp normally used as a direction indicator;

(*b*) a lamp fitted with an electric bulb or bulbs, if the rated wattage of any bulb or the total rated wattage of all the bulbs which are capable of being illuminated at the same time does not exceed 7 watts and the lamp is fitted with frosted glass or other material which has the effect of diffusing the light; or

(*c*) a lamp carried on a vehicle in accordance with the provisions of Regulation 64 or 65 or a lamp carried on a four-wheeled pedal cycle, not propelled by mechanical power.

(2) No lamp to which this Regulation applies shall be used on any vehicle other than a cycle unless such lamp is so constructed, fitted and maintained that the beam of light emitted therefrom:—

(*a*) is permanently deflected downwards to such an extent that it is at all times incapable of dazzling any person standing on the same horizontal plane as the vehicle at a greater distance than 25 feet from the lamp and whose eye-level is not less than 3 feet 6 inches above that plane; or

(*b*) can be deflected downwards or both downwards and to the left at the will of the driver in such manner as to render it incapable of dazzling any such person in the circumstances aforesaid; or

(*c*) can be extinguished by the operation of a device which at the same time causes a beam of light to be emitted from the lamp which complies with sub-paragraph (*a*) of this paragraph; or

(*d*) can be extinguished by the operation of a device which at the same time either deflects the beam of light from another lamp downwards or both downwards and to the left in such manner as to render it incapable of dazzling any such person in the circumstances aforesaid, or brings into or leaves in operation a lamp or lamps (other than the obligatory front lamps) which complies or comply with sub-paragraph (*a*) of this paragraph:

Provided that a lamp (unless it is used only in conditions of fog or whilst snow is falling) shall not be held to comply with sub-paragraph (*a*) of this paragraph unless it is also so fixed that its centre is not less than 2 feet from the ground.

Side deflection of front lamps

10. The beam of light emitted from not more than two lamps showing a light to the front (other than the obligatory front lamps) fitted to any vehicle may be deflected to either side by the movement of, although not necessarily through the same angle as, the front wheels of the vehicle when turned for the purpose of steering the vehicle, provided that the centre of any such lamp is not more than 3 feet 6 inches from the ground.

Markings of electric bulbs in front lamps and of front sealed beam lamps

11. Every electric bulb used in a lamp, and every sealed beam lamp, being in either case a lamp showing a light to the front fitted to any mechanically propelled vehicle, shall be indelibly marked with the rated wattage thereof in a readily legible manner.

Additional markings for obligatory front lamps

12.—(1) In this Regulation, "approval mark" means a marking designated as an approval mark by Regulation 2(2) of the Motor Vehicles (Designation of Approval Marks) Regulations 1968**(a)**.

(2) Every obligatory front lamp to which this paragraph applies shall be marked with an approval mark and with the symbol "A" enclosed in a square above such mark and in relation to such a lamp so marked the last preceding Regulation shall not apply.

(a) S.I. 1968/171 (1968 I, p. 403).

(3) The obligatory front lamps to which the last preceding paragraph applies are obligatory front lamps carried on every mechanically propelled vehicle (other than a motor bicycle) first used on or after 1st January 1972.

(4) Nothing in this Regulation shall be taken to authorise any person to apply an approval mark or the said symbol "A" to any obligatory front lamp in contravention of the Trade Descriptions Act 1968**(a)**.

Extinguishment of front lamps on stationary vehicles

13. No electric bulb or bulbs of a rated wattage or of a combined rated wattage, as the case may be, exceeding 7 watts in any lamp and no sealed beam lamp having a rated wattage exceeding 7 watts, being in either case a lamp showing a light to the front fitted to any vehicle, shall be kept illuminated while such vehicle is stationary on a road:

Provided that this Regulation shall not apply to:—

(*a*) lamps used—

(i) on any vehicle during an enforced stoppage of the vehicle;

(ii) on any large passenger vehicle when stopping to pick up or set down passengers;

(iii) for the interior illumination of any vehicle;

(iv) on a break-down vehicle for the purpose of illuminating the scene of an accident or break-down;

(v) on a tower wagon when in use for the special purpose for which it is intended;

(vi) as direction indicators; or

(vii) on a vehicle in accordance with Regulation 64 of these Regulations;

(*b*) searchlights or other special lamps fitted to any vehicle used for naval, military, air force, police or fire brigade purposes; or

(*c*) searchlights or other special lamps fitted to any vehicle used for the purpose of carrying out emergency repairs to any road, to any sewer, to any main, pipe, cable or other apparatus for the supply of gas, water, or electricity, or to any telegraphic line as defined in the Telegraph Act 1878**(b)** whilst such repairs are actually being carried out.

PART III

REGULATIONS GOVERNING HEADLAMPS ON VEHICLES

Application and exemptions

14.—(1) Except as provided by paragraph (2) of this Regulation, this Part of these Regulations applies to every motor vehicle—

(*a*) which is a wheeled vehicle;

(*b*) the obligatory front lamp or lamps of which are electrically operated; and

(*c*) which is on a road.

(2) This Part of these Regulations does not apply—

(*a*) to a vehicle first used before 1st January 1931; or

(a) 1968 c. 29. **(b)** 1878 c. 76.

(*b*) to a pedestrian controlled vehicle; or

(*c*) to an agricultural implement, a land locomotive, a land tractor, a works truck, or a road roller; or

(*d*) to a vehicle which is so constructed as to be incapable of exceeding a speed of 6 miles per hour on the level; or

(*e*) to a vehicle brought temporarily into Great Britain by a person resident outside the United Kingdom provided that it complies in every respect with the requirements as to lighting equipment and reflectors relating thereto contained in Part II of Annex 6 to the Convention on Road Traffic concluded at Geneva on 19th September 1949**(a)**; or

(*f*) to a vehicle manufactured in Great Britain which has been purchased by a person who is temporarily in Great Britain and is or is about to be resident abroad and in respect of which—

(*a*) relief from purchase tax has been afforded by virtue of section 23 of the Purchase Tax Act 1963**(b)**, or

(*b*) there is no liability to pay purchase tax,

for a period—

(i) in the case at (*a*), not exceeding one year during which relief from purchase tax continues to be afforded in respect of that vehicle, and

(ii) in the case at (*b*), not exceeding one year from the date it was purchased by such a person as a new vehicle from a manufacturer of or dealer in mechanically propelled vehicles,

provided the vehicle complies in every respect with the requirements specified in sub-paragraph (e) above of this Regulation and contained in the Convention of 1949 therein referred to as if the vehicle had been brought temporarily into Great Britain; or

(*g*) to a vehicle owned by or in the service of the naval, military or air forces of Her Majesty raised in the United Kingdom and used for naval, military or air force purposes; or

(*h*) to a vehicle in the service of a visiting force or of a headquarters; or

(*i*) (i) to an electrically propelled goods vehicle which is so constructed as to be incapable of exceeding a speed of 15 miles per hour on the level; or

(ii) until 1st January 1974 to an electrically propelled goods vehicle which has two or three wheels, which is first used before 1st January 1972 and which is so constructed as to be capable of exceeding a speed of 15 miles per hour on the level; or

(iii) until 1st October 1971 to an electrically propelled goods vehicle which has four or more wheels, which is first used before 1st October 1969 and which is so constructed as to be capable of exceeding a speed of 15 miles per hour on the level.

Headlamps to be carried by vehicles with two wheels and some vehicles with three wheels

15.—(1) This Regulation applies to a motor vehicle to which this Part of these Regulations applies and which—

(*a*) has two wheels; or

(*b*) has three wheels and is first used before 1st January 1972; or

(a) Cmnd. 7997 and also Treaty Series No. 49 (1958). **(b)** 1963 c. 9.

(*c*) has three wheels, is first used on or after 1st January 1972 and except in the case of a motor bicycle with a sidecar attached thereto has an unladen weight of not more than 400 kilogrammes and an overall width of not more than 1.30 metres.

(2) Every vehicle to which this Regulation applies shall carry—

(*a*) one headlamp in the vertical plane passing through the longitudinal axis of the vehicle (disregarding, for the purpose of ascertaining such axis, any sidecar attached thereto) which either—

(i) in the case of a moped with or without a sidecar attached thereto and first used before 1st January 1972 or in the case of any vehicle which is so constructed as to be incapable of exceeding a speed of 25 miles per hour on the level, can only emit a dipped beam; or

(ii) in the case of any vehicle, is wired to a device the operation of which at the will of the driver can cause to be emitted from it either a main beam or a dipped beam; or

(*b*) a matched pair of headlamps both headlamps in the pair being wired to a device the operation of which at the will of the driver can cause to be emitted from them at the same time either—

(i) in the case of any vehicle which is so constructed as to be incapable of exceeding a speed of 25 miles per hour on the level, only dipped beams; or

(ii) in the case of any vehicle, either main beams or dipped beams.

(3) Every beam emitted by any lamp required to be carried by this Regulation shall be derived from the filament or filaments of an electric bulb or bulbs, or from the filament or filaments of a sealed beam lamp, the rating of such filament or at least one of such filaments not being less than—

(*a*) 10 watts in the case of a main or dipped beam emitted by a lamp carried by a moped with or without a sidecar attached thereto which is first used before 1st January 1972 and which is so constructed as to be incapable of exceeding a speed of 25 miles per hour on the level;

(*b*) 15 watts in the case of a main or dipped beam emitted by a lamp carried by—

(i) a moped with or without a sidecar attached thereto which is first used on or after 1st January 1972 and which is so constructed as to be incapable of exceeding a speed of 25 miles per hour on the level; or

(ii) a moped with or without a sidecar attached thereto which is first used before 1st January 1972 and which is so constructed as to be capable of exceeding a speed of 25 miles per hour on the level; or

(iii) a motor bicycle (not being a moped) with or without a sidecar attached thereto, which is first used before 1st January 1972 and whereof the cylinder capacity of the engine is not more than 250 cubic centimetres;

(*c*) 18 watts in the case of a main or dipped beam emitted by a lamp carried by—

(i) a moped with or without a sidecar attached thereto which is first used on or after 1st January 1972 and which is so constructed as to be capable of exceeding a speed of 25 miles per hour on the level; or

(ii) a motor bicycle (not being a moped) with or without a sidecar attached thereto, which is first used on or after 1st January 1972, and whereof the cylinder capacity of the engine is not more than 250 cubic centimetres;

(*d*) 24 watts in the case of a dipped beam emitted by a lamp carried by any other vehicle; and

(*e*) 30 watts in the case of a main beam emitted by a lamp carried by any other vehicle.

(4) Where any vehicle carries a matched pair of headlamps in accordance with the requirements of this Regulation, each of the lamps in the pair shall, except in the case of lamps carried by a vehicle which is engineering plant, an industrial tractor or a motor bicycle with or without a sidecar attached thereto, be so positioned on one side of the vehicle that no part of its illuminated area is less than 300 millimetres from any part of the illuminated area of the other lamp in the pair.

Headlamps to be carried by some vehicles with three wheels and by vehicles with four or more wheels

16.—(1) This Regulation applies to a motor vehicle to which this Part of these Regulations applies and which—

(*a*) has three wheels, is not a motor bicycle with a sidecar attached thereto, is first used on or after 1st January 1972 and has an unladen weight of more than 400 kilogrammes or an overall width of more than 1.30 metres;

or

(*b*) has four or more wheels.

(2) Every vehicle to which this Regulation applies shall carry—

(*a*) a matched pair of headlamps, both headlamps in the pair being wired to a device the operation of which at the will of the driver can cause to be emitted from them at the same time either—

(i) in the case of any vehicle which is so constructed as to be incapable of exceeding a speed of 25 miles per hour on the level, only dipped beams; or

(ii) in the case of any vehicle, either main beams or dipped beams; or

(*b*) two or more matched pairs of headlamps, the headlamps being arranged so that—

(i) they form two groups of headlamps, one on each side of the vertical plane passing through the longitudinal axis of the vehicle;

(ii) the headlamps in one of the matched pairs, which are at least as far away from the vertical plane passing through the longitudinal axis of the vehicle as any other headlamps in another matched pair of headlamps, can each emit a dipped beam without at the same time emitting a main beam, and so that every other headlamp can emit a main beam; and

(iii) all the headlamps in both groups are wired to a device the operation of which at the will of the driver can at the same time extinguish every main beam emitted by every headlamp in both groups, and cause either to be emitted or to continue to be emitted the dipped beams from the two headlamps in the matched pair which are at least as far away from the vertical plane passing through the longitudinal axis of the vehicle as any other headlamps in another matched pair of headlamps:

Provided that in the case of a public service vehicle first used before 1st October 1969 it shall be a sufficient compliance with the requirements of this paragraph if the vehicle carries a matched pair of headlamps one of which can emit a dipped beam without either lamp at the same time emitting a main beam.

(3) Every main or dipped beam emitted by any lamp required to be carried by this Regulation shall be derived from the filament or filaments of an electric bulb or bulbs or from the filament or filaments of a sealed beam lamp the rating of such filament or at least one of such filaments not being less than 30 watts.

(4) Every headlamp which emits a dipped beam carried by a vehicle in accordance with the requirements of this Regulation shall, except in the case of a lamp carried by a vehicle which is engineering plant or an industrial tractor, be so positioned on one side of the vehicle that—

(*a*) no part of its illuminated area is, in the case of a vehicle first used before 1st October 1969, less than 350 millimetres, or, in the case of a vehicle first used on or after that date, less than 600 millimetres, from any part of the illuminated area of any such lamp on the other side; and

(*b*) in the case of a vehicle first used on or after 1st January 1972 the outermost part of the illuminated area of the lamp is not more than 400 millimetres from the outermost part of the vehicle on the side on which the lamp is placed.

Single units for side and head lamps

17.—(1) In the case of a vehicle which carries one obligatory side lamp and one obligatory headlamp, such lamps may be combined so as to form a single unit.

(2) In the case of a motor bicycle with a sidecar attached thereto, being a vehicle which carries two obligatory side lamps and one obligatory headlamp, one of the obligatory side lamps may be combined with the obligatory headlamp so as to form a single unit.

(3) In the case of a vehicle which carries two obligatory side lamps they may be combined—

(*a*) in the case of a vehicle which has only two obligatory headlamps, with such lamps, or

(*b*) with the two obligatory headlamps in the matched pair which are at least as far away from the vertical plane passing through the longitudinal axis of the vehicle as any other obligatory headlamps in another matched pair of obligatory headlamps,

so as to form two single units each comprising an obligatory headlamp and an obligatory side lamp.

Requirements for every obligatory headlamp

18. Every obligatory headlamp carried by any vehicle shall comply with the following conditions, namely:—

(1) it shall be securely fixed to the vehicle;

(2) it shall be so constructed and maintained that the direction of the beam of light emitted therefrom can be adjusted whilst the vehicle is stationary so that the lamp when lit emits the type of beam which it is required to be capable of emitting by this Part of these Regulations; and

(3) it shall be kept in a clean and efficient condition.

Requirements for every matched pair of obligatory headlamps

19. Every matched pair of obligatory headlamps carried on any vehicle to which this Part of these Regulations applies shall comply with the following conditions, namely:—

(1) both lamps in the pair shall, except in the case of lamps carried by a public service vehicle first used before 1st October 1969, have the same area and shape when illuminated;

(2) both lamps in the pair shall, except in the case of lamps carried by a public service vehicle first used before 1st October 1969, have their wiring arranged so that—

(*a*) if they can emit either main beams or dipped beams, the beams which they can emit can only be switched on or off together;

(*b*) if they can emit both main and dipped beams, the dipped beams can only be switched on or off together and the main beams can only be switched on or off together;

(*c*) if they can emit supplementary main beams, such beams can only be switched on or off together with the main beams emitted by another pair of obligatory headlamps; and

(3) both lamps in the pair shall, when lit, emit beams of the same colour light.

Colour of headlamp beams

20. Every main or dipped beam emitted by any headlamp or fog lamp carried on any vehicle to which this Part of these Regulations applies shall be a beam of white or yellow light.

Requirements as to use of headlamps

21.—(1) This Regulation applies to every motor vehicle to which this Part of these Regulations applies and which has four or more wheels.

(2) This Regulation applies to every length of road, except that it does not apply to a length of road—

(*a*) on which there is provided a system of street lighting furnished by means of lamps placed not more than two hundred yards apart, and

(*b*) while such lamps are lit.

(3) When any motor vehicle to which this Regulation applies is in motion during the hours of darkness on a length of road to which this Regulation applies a matched pair of obligatory headlamps carried by the vehicle shall be kept lit:

Provided that this paragraph shall not apply—

(i) in conditions of fog or whilst snow is falling to a vehicle which carries two permitted lamps, if both such permitted lamps are kept lit;

(ii) to a public service vehicle first used before 1st October 1969 if one obligatory headlamp carried by the vehicle is kept lit, or, in conditions of fog or whilst snow is falling, and if the vehicle carries a fog lamp, if that lamp is kept lit;

(iii) to a vehicle being drawn by another vehicle; or

(iv) to a vehicle while being used to propel in front thereof a snow plough.

(4) In this Regulation "two permitted lamps" means two fog lamps or one fog lamp and one headlamp (not being an obligatory headlamp), being lamps which comply with the following conditions, namely:—

(*a*) the two lamps shall be fixed one on each side of the vertical plane passing through the longitudinal axis of the vehicle;

(*b*) the centres of both lamps shall be at the same height above the ground;

(*c*) the distances between the centre of each lamp and the vertical plane passing through the longitudinal axis of the vehicle shall be the same; and

(*d*) each lamp shall be so positioned that—

(i) in the case of a vehicle first used before 1st January 1971 no part of the illuminated area of one lamp is less than 350 millimetres from any part of the illuminated area of the other lamp; and

(ii) in the case of a vehicle first used on or after 1st January 1971 the outermost part of the illuminated area of either lamp is not more than 400 millimetres from the outermost part of the vehicle on the side on which the lamp is placed.

22.—(1) This Regulation applies to every motor vehicle to which this Part of these Regulations applies and which has two or three wheels.

(2) This Regulation applies to every length of road, except that it does not apply to a length of road—

(*a*) on which there is provided a system of street lighting furnished by means of lamps placed not more than two hundred yards apart, and

(*b*) while such lamps are lit.

(3) When any motor vehicle to which this Regulation applies is in motion during the hours of darkness on a length of road to which this Regulation applies an obligatory headlamp or, as the case may be, a matched pair of obligatory headlamps carried by the vehicle shall be kept lit:

Provided that this paragraph shall not apply—

(i) in conditions of fog or whilst snow is falling to a vehicle which carries one obligatory headlamp and either one fog lamp or two permitted lamps, if (in the case where one fog lamp is carried) that lamp is kept lit or (in the case of a vehicle which has three wheels and which carries two permitted lamps) both such permitted lamps are kept lit or (in the case of a vehicle which has two wheels and which carries two permitted lamps) one only of such permitted lamps is kept lit;

(ii) in such conditions as aforesaid to a vehicle which carries a matched pair of obligatory headlamps and two permitted lamps, if (in the case of a vehicle which has three wheels) both such permitted lamps are kept lit or (in the case of a vehicle which has two wheels) one only of such permitted lamps is kept lit; or

(iii) to a vehicle being drawn by another vehicle.

(4) In this Regulation, "two permitted lamps" means two fog lamps or one fog lamp and one headlamp (not being an obligatory headlamp), being lamps which comply with the following conditions, namely:—

(*a*) the two lamps shall be fixed one on each side of the vertical plane passing through the longitudinal axis of the vehicle;

(*b*) the centres of both lamps shall be at the same height above the ground;

(*c*) the distances between the centre of each lamp and the vertical plane passing through the longitudinal axis of the vehicle shall be the same; and

(*d*) each lamp shall be so positioned that—

(i) in the case of a vehicle to which Regulation 15 of these Regulations applies and which has three wheels, no part of the illuminated area of one lamp is less than 300 millimetres from any part of the illuminated area of the other lamp; and

(ii) in the case of a vehicle to which Regulation 16 of these Regulations applies and which has three wheels, the outermost part of the illuminated area of either lamp is not more than 400 millimetres from the outermost part of the vehicle on the side on which the lamp is placed.

PART IV

REGULATIONS GOVERNING OBLIGATORY REAR LAMPS ON VEHICLES

Position of obligatory rear lamps

23. In the case of a vehicle of a description specified in column 1 of Schedule 1, the number of obligatory rear lamps specified in column 2 of the said Schedule in relation to that description of vehicle shall be fixed on the vehicle in accordance with the requirements with respect to the lateral and longitudinal position of the said lamps, their maximum and minimum height from the ground and otherwise, which are specified in relation to that description of vehicle in columns 3, 4, 5, 6 and 7 of the said Schedule.

Character of obligatory rear lamps

24.—(1) This Regulation shall not apply in the case of obligatory rear lamps carried on existing large passenger vehicles and any reference in this Regulation to any obligatory rear lamp shall be construed accordingly.

(2) Except as provided in paragraphs (3) and (4) of this Regulation and in Regulation 25(6) and (9), every obligatory rear lamp shall, if circular, have an illuminated area not less than 2 inches in diameter or, if not circular, have an illuminated area not less than the area of a circle of 2 inches in diameter and of such a shape that a circle of 1 inch in diameter may be inscribed therein.

(3) Except as provided in paragraph (4) of this Regulation, every obligatory rear lamp carried on—

(*a*) a cycle, a four-wheeled pedal cycle not propelled by mechanical power, a motor bicycle of which the cylinder capacity of the engine does not exceed 250 cubic centimetres or a sidecar attached thereto, a horse-drawn vehicle, a vehicle drawn or propelled by hand, a trailer fire pump or an agricultural implement, or

(*b*) a motor bicycle of which the cylinder capacity of the engine exceeds 250 cubic centimetres or a sidecar attached thereto

shall, if circular, have an illuminated area of not less than $1\frac{1}{2}$ inches in diameter or, if not circular, have an illuminated area of not less than the area of a circle of $1\frac{1}{2}$ inches in diameter and of such a shape that a circle of 1 inch in diameter may be inscribed therein.

(4) Nothing in paragraphs (2) and (3) of this Regulation shall apply in respect of a mechanically propelled vehicle or a trailer manufactured in Italy (not being a mechanically propelled vehicle or a trailer brought temporarily into Great Britain by a person resident outside the United Kingdom) carrying obligatory rear lamps in accordance with Regulation 23, such lamps bearing a marking approved by the Italian Ministry of Transport, namely, one including two separate groups of letters consisting of the letters "IGM" and "LP".

(5) Except as provided in Regulation 25(10), every electric bulb used in an obligatory rear lamp carried on a vehicle other than a vehicle of a description specified in sub-paragraph (*a*) of paragraph (3) of this Regulation shall have a rated wattage of not less than 5 watts and the rated wattage thereof shall be indelibly marked upon the glass or the metal cap thereof in a readily legible manner.

(6) When two obligatory rear lamps are carried on a vehicle, both lamps shall have the same appearance, when illuminated, and the same illuminated area and if such lamps are electrically operated, the wiring shall be so arranged that in the event of any failure of a bulb in either of the lamps the other lamp shall not thereby be extinguished.

(7) In this Regulation the expression "illuminated area" means, in relation to a lamp, the area of the orthogonal projection on a vertical plane at right angles to the longitudinal axis of the vehicle of that part of the lamp through which light is emitted.

25.—(1) In this Regulation "approval mark" means a marking designated as an approval mark by Regulation 2(2) of the Motor Vehicles (Designation of Approval Marks) Regulations 1968 and "motor bicycle" means a motor bicycle with or without a sidecar attached thereto.

(2) Save as provided in paragraphs (8) and (9) of this Regulation, every obligatory rear lamp fitted with an electric bulb and carried on—

(*a*) every mechanically propelled vehicle registered on or after 1st April 1959 but before 1st September 1964,

(*b*) every mechanically propelled vehicle not required to be registered under the Vehicles (Excise) Act 1971 and supplied by its manufacturer to the Crown or any person on or after 1st April 1959 but before 1st September 1964,

(*c*) every trailer supplied as aforesaid,

shall be marked—

(i) with the specification number of the British Standard for Tail Lights for Vehicles, namely, B.S.2516,

(ii) with the grade "Grade 1" or "Grade 2"; and

(iii) with the name, trade mark or other means of identification of the manufacturer of the lamp.

(3) Every obligatory rear lamp fitted with an electric bulb and carried on a cycle or any other vehicle not mechanically propelled and not a trailer shall be marked—

(*a*) with the specification number of the British Standard for Cycle Rear Lamps, namely, B.S.3648 and

(*b*) with the name, trade mark or other means of identification of the manufacturer of the lamp.

(4) Save as provided in paragraphs (8) and (9) of this Regulation, every obligatory rear lamp fitted with an electric bulb and carried on a vehicle to which this paragraph applies shall be marked—

(*a*) with the particulars specified in sub-paragraphs (i) and (iii) of paragraph (2) of this Regulation, and

(*b*) with the grade "Grade 1".

(5) The last preceding paragraph applies to the following vehicles—

(*a*) every motor bicycle registered on or after 1st September 1964;

(*b*) every mechanically propelled vehicle (other than a motor bicycle) registered on or after 1st September 1964 and before 1st July 1973;

(*c*) every mechanically propelled vehicle (other than a motor bicycle) registered on or after 1st July 1973, if manufactured before 1st January 1973;

(*d*) every mechanically propelled vehicle not required to be registered under the Vehicles (Excise) Act 1971 and every trailer, in each case supplied by its manufacturer to the Crown or any person—

(i) on or after 1st September 1964 and before 1st July 1973, or

(ii) on or after 1st July 1973, if manufactured before 1st January 1973.

(6) Every obligatory rear lamp fitted with an electric bulb and carried on a vehicle to which this paragraph applies shall be marked with an approval mark and—

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

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

and when a rear lamp is marked as provided by this paragraph nothing in Regulation 24(2) shall apply to it.

(7) The last preceding paragraph applies to the following vehicles—

(*a*) every mechanically propelled vehicle (other than a motor bicycle) manufactured on or after 1st January 1973 and registered on or after 1st July 1973;

(*b*) every mechanically propelled vehicle (other than a motor bicycle) not required to be registered under the Vehicles (Excise) Act 1971, manufactured on or after 1st January 1973 and supplied by its manufacturer to the Crown or any person on or after 1st July 1973;

(*c*) every trailer manufactured on or after 1st January 1973 and supplied as aforesaid.

(8) Nothing in paragraph (2) or (4) of this Regulation shall require an obligatory rear lamp to be marked as provided in that paragraph, if it is carried on such a mechanically propelled vehicle or trailer as is mentioned in Regulation 24(4) of these Regulations.

(9) Nothing in paragraph (2) or (4) of this Regulation shall require an obligatory rear lamp to be marked as provided in that paragraph if, in the case of a rear lamp carried on a vehicle other than a motor bicycle, it is marked with an approval mark and—

(i) in the case of a rear lamp not combined with a stop lamp, the symbol "R" enclosed in a square above such mark, or

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

and when a rear lamp is marked as provided by this paragraph nothing in Regulation 24(2) shall apply to it.

(10) The provisions of Regulation 24(5) shall not apply to any obligatory rear lamp to which paragraph (2), (3), (4) or (6) of this Regulation applies or to any such lamp marked as provided in paragraph (9) of this Regulation.

(11) Nothing in this Regulation shall be taken to authorise any person to apply the said specification number B.S.2516, the said specification number B.S.3648, an approval mark, the said symbol "R", the said symbol "R-S1" or the said symbol "R-S2" to any obligatory rear lamp in contravention of the Trade Descriptions Act 1968.

PART V

REGULATIONS GOVERNING REVERSING LAMPS ON VEHICLES

Reversing lamps

26. No vehicle shall carry more than two reversing lamps.

27. Every reversing lamp shall comply with the following conditions:—

(*a*) it shall be illuminated by electricity;

(*b*) it shall be so constructed that it cannot be switched on otherwise than either:—

(i) automatically by the selection of the reverse gear of the vehicle; or

(ii) by the operation of a switch by the driver of the vehicle, being a switch which, except in the case of a mechanically propelled vehicle first used before 1st July 1954, serves no other purpose;

(*c*) the rated wattage of the electric bulb or the total rated wattage of all such bulbs with which it is fitted or the rated wattage of the sealed beam lamp with which it is fitted shall not exceed 24 watts; and

(*d*) it shall be so constructed, fitted and maintained that the light emitted thereby is at all times incapable of dazzling any person who is standing on the same horizontal plane as the vehicle at a greater distance than 25 feet from the lamp and whose eye-level is not less than 3 feet 6 inches above that plane.

28. Except in the case of a mechanically propelled vehicle first used before 1st July 1954, where a reversing lamp is so constructed and fitted that it can be switched on by the operation of a switch by the driver of the vehicle, the vehicle shall be equipped with a device so fitted as to be readily visible to the driver at all times when in his seat and so designed as to indicate when the reversing lamp is illuminated.

29. No reversing lamp constructed and fitted as provided in the last preceding Regulation shall be illuminated except in so far as is necesasry for the purpose of reversing the vehicle.

PART VI

REGULATIONS GOVERNING OBLIGATORY REFLECTORS ON VEHICLES

Position of obligatory reflectors

30. In the case of a vehicle of a description specified in column 1 of Schedule 2, the number of obligatory reflectors specified in column 2 of the said Schedule in relation to that description of vehicle shall be fixed on the vehicle in accordance with the requirements with respect to the lateral and longitudinal position of the said reflectors, their maximum and minimum height from the ground and otherwise, which are specified in relation to that description of vehicle in columns 3, 4, 5, 6 and 7 of the said Schedule.

Character of reflectors and markings thereon

31.—(1) In this Regulation and in the following Regulations in this Part of these Regulations, the expression "approval mark" means a marking designated as an approval mark by the Motor Vehicles (Designation of Approval Marks) (No. 2) Regulations 1964**(a)**.

(2) Every obligatory reflector shall comply in all respects with the following conditions:—

(*a*) except as provided in the following paragraph, the reflecting area shall, if circular, be not less than $1\frac{1}{2}$ inches in diameter or, if not circular, be of not less than the area of a circle of $1\frac{1}{2}$ inches in diameter and of such a shape that a circle of 1 inch in diameter may be inscribed therein;

(*b*) except as provided in the following paragraph, the reflecting area shall be of such a shape as to be capable of lying wholly within a circle of 6 inches in diameter;

(*c*) the reflector shall be so fixed to the vehicle that the reflecting area of the reflector is in a vertical position and facing squarely to the rear; and

(*d*) the reflector shall be kept clean and shall be plainly visible from the rear.

(3) Nothing in sub-paragraphs (*a*) and (*b*) of paragraph (2) of this Regulation shall apply—

(*a*) in respect of a mechanically propelled vehicle or a trailer manufactured in Italy (not being a mechanically propelled vehicle or a trailer brought temporarily into Great Britain by a person resident outside the United Kingdom) carrying obligatory reflectors in accordance with Regulation 30, such reflectors bearing a marking approved by the Italian Ministry of Transport, namely, one including two separate groups of symbols consisting of "IGM" and "C.1." or "C.2."; or

(*b*) to an obligatory reflector marked with an approval mark incorporating the roman numeral I, II or III or with the specification number of the British Standard for Reflex Reflectors for Vehicles, namely, AU40 followed by a marking "L I", "L IA", "L III" or "L IIIA".

(4) In this Regulation the expression "reflecting area" means, in relation to a reflector, the area of the orthogonal projection on a vertical plane at right angles to the longitudinal axis of the vehicle of that part of the reflector designed to reflect light.

(a) S.I. 1964/1561 (1964 III, p. 3509).

32.—(1) Subject to Regulation 33, every obligatory reflector to which this Regulation applies shall be marked—

(*a*) with the specification number of the British Standard for Reflex Reflectors for Vehicles, namely, B.S.2515, and "Grade 1" or "Grade 2" and with the name, trade mark or other means of identification of the manufacturer of the reflector, or

(*b*) with the specification number of the British Standard for Reflex Reflectors for Vehicles, namely, AU40 followed by a marking "L I" or "L IA" and with the registered trade name or trade mark of the manufacturer of the reflector, or

(*c*) with an approval mark incorporating the roman numeral I or II:

Provided that nothing in this paragraph shall require a reflector to be marked as aforesaid if it is carried on such a mechanically propelled vehicle as is mentioned in Regulation 31(3)(*a*).

(2) The obligatory reflectors to which this Regulation applies are reflectors carried on every vehicle which is not a trailer.

(3) Nothing in this Regulation shall be taken to authorise any person to apply the said specification number B.S.2515 or AU40 or the said approval mark to any obligatory reflector to which this Regulation applies in contravention of the Trade Descriptions Act 1968.

33. Nothing in Regulation 32 shall be taken as permitting an obligatory reflector to which that Regulation applies to be marked in accordance with paragraph (1)(*a*) of that Regulation or with an approval mark incorporating the roman numeral II in accordance with paragraph (1)(*c*) of that Regulation if it is carried on—

(*a*) a mechanically propelled vehicle first registered under the Vehicles (Excise) Act 1962 or the Vehicles (Excise) Act 1971 on or after 1st July 1970;

(*b*) a mechanically propelled vehicle not required to be registered under the last mentioned Act and supplied by its manufacturer to the Crown or any person on or after the said date, or

(*c*) any other vehicle (not being a trailer) supplied as aforesaid.

34.—(1) Subject to Regulation 35 every obligatory reflector to which this Regulation applies shall be marked—

(*a*) with the specification number of the British Standard for Reflex Reflectors for Vehicles, namely, B.S. 2515 and "Grade 1" or "Grade 2" and with the name, trade mark or other means of identification of the manufacturer of the reflector, or

(*b*) with the specification number of the British Standard for Reflex Reflectors for Vehicles, namely, AU40 followed by a marking "L III" or "L IIIA" and with the registered trade name or trade mark of the manufacturer of the reflector, or

(*c*) with an approval mark incorporating the roman numeral III:

Provided that nothing in this paragraph shall require a reflector to be marked as aforesaid if it is carried on such a trailer as is mentioned in Regulation 31(3)(*a*).

(2) The obligatory reflectors to which this Regulation applies are reflectors carried on every trailer other than a trailer which is a broken down motor vehicle.

(3) Nothing in this Regulation shall be taken to authorise any person to apply the said specification number B.S. 2515 or AU40 or the said approval mark to any obligatory reflector to which this Regulation applies in contravention of the Trade Descriptions Act 1968.

35.—(1) Nothing in Regulation 34 shall be taken as permitting an obligatory reflector to which that Regulation applies to be marked in accordance with paragraph (1)(*a*) of that Regulation if it is carried on a trailer supplied by its manufacturer to the Crown or any person on or after 1st July 1970.

(2) Without prejudice to paragraph (1) of this Regulation, on and after 1st July 1972 nothing in the said Regulation 34 shall be taken as permitting an obligatory reflector to which that Regulation applies to be marked in accordance with paragraph (1)(*a*) of that Regulation.

PART VII

REGULATIONS GOVERNING LAMPS INDICATING OVERHANGING OR PROJECTING LOADS ON VEHICLES

Variations under section 8 of the Act

36.—(1) Section 8(1) of the Act shall apply to a vehicle fitted with a movable platform, being a vehicle used for the purpose of facilitating overhead working, as if none of the special equipment were a load.

(2) Section 8(2) of the Act shall have effect with the substitution, for references to three and a half feet, of references to six feet in relation to—

(*a*) a vehicle carrying a fire escape; and

(*b*) a mechanically propelled vehicle, being a land tractor or an agricultural tractor, on which is mounted an agricultural implement whether a vehicle or not.

Vehicles carrying overhanging loads

37.—(1) Where a vehicle on a road during the hours of darkness carries a load overhanging laterally by more than twelve inches measured—

(*a*) from the outermost part of the vehicle on the same side as that on which the load overhangs, or

(*b*) if the vehicle is drawing one or more other vehicles, from the outermost part of the rearmost vehicle on the same side as that on which the load overhangs,

the vehicle shall carry a rear lamp in the relevant position to indicate the overhang.

(2) In paragraph (1) of this Regulation the relevant position means a position on any side on which the load overhangs laterally, which is as near as practicable to the outer edge of the load and which in any event is such that no part of the load projects outwards more than twelve inches beyond a vertical line through the nearest part of the illuminated area of the rear lamp.

(3) Subject to the provisions of the next succeeding paragraph, this Regulation shall apply to a vehicle otherwise exempted from carrying a rear lamp by virtue of section 9 of the Act.

(4) This Regulation shall not apply to any vehicle carrying loose agricultural produce not baled or crated, and shall apply to a vehicle fitted with a movable platform, being a vehicle used for the purpose of facilitating overhead working, as if none of the special equipment were a load.

Maintenance of rear lamps

38. Every rear lamp carried in accordance with section 8(2) of the Act or Regulation 37 shall be kept properly trimmed, lighted, and in a clean and efficient condition.

PART VIII

REGULATIONS GOVERNING ADDITIONAL LAMPS ON LONG VEHICLES AND TRAILERS

Exemptions from this Part

39. This Part of these Regulations shall not apply to—

(*a*) any vehicle brought temporarily into Great Britain by a person resident outside the United Kingdom provided that it complies in every respect with the requirements as to lighting equipment and reflectors relating thereto contained in Part II of Annex 6 to the Convention on Road Traffic concluded at Geneva on 19th September 1949, or

(*b*) any combination of two or more vehicles one of which is drawing the other or others, if the combination includes a vehicle brought temporarily into Great Britain by a person resident outside the United Kingdom which complies in every respect with the said requirements relating thereto contained in Part II of the said Annex.

Carriage and position of side marker lamps on certain vehicles

40. Subject to the provisions of Regulation 42 where the length of a vehicle, or the overall length of two or more vehicles, one of which is drawing the other or others, inclusive of any load on the vehicle or vehicles, exceeds sixty feet, the vehicle or vehicles shall when on a road during the hours of darkness carry side marker lamps in accordance with the provisions of the next succeeding Regulation.

41. At each side of the vehicle or vehicles and attached to the vehicle or vehicles or the load, if any, carried thereby there shall be carried the following side marker lamps, that is to say—

(*a*) one lamp in such a position that no part of its illuminated area is more than thirty feet from the foremost part of the vehicle or vehicles (in either case inclusive of the load, if any, carried);

(*b*) one lamp in such a position that no part of its illuminated area is more than ten feet from the rearmost part of the vehicle or vehicles (in either case inclusive of the load, if any, carried); and

(*c*) such other lamps between the lamps mentioned in paragraphs (*a*) and (*b*) of this Regulation in such positions as will ensure that the distance between the nearest part of the illuminated area of any one side marker lamp and the nearest part of the illuminated area of the side marker lamp next thereto is not more than ten feet.

Exceptions to Regulation 40

42. The provisions of Regulation 40 shall not apply—

(*a*) to a combination of vehicles where any vehicle in that combination being drawn has broken down; or

(*b*) to a vehicle (not being one of a combination of vehicles)—

(i) having a special appliance or apparatus of a kind specified in paragraph (5) of Regulation 111 of the Construction and Use Regulations; or

(ii) carrying a load of a kind specified in paragraph (6), (7) or (8) of the said Regulation 111,

if the conditions specified in paragraph 3 (which provides for the special marking of projections from vehicles) of Schedule 8 to the said Regulations are complied with in relation to the special appliance or apparatus or load as if the said conditions had been expressed in the said Regulation 111 to apply in the case of every special appliance or apparatus or load of a kind specified in the said paragraph (5), (6), (7) or (8).

Carriage and position of side marker lamps on certain other vehicles

43. When a combination of two or more vehicles, being a motor vehicle and trailer or trailers, carries a supported load and the overall length of the vehicles, inclusive of that load, exceeds forty feet but does not exceed sixty feet the vehicles shall when on a road during the hours of darkness carry side marker lamps in accordance with the provisions of the next succeeding Regulation.

In this and the next succeeding Regulation the expression "supported load" means a load supported by any two of the vehicles forming part of such a combination but does not include a load carried by an articulated vehicle as defined in Regulation 3(1) of the Construction and Use Regulations.

44. At each side of the vehicles and attached to the vehicles or the supported load there shall be carried the following side marker lamps, that is to say—

(*a*) one lamp in such a position that no part of its illuminated area is forward of, or more than five feet to the rear of, the rearmost part of the motor vehicle; and

(*b*) if the supported load extends rearwards more than thirty feet beyond the rearmost part of the motor vehicle, one lamp in such a position that no part of its illuminated area is forward of, or more than five feet to the rear of, the centre point of the overall length of that load.

Carriage and position of front corner and side marker lamps on trailers

45.—(1) Every trailer not forming part of a combination of vehicles to which the provisions of Regulation 40 or 43 apply shall when on a road during the hours of darkness carry—

(*a*) subject to the provisions of Regulation 47, two front corner marker lamps in accordance with the provisions of the next succeeding Regulation; and

(*b*) if the trailer has an overall length of more than thirty feet, on each side of the trailer a side marker lamp in such a position that no part of its illuminated area is forward of, or more than five feet to the rear of, the centre point of the overall length of the trailer.

(2) For the purposes of this Regulation, in reckoning the overall length of a trailer its drawbar and any fitting for the attachment thereof shall be disregarded.

46.—(1) The two front corner marker lamps mentioned in the last preceding Regulation shall be carried one on each side of the longitudinal axis of the trailer and attached to the trailer in such a position that—

(*a*) no part of the illuminated area of either lamp is more than five feet behind the foremost part of the trailer, except that the said distance of five feet may be extended to a distance of not more than twelve feet behind the foremost part of the trailer if by virtue of such extension no part of the trailer to the front of either lamp has an overall width of more than one half of the maximum overall width of the trailer;

(*b*) subject to the provisions of the next paragraph, no part of the trailer on the same side thereof as that on which such a lamp is carried projects outwards more than twelve inches beyond a vertical line through the nearest part of the illuminated area of the lamp; and

(*c*) no part of the trailer obscures the light required to be shown by such a lamp in accordance with Regulation 3(1).

(2) Where a front corner marker lamp is attached to a trailer so that—

(*a*) its illuminated area is more than three feet but not more than five feet behind the foremost part of the trailer and no part of that area is more than five feet from the ground; and

(*b*) no part of the trailer on the same side thereof as that on which the lamp is carried, being a part which is below a height of five feet from the ground and to the front of the illuminated area of the lamp, projects outwards more than twelve inches beyond a vertical line through the nearest part of that illuminated area,

then the position of that lamp may be such that any other part of the trailer on that side may project outwards by not more than twenty inches beyond a vertical line through the nearest part of the said illuminated area.

(3) For the purposes of this Regulation, in ascertaining the foremost part of a trailer there shall be disregarded its drawbar and any fitting for the attachment thereof and the part (if any) of the trailer that is more than five feet from the ground.

Exceptions to Regulation 45

47.—(1) The provisions of sub-paragraph (*a*) of Regulation 45(1) shall not apply to—

(*a*) a trailer the overall length of which, excluding its drawbar and any fitting for the attachment thereof, does not exceed seven feet six inches;

(*b*) a trailer being drawn by a passenger vehicle or a dual-purpose vehicle, if the overall length of such a combination, inclusive of any load on the vehicles, does not exceed forty feet;

(*c*) a trailer carrying lamps showing a white light to the front by virtue of proviso (i) to section 9(1) of the Act; or

(*d*) a broken down vehicle which is being drawn by another vehicle.

For the purposes of sub-paragraph (*b*) above, "passenger vehicle" means a motor vehicle constructed solely for the carriage of passengers and their effects and adapted to carry not more than seven passengers exclusive of the driver.

(2) Nothing in sub-paragraph (*a*) of Regulation 45(1) or in Regulation 46 shall require a trailer to carry a front corner marker lamp on a side of the trailer, if on the same side thereof a lamp showing a white light to the front is being carried by virtue of proviso (ii) to section 9(1) of the Act.

Character of front corner and side marker lamps

48.—(1) Every front corner marker lamp and every side marker lamp shall be—

(*a*) kept properly lighted and in a clean and efficient condition;

(*b*) visible from a reasonable distance to a person facing the lamp and in a position being on a line passing through the lamp and at right angles to the longitudinal axis of the vehicle by which it is being carried; and

(*c*) carried so that the highest part of the illuminated area of any such lamp is not more than five feet from the ground:

Provided that in the case of a vehicle carrying an abnormal indivisible load or a combination of vehicles carrying such a load under an Order made by the Secretary of State under section 64(4) of the Road Traffic Act 1960 any such lamp may be carried so that the highest part of its illuminated area is not more than seven feet six inches from the ground.

(2) Every front corner marker lamp and every side marker lamp which is illuminated by electricity shall be—

(*a*) connected to an electrical supply forming an integral part of the electrical system of the motor vehicle or trailer;

(*b*) fitted with a bulb or bulbs the rated wattage or the total rated wattage of which shall not exceed seven watts and on which the rated wattage shall be indelibly marked upon the glass or metal cap thereof;

(*c*) fitted with frosted glass or other material which has the effect of diffusing light.

(3) Nothing in sub-paragraph (*a*) of the last preceding paragraph shall apply in the case of a front corner marker lamp or a side marker lamp carried on a trailer designed and constructed for the carriage of round timber, if the electricity illuminating that lamp is derived from a battery having a voltage of at least three volts.

49.—(1) Every front corner marker lamp shall, if circular, have an illuminated area not less than one inch in diameter or, if not circular, have an illuminated area not less than the area of a circle of one inch in diameter.

(2) Every side marker lamp shall, if circular, have an illuminated area through which a white light is displayed and an illuminated area through which a red light is displayed in each case not less than one inch in diameter or, if not circular, have an illuminated area through which a white light is displayed and an illuminated area through which a red light is displayed in each case not less than the area of a circle of one inch in diameter.

(3) In this Regulation the expression "illuminated area" means, in relation to a lamp, the area of the orthogonal projection on a vertical plane at right angles to the longitudinal axis of the vehicle of that part of the lamp through which the light is emitted.

PART IX

REGULATIONS GOVERNING ADDITIONAL REFLECTORS ON LONG VEHICLES AND TRAILERS

Vehicles to which this Part applies

50. This Part of these Regulations shall apply to motor vehicles the length of which exceeds eight metres and to trailers the length of which exceeds five metres, not being, in either case—

(*a*) a vehicle mentioned in paragraph (*a*) of Regulation 39; or

(*b*) a vehicle being used for the time being as a public service vehicle or on any journey incidental to such use; or

(*c*) a trailer which is a broken down motor vehicle the length of which does not exceed eight metres; or

(*d*) a vehicle in an unfinished condition proceeding to a works for completion; or

(*e*) a vehicle proceeding to a port for export; or

(*f*) a mobile crane; or

(*g*) engineering plant; or

(*h*) a vehicle constructed for the primary purpose of moving excavated material, the use on roads of such vehicle being authorised by the Motor Vehicles (Authorisation of Special Types) General Order 1969**(a)**.

Interpretation

51. In this Part of these Regulations "side facing reflector", in relation to a vehicle, means a reflector which—

(*a*) is not an obligatory reflector;

(*b*) is amber in colour;

(*c*) is marked with an approval mark incorporating the roman numeral I.

In this paragraph, "approval mark" means a marking designated as an approval mark by the Motor Vehicles (Designation of Approval Marks) (No. 2) Regulations 1964.

Carriage and position of side facing reflectors on certain motor vehicles

52.—(1) Every motor vehicle to which this Part of these Regulations applies and which is first used on or after 1st October 1970 shall when on a road during the hours of darkness carry two side facing reflectors on each side of the vehicle in accordance with the provisions of the next succeeding paragraph.

(2) At each side of the vehicle—

(*a*) no part of the reflecting area of one side facing reflector shall be more than five hundred millimetres from the extreme rear of the vehicle; and

(*b*) no part of the reflecting area of the other side facing reflector shall be at a distance of less than one third or more than two thirds of the length of the vehicle from the extreme rear thereof.

(a) S.I. 1969/344 (1969 I, p. 947).

53. Every motor vehicle to which this Part of these Regulations applies and which is first used before 1st October 1970 shall when on a road during the hours of darkness carry two side facing reflectors on each side of the vehicle in accordance with the provisions of Regulation 52(2).

Carriage and position of side facing reflectors on certain trailers

54.—(1) Every trailer to which this Part of these Regulations applies and which is manufactured on or after 1st October 1970 shall when on a road during the hours of darkness carry two side facing reflectors on each side of the trailer in accordance with the provisions of the next succeeding paragraph.

(2) At each side of the trailer—

(*a*) no part of the reflecting area of one side facing reflector shall be more than five hundred millimetres from the extreme rear of the trailer; and

(*b*) no part of the reflecting area of the other side facing reflector shall be at a distance of less than one third or more than two thirds of the length of the trailer from the extreme rear thereof.

(3) For the purposes of this Regulation, in reckoning the length of a trailer its drawbar and any fitting for the attachment thereof shall be disregarded.

55. Every trailer to which this Part of these Regulations applies and which is manufactured before 1st October 1970 shall when on a road during the hours of darkness carry two side facing reflectors on each side of the trailer in accordance with the provisions of Regulation 54(2).

Further provision as to side facing reflectors

56. Every side facing reflector required by this Part of these Regulations to be carried by a vehicle shall—

(*a*) be fixed to the vehicle so that—

(i) no part of its reflecting area is less than four hundred millimetres from the ground; and

(ii) in the case of a vehicle mentioned in Regulation 52(1) or Regulation 54(1), no part of such area is more than twelve hundred millimetres from the ground; and

(iii) in the case of a vehicle mentioned in Regulation 53 or Regulation 55, no part of such area is more than fifteen hundred millimetres from the ground;

(*b*) be so fixed to the vehicle that the reflecting area of the reflector is in a vertical position and facing squarely to the side of the vehicle; and

(*c*) be kept clean and plainly visible from the side of the vehicle.

PART X

EXEMPTIONS FROM AND VARIATIONS OF REQUIREMENTS OF THE ROAD TRANSPORT LIGHTING ACT 1957

Vehicles of the Home Forces and of Visiting Forces

57. The visiting forces to which Regulations 58 and 59 of these Regulations apply are those visiting forces specified in column 1 of Schedule 3 and, subject as aforesaid, in those Regulations the expression "vehicle in the service of a visiting force" has the same meaning as it has in Article 8(6) of the Visiting Forces and International Headquarters (Application of Law) Order 1965.

58. In the case of home forces' vehicles and vehicles in the service of a visiting force the following exemptions from and variations of the requirements of the Act shall apply:—

(*a*) every such vehicle shall be exempted from all the requirements of the Act whilst being used in connection with training which is certified in writing for the purposes of this Regulation by the appropriate authority to be training on a special occasion provided that not less than 48 hours' notice of such training is given by that authority to the Chief Officer of Police of every police area in which the place selected for the purposes of the training is wholly or partly situate;

(*b*) every such vehicle shall be exempted from all the requirements of the Act whilst being used on manoeuvres within such limits and during such period as may from time to time be specified by Order in Council under the Manoeuvres Act 1958**(a)**;

(*c*) where not less than six nor more than twelve such vehicles are proceeding together in convoy on tactical or driving exercises and the interval between any two vehicles in such convoy does not exceed twenty yards—

(i) paragraph (*a*) of subsection (1) of section 1 of the Act shall have effect in relation to every vehicle in the convoy other than the leading vehicle as though the words "visible from a reasonable distance" were omitted therefrom; and

(ii) except in the case of the rearmost vehicle every vehicle in the convoy shall be exempted from the requirements of paragraph (*b*) of the said subsection (1) provided that the vehicle carries a white light under the vehicle illuminating either a part of the vehicle or anything attached to the vehicle or the road surface beneath the vehicle, in such manner that the presence of the vehicle can be detected from the rear.

In this paragraph the expression "tactical or driving exercises" means tactical or driving exercises which are authorised in writing by the authorising officer and of which not less than 48 hours' notice in writing has been given to the Chief Officer of Police of every police area through which it is intended that the convoy shall pass; and

(*d*) in relation to every such vehicle section 3 of the Act shall have effect as though the words "or a searchlight" were inserted immediately after the words "a dipping headlight".

59.—(1) The provisions of subsections (1)(*b*) and (2) of section 1 and of section 8(2) of the Act shall not apply in relation to any home forces' vehicle or any vehicle in the service of a visiting force, which in either case is constructed or adapted for actual combative purposes and the construction or nature of which is such as to render impracticable compliance with those provisions, if it carries two lamps each showing to the rear a red light and two red reflectors, being lamps and reflectors which satisfy the relevant requirements.

(2) For the purposes of paragraph (1) of this Regulation the relevant requirements in the case of the two lamps each showing to the rear a red light shall be that each lamp complies with the relevant provisions of Regulations 24 and 25 as to obligatory rear lamps and that they are so fixed to the vehicle that—

(*a*) one lamp is on each side of the longitudinal axis of the vehicle;

(*b*) no part of the vehicle or its equipment on the same side of the longitudinal axis of the vehicle as a lamp extends laterally on that side beyond the nearest part of the illuminated area of that lamp for a distance of—

(a) 7 & 8 Eliz. 2. c. 7.

(i) more than 16 inches, or

(ii) more than such greater distance as may be necessary, having regard to the construction or nature of the vehicle, to enable the lamp to be fixed to the vehicle;

(*c*) the highest part of the illuminated area of each lamp is—

(i) in the case of a vehicle supplied by its manufacturer before 1st January 1959, not more than 5 feet 6 inches from the ground, and

(ii) in the case of a vehicle so supplied on or after that date not more than 5 feet from the ground

and at the same height from the ground; and

(*d*) no part of the vehicle, its equipment or its load (if any) projects at any time to the rear more than 3 feet 6 inches measured horizontally beyond such lamps or the rearmost of such lamps, unless an additional lamp showing to the rear a red light is carried not more than 20 inches from the rearmost point of the vehicle (including its load, if any).

(3) For the purposes of paragraph (1) of this Regulation, the relevant requirements in the case of the two reflectors shall be that each reflector complies with the relevant provisions of Regulations 31 to 35 as to obligatory reflectors and that they are so fixed to the vehicle that—

(*a*) one reflector is on each side of the longitudinal axis of the vehicle;

(*b*) no part of the vehicle or its equipment on the same side of the longitudinal axis of the vehicle as a reflector extends laterally on that side beyond the nearest part of the reflecting area of that reflector for a distance of—

(i) more than 16 inches, or

(ii) more than such greater distance as may be necessary, having regard to the construction or nature of the vehicle, to enable the reflector to be fixed to the vehicle; and

(*c*) the highest part of the reflecting area of each reflector is—

(i) in the case of a vehicle supplied by its manufacturer before 1st January 1959 not more than 5 feet 6 inches from the ground, and

(ii) in the case of a vehicle so supplied on or after that date not more than 5 feet from the ground

and at the same height from the ground.

60. The provisions of the Act in so far as they require compliance in the case of mechanically propelled vehicles or trailers with Parts II, IV and VI of these Regulations shall not apply in the case of a vehicle in the service of a visiting force or of a headquarters, if such a vehicle complies in every respect with the requirements as to lighting equipment and reflectors relating thereto contained in Part II of Annex 6 to the Convention on Road Traffic concluded at Geneva on 19th September 1949.

Vehicles drawn or propelled by hand

61.—(1) If a vehicle drawn or propelled by hand is, together with its load (if any), not more than 2 feet 6 inches in greatest width, not more than 6 feet in greatest length and not more than 4 feet 6 inches in greatest height, it shall not be necessary for such vehicle to show any lights or to carry any reflector provided that it is kept when in use on a road during the hours of darkness as near as possible to the near or left-hand edge of the carriageway.

(2) In the case of a vehicle drawn or propelled by hand which, together with its load (if any), exceeds any of the dimensions set out in the preceding paragraph of this Regulation but does not exceed 4 feet in greatest width, it shall be necessary for such vehicle to carry—

(*a*) only one obligatory front lamp; and

(*b*) only either one obligatory reflector or one obligatory rear lamp.

(3) In the case of a vehicle drawn or propelled by hand which, together with its load (if any), exceeds 4 feet in greatest width, it shall be necessary for such vehicle to carry, in addition to the two obligatory front lamps, only either one obligatory reflector or one obligatory rear lamp.

(4) Every obligatory reflector carried on a vehicle in pursuance of the provisions of paragraph (2) or (3) of this Regulation shall be so fixed that—

(*a*) no part of the vehicle or its equipment extends laterally on the off side more than 16 inches from the nearest part of the reflecting area of the reflector; and

(*b*) no part of such reflecting area is more than 3 feet 6 inches, or less than 15 inches, from the ground.

(5) Every obligatory rear lamp carried on a vehicle in pursuance of the provisions of paragraph (2) or (3) of this Regulation shall be so fixed that—

(*a*) no part of the vehicle or its equipment extends laterally on the off side more than 16 inches from the nearest part of the illuminated area of the lamp; and

(*b*) no part of such illuminated area is more than 3 feet 6 inches, or less than 15 inches, from the ground.

(6) Every obligatory rear lamp or obligatory reflector carried on a vehicle in pursuance of the preceding provisions of this Regulation shall be so fixed that no part of the vehicle projects to the rear more than 3 feet 6 inches measured horizontally beyond any such lamp or reflector.

Vehicles carrying loads obscuring rear lamps etc.

62.—(1) The requirements of section 1 of the Act and of Regulation 23 as to the position of lamps showing to the rear a red light which are to be carried attached to vehicles shall not apply to any mechanically propelled vehicle or trailer which—

(*a*) is constructed or adapted for use for the carriage of goods or burden of any description; and

(*b*) is being used to carry a load projecting to the rear in such manner that if any such lamp were carried attached to the vehicle in accordance with the said requirements the light therefrom would not be visible from a reasonable distance,

but instead the following requirements as to the position of the said lamps shall apply in the case of any such vehicle or trailer, that is to say, the said lamps shall be carried attached to the load in positions which would satisfy such of the requirements specified in Schedule 1 as are applicable to such a vehicle or trailer but as if any reference in column 4 of that Schedule to the extreme rear of the vehicle were a reference to the extreme rear of the load.

(2) The requirements of section 1 of the Act and of Regulation 30 as to the position of red reflectors which are to be carried attached to vehicles shall not apply to any mechanically propelled vehicle or trailer which—

(*a*) is constructed or adapted for use for the carriage of goods or burden of any description; and

(*b*) is being used to carry a load projecting to the rear in such manner that if any such reflector were carried attached to the vehicle in accordance with the said requirements the reflector would be obscured,

but instead the following requirements as to the position of the said reflectors shall apply in the case of any such vehicle or trailer, that is to say, the said reflectors shall be carried attached to the load in positions which would satisfy such of the requirements specified in Schedule 2 as are applicable to such a vehicle or trailer but as if any reference in column 4 of that Schedule to the extreme rear of the vehicle were a reference to the extreme rear of the load.

(3) Save as otherwise provided in the foregoing provisions of this Regulation, the requirements of section 1 of the Act and of Parts IV and VI of these Regulations shall apply to lamps and reflectors carried by any such vehicle or trailer as is mentioned in this Regulation.

Vehicles brought temporarily into Great Britain

63.—(1) The requirements of section 1 of the Act in so far as they relate to the carrying of red reflectors and the provisions of the Act in so far as they require compliance with Parts II, IV and V of these Regulations shall not apply to any mechanically propelled vehicle brought temporarily into Great Britain by a person resident outside the United Kingdom or any trailer brought as aforesaid and drawn by the mechanically propelled vehicle, if there is issued in respect of the mechanically propelled vehicle an International Certificate for Motor Vehicles under Article 4 of the International Convention relative to Motor Traffic concluded at Paris on 24th April 1926**(a)**, and the mechanically propelled vehicle and trailer comply in every respect with the requirements as to lighting equipment relating thereto contained in paragraphs IV, V, VI and VII in Article 3 of the said Convention.

(2) The provisions of the Act in so far as they require compliance with Parts II, IV, V and VI of these Regulations shall not apply to any mechanically propelled vehicle or trailer (not being one in respect of which the provisions contained in the last paragraph apply) brought temporarily into Great Britain by a person resident outside the United Kingdom provided that it complies in every respect with the requirements as to lighting equipment and reflectors relating thereto contained in Part II of Annex 6 to the Convention on Road Traffic concluded at Geneva on 19th September 1949.

Distinctive lamps on certain vehicles

64.—(1) The provisions of section 2(1)(*b*) of the Act shall be varied so as to permit—

(*a*) one or more lamps showing a blue light to be carried on—

(i) motor vehicles used for fire brigade, ambulance, or police purposes,

(ii) motor vehicles owned by a body formed primarily for the purposes of fire salvage and used for those or similar purposes,

(iii) motor vehicles owned by the Forestry Commission or by local authorities and used from time to time for the purposes of fighting fires,

(a) Cmnd. 3510 and also Treaty Series No. 11 (1930).

(iv) motor vehicles owned by the Secretary of State for Defence and used for the purposes of the disposal of bombs or explosives,

(v) motor vehicles owned by the Secretary of State for Defence and used by the Naval Emergency Monitoring Organisation for the purposes of a nuclear accident or incident involving radio-activity,

(vi) motor vehicles primarily used for the purposes of the Blood Transfusion Service under Part II of the National Health Service Act 1946**(a)** or under Part II of the National Health Service (Scotland) Act 1947**(b)**,

(vii) motor vehicles used by Her Majesty's Coastguard or the Coast Life Saving Corps to aid persons in danger or vessels in distress on or near the coast, and

(viii) motor vehicles owned by the National Coal Board and used for the purposes of rescue operations at mines, and

(*b*) one or more lamps showing an amber light to be carried on—

(i) road clearance vehicles,

(ii) break-down vehicles,

(iii) vehicles used for the purposes of testing, maintaining, improving, cleansing or watering roads, or for any purpose incidental to any operation as aforesaid,

(iv) vehicles used for the purposes of inspecting, cleansing, maintaining, adjusting, renewing or installing any apparatus which is in, on, under or over a road or for any purpose incidental to any operation as aforesaid,

(v) vehicles used for or in connection with any purpose for which they are authorised to be used on roads by an Order under subsection (4) of section 64 of the Road Traffic Act 1960, being an Order authorising those vehicles to be so used notwithstanding that they do not comply with the requirements prescribed under the said section 64 or with such of the said requirements as are specified in the said Order.

(2) Each lamp carried in pursuance of this Regulation shall be so fixed to the vehicle that the centre of the lamp is at a height not less than 5 feet from the ground and that it is on or as near as practicable to the longitudinal axis of the vehicle.

(3) The shape and size of each such lamp shall be such that the area of the orthogonal projection on to any vertical plane of that part of the lamp through which light is emitted shall be capable of lying wholly within a rectangle having sides 9 inches in length.

(4) Where only one lamp is carried in pursuance of this Regulation the light shown by it shall be visible from a point on any part of a circle drawn in a horizontal plane with the lamp at the centre, and where more than one lamp is so carried the light shown by all such lamps together shall be visible from a point on any part of a circle drawn in a horizontal plane and having as its centre a point on the longitudinal axis of the vehicle.

(5) When observed from any point on a circle drawn as aforesaid the light shown by any one such lamp shall be visible not less than 60 nor more than 150 equal times per minute, and the intervals between each display of light towards that point shall be constant.

(a) 1946 c. 81. **(b)** 1947 c. 27.

(6) The light shown by each lamp carried in pursuance of this Regulation shall be in the form of a concentrated beam or beams rotating in a substantially horizontal plane.

(7) In the case of such a lamp showing a blue light the rated wattage of the electric bulb or the total rated wattage of all the bulbs with which it is fitted shall not exceed 55 watts, and in the case of such a lamp showing an amber light the rated wattage of the electric bulb or the total rated wattage of all the bulbs with which it is fitted shall not exceed 36 watts.

(8) No break-down vehicle shall carry a lamp showing an amber light in pursuance of this Regulation except while it is being used in connection with, and is in the immediate vicinity of, an accident or break-down, or while it is being used to draw a broken down vehicle, and no other vehicle shall carry a lamp showing an amber or blue light in pursuance of this Regulation except when the vehicle is being used for the relevant purposes specified in paragraph (1) of this Regulation and it is necessary or desirable to do so either to indicate to other road users the urgency of the purposes for which the vehicle is being used, or to warn other road users of the presence of the vehicle on the road.

(9) No vehicle, other than a vehicle specified in paragraph (1)(*a*) of this Regulation, shall carry a lamp similar to a lamp which, when it is showing a blue light, may be carried by a vehicle so specified by virtue of this Regulation.

Special lights on break-down vehicles

65.—(1) The provisions of section 2(1)(*b*) of the Act shall be varied so as to permit break-down vehicles to carry one or more lamps showing a white light which comply with paragraph (2) of this Regulation for the purposes of illuminating the scene of an accident or break-down.

(2) Each lamp shall be so constructed, fitted and maintained that no part of its illuminated area is less than 5 feet from the ground.

(3) No person shall illuminate any lamp carried by a break-down vehicle by virtue of this Regulation except while the vehicle is in the immediate vicinity of an accident or break-down and there is illuminated a lamp or lamps showing an amber light carried on the vehicle in accordance with the last preceding Regulation.

(4) Any person using a lamp carried on a break-down vehicle by virtue of this Regulation shall ensure that it is so directed that no person who is driving a vehicle is dazzled by the light emitted therefrom.

(5) The light shown by a lamp carried on a break-down vehicle by virtue of this Regulation may be moved by swivelling, deflecting or otherwise while the vehicle is in motion in the immediate vicinity of the accident or break-down.

Rearward facing amber surfaces on certain vehicles

66. The provisions of section 2(1)(*b*) of the Act shall be varied so as to permit road clearance vehicles to carry an amber reflecting surface facing to the rear of the vehicle.

Vehicles fitted with movable platforms

67.—(1) Where a vehicle fitted with a movable platform, being a vehicle used for the purpose of facilitating overhead working, is being used on a road during the hours of darkness and jacks with which the vehicle is fitted for the purpose of

stabilising it while the movable platform is in use project from the sides of the vehicle, the vehicle shall carry on or near each such jack a lamp to indicate the position of the jack showing a white light to the front and a red light to the rear, each light being visible from a reasonable distance.

(2) Each lamp carried on or near a jack in pursuance of this Regulation shall be fitted—

(*a*) with an electric bulb not exceeding 7 watts and frosted glass or other material which has the effect of diffusing the light,

(*b*) so that no part of the jack projects more than 12 inches beyond a vertical line through the centre of the lamp, and

(*c*) so that it is not more than 2 feet in front of or behind the jack and the centre of the lamp is at a height of not more than 3 feet 6 inches and not less than 15 inches from the ground.

PART XI

REGULATIONS GOVERNING DIRECTION INDICATORS AND STOP LAMPS ON VEHICLES

Application of Part XI

68.—(1) Except as provided by paragraph (2) of this Regulation, this Part of these Regulations applies to wheeled vehicles.

(2) This Part of these Regulations does not apply to a vehicle falling within Regulation 4(3), (6), (6A), (7) and (8) of the Construction and Use Regulations or to any towing implement within the meaning of those Regulations.

Provision as to direction indicators when fitted

69.—(1) Every motor vehicle (other than a two-wheeled motor cycle with or without a sidecar attached) first used on or after 1st January 1936 and before 1st September 1965 which is fitted with a direction indicator shall—

(*a*) if it is a vehicle fitted with electric lighting equipment, comply with the provisions relating to direction indicators contained in either Part I or Part II or Part III of Schedule 5; or

(*b*) if it is a vehicle not fitted with such equipment, comply with the provisions relating to direction indicators contained in Part V of the said Schedule.

(2) Every two-wheeled motor cycle with or without a sidecar attached first used on or after 1st January 1936 which is fitted with a direction indicator shall comply with the provisions relating to direction indicators contained in either Part I or Part II or Part V of the said Schedule.

(3) Save as provided in paragraph (4) of this Regulation, every trailer manufactured after 1st July 1955 and before 1st January 1971 which is fitted with a direction indicator shall comply with the provisions relating to direction indicators contained in either Part III or Part VI of Schedule 5.

(4) Every motor vehicle (other than a two-wheeled motor cycle with or without a sidecar attached) first used on or after 1st September 1965 and before 1st January 1971 which is fitted with a direction indicator shall comply with the provisions relating to direction indicators contained in Part III of Schedule 5,

and any trailer drawn by such a motor vehicle, or by a motor vehicle first used before 1st September 1965 and fitted with direction indicators in accordance with those provisions, shall be fitted with direction indicators in accordance with those provisions.

Requirements for direction indicators to be fitted

70.—(1) Save as provided in paragraph (2) of this Regulation—

(*a*) every motor vehicle first used before 1st September 1965 shall be fitted with direction indicators in accordance with the provisions of either Part I, Part II or Part III of Schedule 5, and

(*b*) every motor vehicle first used on and after 1st September 1965 and before 1st July 1973 shall be fitted with direction indicators in accordance with the provisions of Part III of Schedule 5,

(*c*) every trailer manufactured after 1st July 1955 and before 1st July 1973 shall be fitted with direction indicators in accordance with the provisions of either Part III or Part VI of Schedule 5, except that if it is drawn by a motor vehicle fitted with direction indicators in accordance with Part III of the said Schedule it shall be fitted with direction indicators in accordance with that Part.

(2) Nothing in this Regulation shall apply to—

(*a*) a motor vehicle—

(i) which is a two-wheeled motor cycle with or without a sidecar attached;

(ii) which is an industrial tractor, a land locomotive, a land tractor, a works truck or a pedestrian controlled vehicle;

(iii) which carries lamps for the purposes of section 1 of the Act which are not electrically operated or which carries no lamps for such purposes;

(iv) first used before 1st January 1936;

(v) which it is unlawful at all times to drive at a speed exceeding 15 miles per hour; or

(vi) which is incapable by reason of its construction of exceeding a speed of 15 miles per hour on the level under its own power; or

(vii) which is a public service vehicle first used before 1st January 1960, until 1st July 1971;

(*b*) to a trailer—

(i) which is a land implement, a works trailer or an agricultural trailer;

(ii) which carries lamps for the purposes of section 1 of the Act which are not electrically operated or which carries no lamps for such purposes;

(iii) which is drawn by a motor vehicle not required to be fitted with direction indicators in accordance with this Regulation;

(iv) which forms part of an articulated vehicle and was manufactured before 1st September 1965;

(v) the dimensions of which are such that when the longitudinal axis of the trailer lies in the same vertical plane as the longitudinal axis of the drawing vehicle both rear or both side direction indicators on that vehicle are visible to an observer in that vertical plane, from a point 6 metres behind the rear of the trailer whether it is loaded or not; or

(vi) which is a broken down motor vehicle or forms part of a broken down articulated vehicle or which draws another trailer behind it.

71.—(1) In this Regulation, "excepted motor vehicle" means a motor vehicle mentioned in Regulation 70(2)(*a*) and "excepted trailer" means a trailer mentioned in Regulation 70(2)(*b*).

(2) Except as provided in paragraph (3) of this Regulation, this Regulation applies to the following vehicles, namely,—

(*a*) every motor vehicle (other than an excepted motor vehicle) first used on or after 1st July 1973;

(*b*) every trailer (other than an excepted trailer) manufactured on or after the said date;

(*c*) every excepted motor vehicle (other than a two-wheeled motor cycle with or without a sidecar attached) first used on or after the said date which is fitted with a direction indicator;

(*d*) every excepted trailer manufactured on or after the said date which is fitted with a direction indicator.

(3) This Regulation does not apply to a motor vehicle manufactured before 1st January 1973.

(4) Every vehicle to which this Regulation applies shall be fitted with direction indicators in accordance with the provisions of Part III of Schedule 5.

(5) Every direction indicator fitted to a vehicle in accordance with the last preceding paragraph shall be marked with an approval mark and—

(*a*) in the case of a front indicator, the number "1" above such mark, or

(*b*) in the case of a rear indicator, the number "2b" above such mark, or

(*c*) in the case of a side indicator, the number "3" above such mark, or

(*d*) in the case of a shoulder indicator, the number "4" above such mark, or

(*e*) in the case of a flank indicator, the number "5" above such mark.

(6) Every rear direction indicator fitted to a vehicle in accordance with paragraph (4) of this Regulation shall be capable of being operated on either of two levels of illumination and be wired in such a way that, when the obligatory front and obligatory rear lamps of the motor vehicle on which the indicator is fitted, or of the motor vehicle which is drawing the trailer on which the indicator is fitted, are switched off, the indicator 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 indicator when operated is lit at the lower level of illumination, so, however, that the foregoing provisions shall not preclude each rear direction indicator and the obligatory front and obligatory rear lamps of the motor vehicle being wired in such a way that, when such lamps are switched on and any fog lamp on that motor vehicle is switched on, the indicator 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 indicator when operated is lit at the lower level of illumination:

Provided that nothing in this paragraph shall apply—

(*a*) to a rear direction indicator fitted to a motor vehicle mentioned in Regulation 70(2)(*a*)(iii) or to a trailer mentioned in Regulation 70(2)(*b*)(ii) or (iii), or

(*b*) to a rear indicator fitted to a trailer which is being drawn by a motor vehicle either first used before 1st July 1973 or manufactured before 1st January 1973.

(7) Nothing in this Regulation shall be taken to authorise any person to apply an approval mark or the said numbers "1", "2b", "3", "4" or "5" to any direction indicator in contravention of the Trade Descriptions Act 1968.

(8) In this Regulation

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

Provision as to stop lamps when fitted

72.—(1) Every stop lamp fitted to a motor vehicle first used on or after 1st January 1936 and before 1st January 1971 or to a trailer manufactured before the last mentioned date shall be fitted at the rear of the vehicle and not to the left of the centre thereof and when in operation shall show a red light:

Provided that nothing in this paragraph shall prevent the fitting of a duplicate stop lamp on the left or nearside of the vehicle which (except when the stop lamp fitted on the right or offside of the vehicle is showing a flashing light as a direction indicator) comes into operation at the same time as the stop lamp fitted at the centre or on the right or offside of the vehicle.

(2) Every light shown by a stop lamp shall be diffused by means of frosted glass or other adequate means and shall be a steady light.

Requirements for stop lamps to be fitted

73.—(1) Save as provided in paragraph (2) of this Regulation, every motor vehicle first used before 1st January 1971 and every trailer manufactured before that date shall be fitted with a stop lamp and in relation to that lamp the provisions of the last preceding Regulation shall apply as they apply to a stop lamp mentioned in that Regulation.

(2) Nothing in paragraph (1) of this Regulation shall require any vehicle specified in Part I of Schedule 6 to be fitted with any stop lamp.

74.—(1) Save as provided in paragraph (2) of this Regulation, every two-wheeled motor cycle with or without a sidecar attached and every invalid carriage first used on or after 1st January 1971 shall be fitted with one stop lamp, and every other motor vehicle first used on or after that date and every trailer manufactured on or after that date shall be fitted with two stop lamps.

(2) Nothing in paragraph (1) of this Regulation shall require any vehicle specified in Part I of Schedule 6 to be fitted with any stop lamp.

(3) Every stop lamp fitted to any motor vehicle or trailer mentioned in paragraph (1) of this Regulation (whether or not in pursuance of the said paragraph (1)) shall comply with the conditions set out in Part II of Schedule 6.

75.—(1) Save as provided in paragraph (2) of this Regulation, every stop lamp fitted to a motor vehicle first used on or after 1st July 1973 or to a trailer manufactured on or after that date shall, in addition to complying with the conditions set out in Part II of Schedule 6, comply with the conditions set out in Part III of that Schedule.

(2) Nothing in paragraph (1) of this Regulation shall in so far as it requires compliance by a stop lamp with Part III of Schedule 6 apply to any stop lamp fitted—

(*a*) to any motor vehicle manufactured before 1st January 1973; or

(*b*) to any two-wheeled motor cycle with or without a sidecar attached thereto, or

(*c*) to any trailer which is being drawn by a motor vehicle first used before 1st July 1973 or manufactured before 1st January 1973; or

(*d*) to any vehicle mentioned in paragraph 5 of Part I of Schedule 6.

Maintenance of direction indicators and stop lamps

76. Every direction indicator and every stop lamp fitted to a motor vehicle or trailer shall at all times while the vehicle is used on a road be maintained in a clean condition and in good and efficient working order.

Use of direction indicators as a hazard warning

77.—(1) In this Regulation "appropriate device" means a device which—

(*a*) is fitted to a motor vehicle so as to operate simultaneously—

(i) one or more direction indicators on both sides of the motor vehicle, or

(ii) those indicators and one or more direction indicators on both sides of any trailer being drawn by the motor vehicle;

(*b*) includes a warning light capable of indicating to the driver of the motor vehicle when the device is being operated;

(*c*) is actuated by a switch solely controlling that device.

(2) An appropriate device may only be used, when the motor vehicle is stationary on a road due to a break down of the vehicle or any other vehicle, a road accident or any other emergency, for the purpose of warning other road users by the simultaneous illumination of the indicators of a temporary obstruction on the carriageway of a road.

(3) No device other than an appropriate device shall be fitted to a motor vehicle for the purpose of operating direction indicators as provided in sub-paragraph (1)(*a*) of this Regulation.

Signed by authority of the Secretary of State 26th April 1971.

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

SCHEDULE 1 (See Regulation 23)

REQUIREMENTS AS TO POSITION ON VEHICLES OF OBLIGATORY REAR LAMPS

1 Description of vehicle	2 Number of rear lamps	3 Lateral position of rear lamp	4 Longitudinal position of rear lamp	5 Maximum height from ground of highest part of illuminated area of rear lamp	6 Minimum height from ground of lowest part of illuminated area of rear lamp	7 Varying or additional provisions
1. Cycles, whether having a sidecar attached thereto or not	1	On centre line or off side of cycle	Not more than 20 inches from extreme rear of cycle	3 feet 6 inches	15 inches	In relation to a cycle having no wheel of which the outside diameter (including any tyre when fully inflated) exceeds 18 inches, column 6 shall have effect as though "12 inches" were substituted for "15 inches"
2. Four-wheeled pedal cycles, not propelled by mechanical power	2	One lamp on each side of the longitudinal axis; no part of the illuminated area of one lamp to be less than 21 inches from any part of the illuminated area of the other lamp, and no part of the vehicle or its equipment to extend laterally on the same side as the lamp more than 16 inches from the nearest part of the illuminated area of the lamp	Not more than 20 inches from extreme rear of vehicle	3 feet 6 inches	15 inches	Height from ground of highest part of illuminated area of each lamp to be the same

SCHEDULE 1 (*continued*)

1	2	3	4	5	6	7
3. Motor bicycles, not having a sidecar attached thereto	1	On centre line or off side of vehicle	Not more than 20 inches from extreme rear of vehicle	3 feet 6 inches	15 inches	
4. Motor bicycles, having a sidecar attached thereto	2	One lamp on centre line or off side of bicycle; and one lamp on centre line or near side of sidecar, no part of the sidecar or its equipment to extend laterally on the near side more than 16 inches beyond the nearest part of the illuminated area of the lamp	Lamp on bicycle not more than 20 inches from extreme rear of bicycle; lamp on sidecar not more than 30 inches from extreme rear of sidecar	3 feet 6 inches	15 inches	
5. Existing large passenger vehicles	1	On centre line or off side of vehicle	Not more than 30 inches from extreme rear of vehicle	None	15 inches	
6. New large passenger vehicles	2	One lamp on each side of longitudinal axis; no part of the illuminated area of one lamp to be less than 21 inches from any part of the illuminated area of the other lamp, and no part of the vehicle or its equipment to extend laterally on the same side as	Not more than 30 inches from extreme rear of vehicle	3 feet 6 inches	15 inches	In relation to a vehicle, being double-decked with doorless opening at rear, column 5 shall have effect as though in respect of the lamp on the near side of the vehicle "8 feet" were substituted for "3 feet 6 inches"

		the lamp more than 24 inches from the nearest part of the illuminated area of the lamp				
7. Locomotives, heavy tractors, goods vehicles or goods-carrying trailers, other than special trailers or engineering plant	2	One lamp on each side of longitudinal axis; no part of the illuminated area of one lamp to be less than 21 inches from any part of the illuminated area of the other lamp, and no part of the vehicle or its equipment to extend laterally on the same side as the lamp more than 30 inches from the nearest part of the illuminated area of the lamp	Not more than 3 feet 6 inches from extreme rear of vehicle	3 feet 6 inches	15 inches	1. Height from ground of highest part of illuminated area of each lamp to be the same 2. In relation to an existing vehicle, column 6 shall have effect as though no minimum height were specified 3. In relation to a new or existing vehicle, being a land tractor, an agricultural tractor, an industrial tractor, a fire fighting appliance, a local authority's vehicle or a gritting machine, column 5 shall have effect as though "6 feet 3 inches" were substituted for "3 feet 6 inches" and in relation to a new vehicle, being as aforesaid, column 6 shall have effect as though no minimum height were specified 4. In relation to a vehicle fitted with a movable platform, in determining the position of the rear lamps no account shall be taken of the special equipment of the vehicle 5. In relation to a vehicle being a mobile crane with a jib projecting to the rear of the vehicle, if an additional lamp showing to the rear a red light visible from a reasonable distance is carried not more than 12 inches from the rearmost point of the jib, column 4 shall have effect as though the jib were not part of the vehicle

SCHEDULE 1 (*continued*)

1	2	3	4	5	6	7
						6. In relation to a vehicle designed and constructed for carriage of round timber, if an additional lamp showing to the rear a red light visible from a reasonable distance is carried not more than 12 inches from the rearmost point of the vehicle, column 4 shall have effect as though "9 feet" were substituted for "3 feet 6 inches" 7. In relation to a new or existing vehicle, being a works truck or a works trailer, column 3 shall have effect as though the words from "no part of the illuminated area" to "and" were omitted, in relation to an existing vehicle, being as aforesaid, column 5 shall have effect as though "5 feet" were substituted for "3 feet 6 inches" and in relation to a new vehicle, being as aforesaid, column 6 shall have effect as though no minimum height were specified 8. In relation to a new or existing vehicle, being a goods vehicle or a goods-carrying trailer specially designed and constructed for the primary purpose of moving excavated material and fitted with a tipping body, moving platform or other similar device for discharging its load, column 5 shall have effect as though "4 feet 6 inches" were substituted for "3 feet 6 inches"

8. Special trailers	2	One lamp on each side of longitudinal axis; no part of the illuminated area of one lamp to be less than 21 inches from any part of the illuminated area of the other lamp and no part of the vehicle or its equipment to extend laterally on the same side as the lamp more than 30 inches from the nearest part of the illuminated area of the lamp	Not more than 3 feet 6 inches from extreme rear of vehicle	5 feet	None	Height from ground of highest part of illuminated area of each lamp to be the same
9. Mechanically propelled vehicles not included in any of the foregoing provisions of this Schedule and not being agricultural implements or engineering plant	2	One lamp on each side of longitudinal axis; no part of the vehicle or its equipment to extend laterally on the same side as the lamp more than 16 inches from the nearest part of the illuminated area of the lamp	Not more than 30 inches from extreme rear of vehicle	3 feet 6 inches	15 inches	1. Height from ground of highest part of illuminated area of each lamp to be the same 2. In relation to an existing vehicle column 3 shall have effect as though "24 inches" were substituted for "16 inches" and column 6 shall have effect as though no minimum height were specified 3. In relation to a new or existing vehicle, being a land tractor, an agricultural tractor, an industrial tractor, a fire fighting appliance, a local authority's vehicle or a gritting machine, column 5 shall have effect as though "6 feet 3 inches" were substituted for "3 feet 6 inches" and in relation to a new vehicle, being as aforesaid, column 6 shall have effect as though no minimum height were specified

SCHEDULE 1 (*continued*)

1	2	3	4	5	6	7
						4. In relation to a vehicle fitted with a movable platform, in determining the position of the rear lamps no account shall be taken of the special equipment of the vehicle 5. In relation to an existing vehicle, being a works truck, column 5 shall have effect as though "5 feet" were substituted for "3 feet 6 inches" and in relation to a new vehicle, being as aforesaid, column 6 shall have effect as though no minimum height were specified
10. Trailers, other than goods-carrying trailers, special trailers, agricultural implements or engineering plant	2	One lamp on each side of longitudinal axis; no part of the vehicle or its equipment to extend laterally on the same side as the lamp more than 16 inches from the nearest part of the illuminated area of the lamp	Not more than 30 inches from extreme rear of vehicle	3 feet 6 inches	15 inches	1. Height from ground of highest part of illuminated area of each lamp to be the same 2. In relation to an existing vehicle, column 3 shall have effect as though "24 inches" were substituted for "16 inches" and column 6 shall have effect as though no minimum height were specified 3. In relation to a new or existing vehicle, being a fire fighting appliance, a local authority's vehicle or a gritting machine, column 5 shall have effect as though "5 feet" were substituted for "3 feet 6 inches" and in relation to a new vehicle, being as aforesaid, column 6 shall have effect as though no minimum height were specified

11. Engineering plant, agricultural implements, not being horse-drawn vehicles or vehicles drawn or propelled by hand	2	One lamp on each side of longitudinal axis; no part of the vehicle or its equipment to extend laterally on the same side as the lamp more than 16 inches from the nearest part of the illuminated area of the lamp	Not more than 4 feet 6 inches from extreme rear of vehicle	6 feet 3 inches	None	If an additional lamp showing to tne rear a red light visible from a reasonable distance is carried not more than 12 inches from the rearmost point of the vehicle and at a height of not more than 6 feet 3 inches from the ground, column 4 shall have effect as though "9 feet" were substituted for "4 feet 6 inches"
12. Horse-drawn vehicles, not being vehicles in the case of which either paragraph (*a*) or (*b*) of section 7 of the Act applies	2	One lamp on each side of longitudinal axis; no part of the vehicle or its equipment to extend laterally on the same side as the lamp more than 24 inches from the nearest part of the illuminated area of the lamp	Not more than 3 feet 6 inches from extreme rear of vehicle	3 feet 6 inches	None	1. Height from ground of highest part of illuminated area of each lamp to be the same 2. Where two dual-purpose lamps are used, column 5 shall have effect as though "5 feet 9 inches" were substituted for " 3 feet 6 inches"

SCHEDULE 2 (See Regulation 30)

REQUIREMENTS AS TO POSITION ON VEHICLES OF OBLIGATORY REFLECTORS

1 Description of vehicle	2 Number of reflectors	3 Lateral position of reflector	4 Longitudinal position of reflector	5 Maximum height from ground of highest part of reflecting area of reflector	6 Minimum height from ground of lowest part of reflecting area of reflector	7 Varying or additional provisions
1. Cycles, whether having a sidecar attached thereto or not	1	On centre line or off side of cycle	Not more than 20 inches from extreme rear of cycle	3 feet 6 inches	15 inches	In relation to a cycle having no wheel of which the outside diameter (including any tyre when fully inflated) exceeds 18 inches, column 6 shall have effect as though "12 inches" were substituted for "15 inches"
2. Four-wheeled pedal cycles, not propelled by mechanical power	2	One reflector on each side of the longitudinal axis; no part of the reflecting area of one reflector to be less than 21 inches from any part of the reflecting area of the other reflector, and no part of the vehicle or its equipment to extend laterally on the same side as the reflector more than 16 inches from the nearest part of the reflecting area of the reflector	Not more than 20 inches from extreme rear of vehicle	3 feet 6 inches	15 inches	Height from ground of highest part of reflecting area of each reflector to be the same

3. Motor bicycles, not having a sidecar attached thereto	1	On centre line or off side of vehicle	Not more than 20 inches from extreme rear of vehicle	3 feet 6 inches	15 inches	
4. Motor bicycles, having a sidecar attached thereto	2	One reflector on centre line or off side of bicycle; and one reflector on centre line or near side of sidecar, no part of the sidecar or its equipment to extend laterally on the near side more than 16 inches beyond the nearest part of the reflecting area of the reflector	Reflector on bicycle not more than 20 inches from extreme rear of bicycle; reflector on sidecar not more than 30 inches from extreme rear of sidecar	3 feet 6 inches	15 inches	Height from ground of highest part of reflecting area of each reflector to be the same
5. Existing large passenger vehicles	2	One reflector on each side of longitudinal axis; no part of the vehicle or its equipment to extend laterally on the near side more than 36 inches from the nearest part of the reflecting area of the reflector on that side and no part of the vehicle or its equipment to extend laterally on the off side more than 24 inches from the nearest part of the reflecting area of the reflector on that side	Not more than 30 inches from extreme rear of vehicle	3 feet 6 inches	15 inches	Height from ground of highest part of reflecting area of each reflector to be the same
6. New large passenger vehicles	2	One reflector on each side of longitudinal axis; no part of the reflecting area of one reflector to be less than	Not more than 30 inches from extreme rear of vehicle	3 feet 6 inches	15 inches	Height from ground of highest part of reflecting area of each reflector to be the same

SCHEDULE 2 (*continued*)

1	2	3	4	5	6	7
		21 inches from any part of the reflecting area of the other reflector, and no part of the vehicle or its equipment to extend laterally on the same side as the reflector more than 24 inches from the nearest part of the reflecting area of the reflector				
7. Locomotives, heavy tractors, goods vehicles or goods-carrying trailers, other than special trailers or engineering plant	2	One reflector on each side of longitudinal axis; no part of the reflecting area of one reflector to be less than 21 inches from any part of the reflecting area of the other reflector, and no part of the vehicle or its equipment to extend laterally on the same side as the reflector more than 16 inches from the nearest part of the reflecting area of the reflector	Not more than 30 inches from extreme rear of vehicle	4 feet 6 inches	15 inches	1. Height from ground of highest part of reflecting area of each reflector to be the same 2. In relation to a vehicle, being a land tractor, an agricultural tractor, a fire fighting appliance, a local authority's vehicle or a gritting machine, column 5 shall have effect as though "5 feet" were substituted for "4 feet 6 inches" and column 6 shall have effect as though no minimum height were specified 3. In relation to a vehicle fitted with a movable platform, in determining the position of the obligatory reflectors no account shall be taken of the special equipment of the vehicle

						4. In relation to a vehicle being a mobile crane with a jib projecting to the rear of the vehicle, if an additional lamp showing to the rear a red light visible from a reasonable distance is carried not more than 12 inches from the rearmost point of the jib, column 4 shall have effect as though the jib were not part of the vehicle 5. In relation to a vehicle designed and constructed for carriage of round timber, if an additional lamp showing to the rear a red light visible from a reasonable distance is carried not more than 12 inches from the rearmost point of the vehicle, column 3 shall have effect as though "30 inches" were substituted for "16 inches" and column 4 shall have effect as though "9 feet" were substituted for" 30 inches" 6. In relation to a new or existing vehicle, being a works truck or a works trailer, column 3 shall have effect as though the words from "no part of the reflecting area" to "and" were omitted and column 6 shall have effect as though no minimum height were specified and in relation to an existing vehicle, being as aforesaid, column 5 shall have effect as though "5 feet" were substituted for " 4 feet 6 inches"

SCHEDULE 2 *(continued)*

1	2	3	4	5	6	7
8. Special trailers	2	One reflector on each side of longitudinal axis; no part of the reflecting area of one reflector to be less than 21 inches from any part of the reflecting area of the other reflector, and no part of the vehicle or its equipment to extend laterally on the same side as the reflector more than 16 inches from the nearest part of the reflecting area of the reflector	Not more than 30 inches from extreme rear of vehicle	5 feet	None	Height from ground of highest part of reflecting area of each reflector to be the same
9. Mechanically propelled vehicles not included in any of the foregoing provisions of this Schedule and not being agricultural implements or engineering plant	2	One reflector on each side of longitudinal axis; no part of the reflecting area of one reflector to be less than 21 inches from any part of the reflecting area of the other reflector, and no part of the vehicle or its equipment to extend laterally on the same side as the reflector more than 16 inches from the nearest part of the reflecting area of the reflector	Not more than 30 inches from extreme rear of vehicle	3 feet 6 inches	15 inches	1. Height from ground of highest part of reflecting area of each reflector to be the same 2. In relation to a vehicle, being a land tractor, an agricultural tractor, a fire fighting appliance, a local authority's vehicle or a gritting machine, column 5 shall have effect as though "5 feet" were substituted for "3 feet 6 inches" and column 6 shall have effect as though no minimum height were specified 3. In relation to a vehicle fitted with a movable platform, in determining the position of the obligatory reflectors no account shall be taken of the special equipment of the vehicle

						4. In relation to a new or existing vehicle, being a works truck, column 3 shall have effect as though the words from "no part of the reflecting area" to "and" were omitted and column 6 shall have effect as though no minimum height were specified and in relation to an existing vehicle, being as aforesaid, column 5 shall have effect as though "5 feet" were substituted for "3 feet 6 inches"
10. Trailers, other than goods-carrying trailers, special trailers, agricultural implements or engineering plant	2	One reflector on each side of longitudinal axis; no part of the reflecting area of one reflector to be less than 21 inches from any part of the reflecting area of the other reflector, and no part of the vehicle or its equipment to extend laterally on the same side as the reflector more than 16 inches from the nearest part of the reflecting area of the reflector	Not more than 30 inches from extreme rear of vehicle	3 feet 6 inches	15 inches	1. Height from ground of highest part of reflecting area of each reflector to be the same 2. In relation to a vehicle, being a fire fighting appliance, a local authority's vehicle or a gritting machine, column 5 shall have effect as though "5 feet" were substituted for "3 feet 6 inches" and column 6 shall have effect as though no minimum height were specified 3. In relation to a trailer, the overall width of which is not more than 4 feet, column 3 shall have effect as though for "21 inches" there were substituted "14 inches"

SCHEDULE 2 (*continued*)

1	2	3	4	5	6	7
11. Engineering plant, or agricultural implements, not being horse-drawn vehicles or vehicles drawn or propelled by hand	2	One reflector on each side of longitudinal axis; no part of the reflecting area of one reflector to be less than 21 inches from any part of the reflecting area of the other reflector, and no part of the vehicle or its equipment to extend laterally on the same side as the reflector more than 16 inches from the nearest part of the reflecting area of the reflector	Not more than 4 feet 6 inches from extreme rear of vehicle	5 feet	None	If an additional lamp showing to the rear a red light visible from a reasonable distance is carried not more than 12 inches from the rearmost point of the vehicle and at a height of not more than 5 feet from the ground, column 4 shall have effect as though "9 feet" were substituted for "4 feet 6 inches"
12. Agricultural implements, being horse-drawn vehicles	2	One reflector on each side of longitudinal axis; no part of the reflecting area of one reflector to be less than 21 inches from any part of the reflecting area of the other reflector	Not more than 3 feet 6 inches from extreme rear of implement	5 feet	15 inches	
13. Horse-drawn vehicles, not being agricultural implements	2	One reflector on each side of longitudinal axis; no part of the vehicle or its equipment to extend laterally on the same side as the reflector more than 24 inches from the nearest part of the reflecting area of the reflector	Not more than 3 feet 6 inches from extreme rear of vehicle	3 feet 6 inches	15 inches	Height from ground of highest part of reflecting area of each reflector to be the same

SCHEDULE 3 (See Regulation 3)

DESIGNATION OF APPROPRIATE AUTHORITY

1.	2.
1. Home forces' vehicles.	One of Her Majesty's Principal Secretaries of State, or an officer of the home forces being— (i) in the case of vehicles used for naval purposes a Naval Commander-in-Chief or a Flag Officer in Command, or (ii) in the case of vehicles used for military purposes a General Officer Commanding in Chief, the General Officer Commanding London District, or, where no larger body than one unit as defined in the Queen's Regulations for the Army for the time being in force is involved, the Divisional or District Commander of the place selected for the purposes of the training, or (iii) in the case of vehicles used for air force purposes an Air Officer Commanding.
2. Vehicles in the service of a visiting force of Canada.	The Chairman, Canadian Joint Staff (London).
3. Vehicles in the service of a visiting force of the United States of America.	The Commander, United States Naval Authorities (London) or a General Officer Commanding an Air Division or an equivalent or superior air force unit.
4. Vehicles in the service of a visiting force of Belgium.	The Defence Attache of the BelgianEmbassy.
5. Vehicles in the service of a visiting force of the Federal Republic of Germany.	The Defence Attache of the Federal German Embassy.

SCHEDULE 4 (See Regulation 3)

DESIGNATION OF AUTHORISING OFFICER

1.	2.
1. Home forces' vehicles.	An officer of the home forces of a rank not lower than that of Captain Royal Navy, Brigadier or Group Captain.
2. Vehicles in the service of a visiting force of Canada.	Colonel of the Canadian Forces.
3. Vehicles in the service of a visiting force of the United States of America.	Captain United States Navy, Colonel or Group Captain.
4. Vehicles in the service of a visiting force of Belgium.	Colonel or equivalent of a visiting force of Belgium.
5. Vehicles in the service of a visiting force of the Federal Republic of Germany.	Colonel or equivalent of a visiting force of the Federal Republic of Germany.

SCHEDULE 5 (see Regulations 68, 69 and 70)

DIRECTION INDICATORS

Alternative provisions in Part I or II as respects direction indicators on motor vehicles first used before, as well as on certain motor cycles first used after, 1st September 1965 fitted with electric lighting equipment.

PART I

1. Every direction indicator fitted to a vehicle in compliance with this Part of this Schedule shall be, when in operation, in the form of an illuminated sign of a minimum illuminated length of 6 inches and a maximum illuminated breadth not exceeding one-fourth of the illuminated length, and shall show either a steady or a flashing light.

2. Save as provided in the next following paragraph as respects additional indicators, every direction indicator shall be so designed and fitted that—

(*a*) it is not more than 6 feet behind the base of the wind-screen; and

(*b*) when in operation

(i) it temporarily alters the outline of the vehicle to the extent of at least 6 inches measured horizontally;

(ii) the outermost point of the direction indicator is at least 6 inches further from the longitudinal axis of the vehicle than is the outermost point of the driver's cab, or of the side of the body immediately behind the driver's seat;

(iii) the illuminated surface is visible at a reasonable distance both from the front and the rear of the vehicle; and

(iv) it remains steady:

Provided that sub-paragraph (*a*) of this paragraph shall not apply in the case of a pillarless saloon motor car if the direction indicator is not situated behind the widest part of the body. For the purposes of this proviso a pillarless saloon motor car means a motor car which has an enclosed body and four doors and no vertical pillar between the doors on either side and is a passenger vehicle adapted to carry not more than seven passengers exclusive of the driver.

3.—(1) An additional indicator may be fitted at the rear of any vehicle on any side to which there is fitted an indicator not being an additional indicator. Such additional indicator shall either—

(*a*) be in the form specified in paragraph 1 of this Part of this Schedule and shall, except when a trailer is being drawn, be visible at a reasonable distance from any point to the rear of the vehicle; or

(*b*) comply with the requirements of sub-paragraph (1) of paragraph 3 and of paragraph 5 of Part II of this Schedule as respects indicators showing a flashing light to the rear.

(2) An additional indicator may be fitted at the front of any vehicle on any side to which there is fitted an indicator not being an additional indicator. Such additional indicator shall comply with the requirements of sub-paragraph (1) of paragraph 3 and of paragraphs 4 and 5 of Part II of this Schedule as respects indicators showing a flashing light to the front.

4. Any direction indicator intended to indicate a right hand turn shall be fitted only to the right of the longitudinal axis of the vehicle and one intended to indicate a left hand turn shall be fitted only to the left of that axis:

Provided that this paragraph shall not apply to any direction indicator being an additional indicator fitted to a vehicle before 1st April 1955.

SCHEDULE 5 (*continued*)

5. Every direction indicator shall be at a height of not more than 7 feet 6 inches nor less than 1 foot 5 inches above the level of the ground.

6.—(1) The illuminated colour of every direction indicator shall—

(*a*) if it shows both to the front and to the rear, be amber;

(*b*) if it shows only to the front, be amber or white; and

(*c*) if it shows only to the rear, be amber or red.

(2) The light emitted by every direction indicator shall be diffused by frosted glass or other adequate means.

7. Every direction indicator showing a flashing light shall when in operation show a light which flashes constantly at the rate of not less than 60 nor more than 120 flashes per minute, each flash being of such duration as to permit the light to achieve its full brightness and to be fully observable to the eye at a reasonable distance. The light shall begin to flash not later than one second after the switch of the indicator is operated and between each flash there shall be an interval observable to the eye.

8. The following requirements shall be complied with as respects the direction indicators on a vehicle—

(*a*) not less than one indicator on each side to which indicators are fitted shall be so designed and fitted that the driver when in his seat can readily be aware when it is in operation; or

(*b*) the vehicle shall be equipped with a device or devices so designed and fitted that, when the switch actuating the indicator or indicators on one side of the vehicle is operated, the device or devices shall—

(i) if and so long as every indicator not being an additional indicator fitted on that side of the vehicle is in operation, together with the indicator on that side, if a trailer is drawn, of the trailer (or if more than one trailer is drawn, the rearmost trailer), give a warning readily visible or audible to the driver when in his seat; and

(ii) in any other case give no warning or a warning different from that given if the conditions of head (i) of this sub-paragraph are satisfied.

9. Every direction indicator shall be so fitted that when not in operation it will not be likely to mislead the driver of any other vehicle or any person controlling traffic.

10. Any reference in this Schedule to the side of a vehicle shall be taken to include that part of the front or the back of the vehicle which is on that side of the vehicle.

11. Every direction indicator fitted to either side of a vehicle together with every indicator on that side of any trailer drawn by the vehicle, while so drawn, shall be operated by one and the same switch and not otherwise.

In this Schedule the term "switch" includes any control or device by which a direction indicator can be operated or its operation cancelled.

PART II

1. Subject to the provisions of paragraph 3 of this Part of this Schedule, every direction indicator fitted to a vehicle in compliance with this Part of this Schedule shall be in the form of a lamp which, when in operation, shows a flashing light visible at a reasonable distance from both the front and rear of the vehicle.

2. Every such indicator shall be so designed and fitted that—

(*a*) it is not more than 6 feet behind the base of the wind-screen;

SCHEDULE 5 (*continued*)

(*b*) both the minimum illuminated area showing to the front and the minimum illuminated area showing to the rear shall—

(i) be not less than 3½ square inches in extent in the case of either a vehicle the unladen weight of which does not exceed 2 tons or a passenger vehicle adapted to carry not more than 12 passengers, exclusive of the driver, if in either case the vehicle is not being used, except in a case of emergency, to draw a trailer other than one with less than four wheels or a four-wheeled trailer having two close-coupled wheels on each side;

(ii) be not less than 12 square inches in extent in any other case.

3.—(1) Subject to the provisions of sub-paragraph (2) of this paragraph, in lieu of a direction indicator in respect of which the provisions of paragraphs 1 and 2 of this Part of this Schedule are complied with, two indicators may be fitted to any side of a vehicle and shall be so designed and fitted that—

(*a*) when in operation one of the indicators on one side shall show a flashing light visible from a reasonable distance to the front of the vehicle and the other indicator on that side shall, except when a trailer is being drawn, show a flashing light visible from a reasonable distance to the rear of the vehicle;

(*b*) every such indicator shall be so placed that the centre of its illuminated area is not more than 16 inches nearer to the longitudinal axis of the vehicle than is the outermost part of the vehicle which is comprised in the overall width of the vehicle on the side on which the indicator is placed, except that in the case of a public service vehicle having combined rear and side entrances the near side indicator showing a flashing light to the rear of the vehicle may be so placed that the centre of its illuminated area is not more than 30 inches nearer to the longitudinal axis of the vehicle than the said outermost part of the vehicle; and

(*c*) the minimum illuminated area showing to the front or rear as the case may be shall be that prescribed in paragraph 2 of this Part of this Schedule.

(2) Whilst a vehicle is drawing a trailer or trailers the preceding provisions of this paragraph shall have effect subject to the following modifications:—

(*a*) there shall be carried on either side of the trailer or the rearmost trailer as the case may be an indicator so designed and fitted that when in operation it complies with the provisions of Part III or Part VI of this Schedule; and

(*b*) it shall not be necessary for an indicator showing a flashing light to the rear to be carried on either side of the vehicle.

This sub-paragraph shall not apply where the trailer or the rearmost trailer as the case may be is of an unladen weight not exceeding 2 hundredweight or was manufactured before 1st January 1955, or is a broken down motor vehicle being drawn in consequence of the break-down.

4.—(1) Save as provided in sub-paragraph (2) of this paragraph, a direction indicator fitted in compliance with this Part of this Schedule and showing a flashing light to the front shall not be combined with nor obscure any lamp showing to the front a white light being a lamp required to be carried by or under any enactment.

(2) In the case of a vehicle on either side of which two direction indicators are fitted in accordance with the preceding paragraph an indicator showing a flashing light to the front may be combined with an electric lamp showing a white light to the front being a lamp required to be carried by or under any enactment provided that—

(*a*) the power of the lamp does not exceed 7 watts; and

(*b*) the indicator is fitted with a separate electric circuit and either a separate electric bulb or a separate electric filament.

SCHEDULE 5 (*continued*)

5. The total rated wattage of the bulb or bulbs illuminating any indicator carried in compliance with this Part of this Schedule shall be not less than 15 watts nor more than 36 watts.

6.—(1) Where a vehicle is equipped on any side with a direction indicator in respect of which the provisions of paragraphs 1 and 2 of this Part of this Schedule are complied with, an additional indicator may be carried on that side provided that any such indicator complies with the provisions of paragraph 3 of Part I of this Schedule.

(2) Where a vehicle is equipped on any side with direction indicators in respect of which the provisions of paragraph 3 of this Part of this Schedule are complied with, an additional indicator may be carried on that side (excluding the front or rear of the vehicle). Any such indicator shall be in the form of a lamp which, when in operation, shows a flashing light visible at a reasonable distance to road users alongside the vehicle.

7. Every direction indicator shall be at a height of not more than 7 feet 6 inches nor less than 1 foot 5 inches above the level of the ground:

Provided that a direction indicator fitted to any side of a public service vehicle in accordance with the provisions of paragraphs 1 and 2 of this Part of this Schedule may be fitted at a height of not more than 8 feet 6 inches above the level of the ground if on the same side of the vehicle and at a height of not more than 6 feet 6 inches above the level of the ground there is also fitted an additional direction indicator which complies with the provisions of paragraph 3 of Part I of this Schedule.

8. The provisions of paragraphs 4, 6, 7, 8, 9, 10 and 11 of Part I of this Schedule shall apply as respects direction indicators fitted in compliance with this Part of this Schedule, as they apply as respects direction indicators fitted in compliance with that Part.

Provisions as respects direction indicators on motor vehicles (other than certain motor cycles) first used on or after 1st September 1965 (which may be complied with by vehicles first used before that date) and on trailers drawn thereby.

PART III

1.—(1) In this Part of this Schedule and in the diagrams set out in Part IV of this Schedule the following expressions have the meanings hereby respectively assigned to them:—

"inboard angle", in relation to a direction indicator, means an angle, within which light from the indicator is visible, measured horizontally inwards from a line parallel to the longitudinal axis of the vehicle and passing through the centre of the illuminated area of the indicator;

"outboard angle", in relation to a direction indicator, means an angle, within which light from the indicator is visible, measured horizontally outwards from a line parallel to the longitudinal axis of the vehicle and passing through the centre of the illuminated area of the indicator;

"blind angle", in relation to a direction indicator, means an angle, throughout which no light from the indicator need be visible, measured horizontally outwards from a line parallel to the longitudinal axis of the vehicle and passing through the centre of the illuminated area of the indicator.

SCHEDULE 5 (*continued*)

(2) In this Part of this Schedule the expressions "front indicator", "shoulder indicator", "side indicator", "flank indicator" and "rear indicator" mean respectively a direction indicator to which diagram 1, 2, 3, 4 or 5 set out in Part IV of this Schedule applies and which being of a kind mentioned in column 1 of the following Table is when fitted to a vehicle in compliance with the provisions of this Part of this Schedule capable of being seen by an observer on the road standing in the position or, in turn, in each position in relation to that vehicle indicated in column 2 of that Table:—

TABLE

1. *Kind of direction indicator*	2. *Observer's position in relation to the vehicle*
Front	In front
Shoulder	In front and alongside
Side	In front, alongside and in rear
Flank	Alongside
Rear	In rear

2. Every direction indicator fitted to a vehicle in compliance with this Part of this Schedule shall be in the form of a lamp which, when in operation, shows a flashing amber light.

3.—(1) On each side of a motor vehicle there shall be fitted either—

(*a*) a single rear indicator and a single front indicator;

(*b*) a single rear indicator and at least one shoulder indicator; or

(*c*) at least one side indicator.

(2) A motor vehicle to which front indicators have been fitted in accordance with the preceding sub-paragraph shall in addition have fitted on each side of the vehicle at least one flank indicator, if the distance between the nearest part of the illuminated area of the front indicator and the nearest part of the illuminated area of the rear indicator on either side of the vehicle exceeds 19 feet 8 inches or if the motor vehicle is the drawing vehicle forming part of an articulated vehicle.

(3) Where one or more flank indicators are fitted on each side of a motor vehicle in accordance with the last preceding sub-paragraph, at least one shall be so fitted on that side that the distance between the foremost part of the motor vehicle which is comprised in the overall length of the vehicle and the rearmost part of the illuminated area of that indicator is not more than $\frac{1}{3}$ of the overall length of the motor vehicle or, where the motor vehicle is the drawing vehicle forming part of an articulated vehicle, not more than $\frac{1}{3}$ of the overall length of the articulated vehicle.

(4) Where in accordance with the foregoing provisions of this paragraph more than one kind of direction indicator is required to be fitted on a side of a motor vehicle, it shall be a sufficient compliance with those provisions if the vehicle is fitted on that side with either one direction indicator which satisfies or with two or more direction indicators which together satisfy the requirements of paragraph 8 of this Part of this Schedule in relation to each kind of direction indicator with which that vehicle would otherwise be required to be fitted on that side.

4. In the case of a combination of a motor vehicle drawing one or more trailers and in the case of an articulated vehicle, where that motor vehicle or the motor vehicle forming part of the articulated vehicle is fitted with direction indicators in compliance with this Part of this Schedule, the rearmost trailer in that combination and the trailer forming part of that articulated vehicle shall be fitted on each side with a single rear indicator in compliance with this Part of this Schedule.

SCHEDULE 5 (*continued*)

5. No motor vehicle drawing a trailer, being a trailer to which is fitted on each side a rear indicator in compliance with this Part of this Schedule, need be fitted with any rear indicator under (*a*) or (*b*) of sub-paragraph (1) of paragraph 3 of this Part of this Schedule if—

(*a*) the motor vehicle forms part of an articulated vehicle; or

(*b*) the motor vehicle is owned by the Secretary of State for Defence, the Secretary of State for Trade and Industry or the Minister of Aviation Supply and is used for naval, military or air force purposes:

Provided that if the overall length of a motor vehicle owned and used as aforesaid exceeds 19 feet 8 inches it shall be fitted on each side with a flank indicator in compliance with this Part of this Schedule.

6.—(1) One or more additional indicators may be fitted on the side (excluding the front or rear) of any motor vehicle or trailer to which direction indicators have been fitted in accordance with the foregoing provisions of this Part of this Schedule.

(2) The requirements of paragraph 13 of this Part of this Schedule as respects the minimum total rated wattage of the bulb or bulbs illuminating any indicator shall not apply to an additional indicator.

7. Every direction indicator other than a flank indicator or an additional indicator shall be so designed and fitted to a vehicle that the minimum illuminated area showing to the front and the minimum illuminated area showing to the rear in accordance with the diagram relating to that indicator shall be—

(*a*) not less than $3\frac{1}{2}$ square inches in extent in the case of either a motor vehicle the unladen weight of which does not exceed 2 tons or a passenger vehicle adapted to carry not more than 12 passengers, exclusive of the driver, if in either case the vehicle is not being used, except in a case of emergency, to draw a trailer other than one with less than four wheels or a four-wheeled trailer having two close-coupled wheels on each side;

(*b*) not less than $3\frac{1}{2}$ square inches in extent in the case of a trailer which has less than four wheels or is a four-wheeled trailer having two close-coupled wheels on each side; and

(*c*) not less than 12 square inches in extent in any other case.

8. Every direction indicator of a kind to which a diagram in Part IV of this Schedule applies and which is fitted to a vehicle in compliance with this Part of this Schedule shall have an illuminated area of at least $\frac{1}{4}$ of a square inch visible within a reasonable distance at any point between not less than 15 degrees above and not less than 15 degrees below the horizontal throughout at least each inboard angle and at least each outboard angle (excluding any blind angle not exceeding 10 degrees) shown in the diagram relating to that kind of indicator:

Provided that in the case of any indicator fitted to a motor vehicle drawing one or more trailers the foregoing provisions of this paragraph shall be treated as being satisfied if the said illuminated area of the indicator would have been visible as aforesaid but for the presence of the trailer or trailers.

9. Every direction indicator shall be so placed that the outermost part of its illuminated area furthest from the longitudinal axis of the vehicle is not more than 400 millimetres nearer to that longitudinal axis than is the outermost part of the vehicle which is comprised in the overall width of the vehicle on the side on which the

SCHEDULE 5 (*continued*)

indicator is placed, except that in the case of a public service vehicle having combined rear and side entrances a nearside rear indicator may be so placed that the outermost part of its illuminated area furthest from the longitudinal axis of the vehicle is not more than 760 millimetres nearer to that longitudinal axis than is the said outermost part of the vehicle.

10. No part of the illuminated area of any direction indicator fitted to either side of a vehicle shall be less than 12 inches from the longitudinal axis of the vehicle.

11.—(1) No part of the illuminated area of any direction indicator shall be at a height of more than 7 feet 6 inches above the level of the ground; except that in the case of a public service vehicle to which are fitted rear indicators in accordance with the provisions of paragraph 3 of this Part of this Schedule, if no part of the illuminated area of each of the rear indicators is at a height of more than 6 feet 6 inches above the level of the ground, then any shoulder indicator or flank indicator may be fitted to that vehicle so that no part of its illuminated area is at a height exceeding 8 feet 6 inches above the level of the ground.

(2) No part of the illuminated area of a front indicator or a rear indicator shall be below a height of 1 foot 3 inches above the level of the ground when the vehicle is unladen and no part of the illuminated area of any other indicator shall be below a height of 1 foot 8 inches above the level of the ground when the vehicle is unladen.

12. A direction indicator fitted to a vehicle in compliance with this Part of this Schedule shall be optically separated from any other lamp carried by the vehicle.

13. Save as provided in sub-paragraph (2) of paragraph 6 of this Part of this Schedule, the total rated wattage of the bulb or bulbs illuminating any direction indicator fitted to a vehicle in compliance with this Part of this Schedule shall not be less than 15 watts nor more than 36 watts and the rated wattage of each bulb shall be indelibly marked upon the glass or the metal cap thereof in a readily legible manner.

14. Any direction indicator intended to indicate a right hand turn shall be fitted only to the right of the longitudinal axis of the vehicle and one intended to indicate a left hand turn shall be fitted only to the left of that axis.

15. Where more than one direction indicator is fitted on the same side of a motor vehicle, an articulated vehicle or a combination of vehicles comprising a motor vehicle and one or more trailers they shall be so designed and fitted that the light emitted by such indicators flashes at the same time.

16. The provisions of paragraphs 7, 8, 9, 10 and 11 of Part I of this Schedule shall apply as respects direction indicators fitted in compliance with this Part of this Schedule as they apply as respects direction indicators fitted in compliance with that Part.

17. The provisions of this Part of this Schedule and of Part IV of this Schedule shall in relation to—

(*a*) a direction indicator marked with an approval mark and a number as required by Regulation 71(5), and

(*b*) a direction indicator marked with such a mark and number, notwithstanding it is not required to be so marked by the said Regulation,

have effect as though—

(i) paragraphs 6(2), 7 and 13 in this Part were omitted;

(ii) in paragraph 8, in this Part, for the words 'not exceeding 10 degrees' there were substituted the words 'not exceeding 5 degrees';

(iii) in each of the diagrams 2 and 4 set out in the said Part IV for the words '10° Blind Angle' there were substituted the words '5° Blind Angle'.

SCHEDULE 5 (*continued*)

Diagrams applicable to Direction Indicators mentioned in Part III, paragraph 1

PART IV

Note. Positional requirements are set out in paragraphs 9, 10 and 11

Diagram 1 FRONT INDICATOR

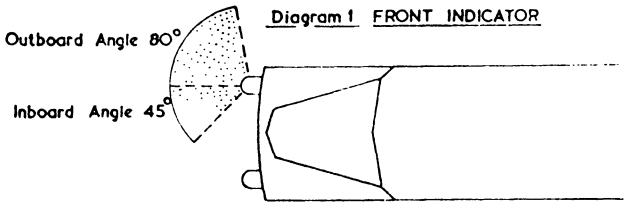


Diagram 2. SHOULDER INDICATOR

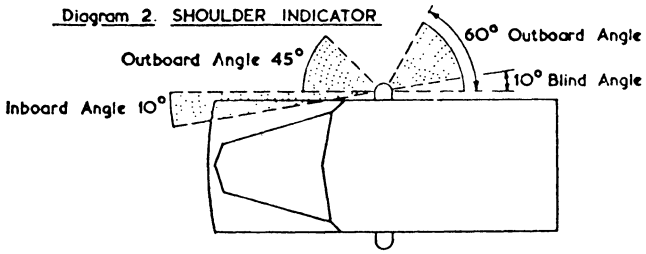


Diagram 3. SIDE INDICATOR

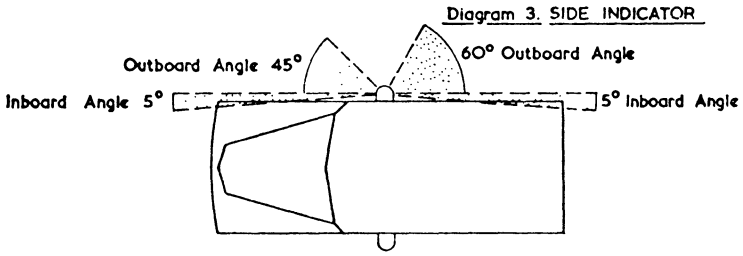


Diagram 4. FLANK INDICATOR

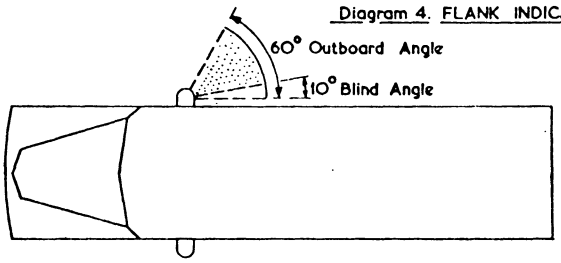
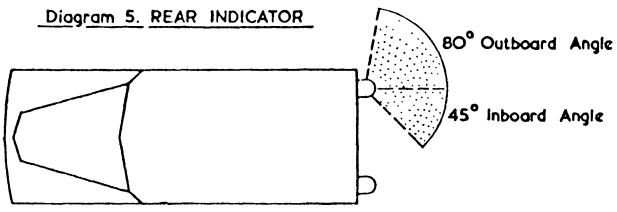


Diagram 5. REAR INDICATOR



SCHEDULE 5 (*continued*)

Provisions as respects direction indicators on motor vehicles first used before, as well as on certain motor cycles first used after, 1st September 1965 not fitted with electric lighting equipment.

PART V

1. Subject to the provisions of the next following paragraph, every direction indicator fitted to a vehicle in compliance with this Part of this Schedule shall be in the form of a hand not less than 6 inches in length, presenting a white surface visible both from the front and rear of the vehicle and shall comply with the requirement of paragraph 2 of Part I of this Schedule other than the requirements of sub-paragraph (b)(iii) of that paragraph.

2. Additional indicators may be fitted at the rear of a vehicle if they are in the form of a hand not less than 6 inches in length presenting a white surface visible at a reasonable distance from any point to the rear of the vehicle.

3. The provisions of paragraphs 4, 5, 8, 9, 10 and 11 of Part I of this Schedule shall apply as respects direction indicators fitted in compliance with this Part of this Schedule as they apply as respects direction indicators fitted in compliance with that Part.

Provisions as respects direction indicators on trailers drawn by certain motor vehicles first used before 1st September 1965.

PART VI

1. Every direction indicator fitted to a trailer shall comply with the following provisions of this Part of this Schedule:

Provided that nothing in this Part of this Schedule shall apply to a broken down vehicle being drawn in consequence of the break-down.

2. Every direction indicator shall either—

(*a*) when in operation be in the form of an illuminated sign of a minimum illuminating length of 6 inches and a maximum illuminated breadth not exceeding one fourth of the illuminated length, and shall show either a steady or a flashing light; or

(*b*) be such that—

(i) when in operation it shall show a flashing light,

(ii) the total rated wattage of the bulb or bulbs illuminating the indicator shall be not less than 15 watts nor more than 36 watts,

(iii) the minimum illuminated area shall be not less than $3\frac{1}{2}$ square inches in extent if the trailer to which it is fitted has less than 4 wheels or is a four-wheeled trailer having two close-coupled wheels on each side and not less than 12 square inches in extent in any other case, and

(iv) the centre of the illuminated area shall be not more than 16 inches nearer to the longitudinal axis of the trailer than is the outermost part of the trailer on the same side.

3. Every direction indicator shall, when in operation, be visible at a reasonable distance from any point to the rear of the trailer:

Provided that, where two or more trailers are being drawn by the same motor vehicle, this paragraph shall apply only in relation to the rearmost trailer.

4. The provisions of paragraphs 4, 5, 6, 7, 9, 10 and 11 of Part I of this Schedule shall apply as respects direction indicators fitted in compliance with this Part of this Schedule as they apply as respects direction indicators fitted in compliance with that Part.

SCHEDULE 6 (See Regulations 73, 74 and 75)

STOP LAMPS

PART I

Vehicles not required to be fitted with stop lamps.

1. Agricultural trailers, land implements, land locomotives, land tractors, industrial tractors, pedestrian controlled vehicles, works trailers and works trucks.

2. Motor cycles whereof the cylinder capacity of the engine does not exceed 50 cubic centimetres, being cycles equipped with pedals by means whereof they are capable of being propelled.

3. Motor vehicles first used before 1st January 1936.

4. Motor vehicles—
(*a*) which it is at all times unlawful to drive at a speed exceeding 15 miles per hour; or
(*b*) which are incapable by reason of their construction of exceeding a speed of 15 miles per hour on the level under their own power.

5. Motor vehicles and trailers the lamps of which carried for the purposes of section 1 of the Act are not electrically operated and motor vehicles and trailers which carry no lamps for such purposes.

6. Trailers whilst drawn by any motor vehicle not required to be fitted with stop lamps in accordance with Regulation 73 or 74.

7. Trailers drawn by motor vehicles fitted with two stop lamps, the dimensions of the trailer being such that when the longitudinal axis of the trailer lies in the same vertical plane as the longitudinal axis of the drawing vehicle both such stop lamps are visible to an observer in that vertical plane from a point 6 metres behind the rear of the trailer whether it is loaded or not.

8. Every trailer which is a broken down motor vehicle or which forms part of a broken down articulated vehicle.

9. In the case of a combination of two or more vehicles, being a motor vehicle drawing a trailer or trailers, the vehicles in that combination other than the rearmost.

PART II

Conditions to be complied with by stop lamps fitted to motor vehicles first used on or after 1st January 1971 and to trailers manufactured on or after that date.

1. Every stop lamp shall show a steady red light, when the braking system which operates the lamp is applied, visible to the rear of the vehicle at any point between at least 15 degrees above and 15 degrees below the horizontal throughout an angle of at least 45 degrees in the horizontal plane on each side of a line parallel to the longitudinal axis of the vehicle and passing through the centre of the illuminated area of the lamp.

2. The total rating of the filament illuminated in a stop lamp shall not be less than 15 watts nor more than 36 watts and the rated wattage of that filament shall be durably marked upon the glass or the metal cap of the filament lamp in a readily legible manner:

Provided that this paragraph shall not apply in the case of a stop lamp fitted to any vehicle other than a two-wheeled motor cycle with or without a sidecar attached, if the stop lamp is marked with an approval mark and symbol as required by paragraph 1(1)(*b*) of Part III of this Schedule or with such a mark and symbol notwithstanding it is not required to be so marked by the said paragraph.

SCHEDULE 6 (*continued*)

3. No part of the illuminated area of a stop lamp shall be less than 400 millimetres or more than 1500 millimetres above the level of the ground so, however, that the said measurement of 1500 millimetres may be increased to 2100 millimetres, if it is not practicable by reason of the structure of the vehicle at its rear for the said measurement of 1500 millimetres to be complied with.

4. Every stop lamp fitted to a motor vehicle shall be operated by the application of a braking system designed to be used to bring the motor vehicle when in motion to a halt and when fitted to a trailer drawn by a motor vehicle shall be operated by the application of such a system.

5. Where one stop lamp is fitted to a vehicle it shall be fitted at the rear of the vehicle and on or to the offside of the vertical plane passing through the longitudinal axis of the vehicle (disregarding, for the purpose of ascertaining such axis, any sidecar attached to a two-wheeled motor cycle).

6. In any case where two or more stop lamps are fitted to a vehicle—

(*a*) they shall be fitted at the rear of the vehicle;

(*b*) at least two shall be so designed that the light emitted thereby is emitted at the same time and shall be fitted to the vehicle so that they are—

(i) symmetrically positioned on each side of the vertical plane passing through the longitudinal axis of the vehicle;

(ii) at the same height from the ground; and

(iii) in such positions that no part of the illuminated area of one such lamp is nearer than 600 millimetres to any part of the illuminated area of the other such lamp;

(*c*) the wiring required for the illumination of the lamps shall be so arranged that in the event of any failure of a bulb in one of the lamps the other lamp or lamps shall not thereby be extinguished.

PART III

Conditions to be complied with by stop lamps fitted to motor vehicles first used on or after 1st July 1973 and trailers manufactured on or after that date.

1.—(1) Every stop lamp fitted to a motor vehicle or to a trailer shall—

(*a*) be capable of being operated on either of two levels of illumination and 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;

(*b*) be marked with an approval mark and—

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

(ii) in the case of a stop lamp combined with a rear lamp the symbol "R—S2" enclosed in a rectangle above such mark.

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

(3) 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.

SCHEDULE 7

REGULATIONS REVOKED BY REGULATION 2

Column 1 Regulations revoked	Column 2 References	Column 3 Extent of revocation
The Road Vehicles Lighting Regulations 1964	S.I. 1964/205 (1964 I, p. 345).	The whole regulations
The Road Vehicles Lighting (Amendment) Regulations 1965	S.I. 1965/870 (1965 I, p. 2367).	The whole regulations
The Road Vehicles Lighting (Amendment) Regulations 1966	S.I. 1966/30 (1966 I, p. 45).	The whole regulations
The Road Vehicles Lighting (Amendment) Regulations 1967	S.I. 1967/1640 (1967 III, p. 4492).	The whole regulations
The Road Vehicles Lighting (Amendment) (No. 2) Regulations 1967	S.I. 1967/1934 (1967 III, p. 5387).	The whole regulations
The Road Vehicles Lighting (Amendment) Regulations 1968	S.I. 1968/1247 (1968 II, p. 3373).	The whole regulations
The Motor Vehicles (Construction and Use) Regulations 1969	S.I. 1969/321 (1969 I, p. 829).	Regulations 31 to 32C inclusive, 81A and 81B and Schedules 3 and 12
The Road Vehicles (Headlamps) Regulations 1969	S.I. 1969/1647 (1969 III, p. 5190).	The whole regulations
The Road Vehicles Lighting (Amendment) Regulations 1970	S.I. 1970/48 (1970 I, p. 322).	The whole regulations
The Motor Vehicles (Construction and Use) (Amendment) Regulations 1970	S.I. 1970/49 (1970 I, p. 326).	Regulations 3(*b*), 5, 6, 8, 9 and 10
The Road Vehicles Lighting (Amendment) (No. 2) Regulations 1970	S.I. 1970/233 (1970 I, p. 961).	The whole regulations

EXPLANATORY NOTE

(This Note is not part of the Regulations.)

These Regulations consolidate with amendment the Road Vehicles Lighting Regulations 1964, the Road Vehicles (Headlamps) Regulations 1969 and the Motor Vehicles (Construction and Use) Regulations 1969 (in so far as they relate to direction indicators and stop lamps) and the amending Regulations specified in Schedule 7. The principal changes are:—

1. Provision is made defining the height from the ground at which lamps, reflectors or direction indicators carried by a vehicle must be fitted by reference to a vehicle's "kerbside weight" (Regulations 3(1) and 3(6)).

2. Certain vehicles are permitted to fit sidelamps up to 6 feet 3 inches from the ground (Regulation 4(*a*)).

3. Certain vehicles are permitted to fit headlamps more than 3 feet 6 inches from the ground (Regulation 8(1)(*a*)).

4. Temporary exemption is granted for motor vehicles from certain constructional requirements in respect of headlamps, if purchased by persons only temporarily in Great Britain and who are about to be resident abroad (Regulation 14(2)(*f*)).

5. Two and three wheeled motor vehicles fitted with either an obligatory headlamp or a matched pair of obligatory headlamps moving at night on unlit roads are, in general, required to have lit such headlamp or headlamps (Regulation 22).

6. Obligatory rear lamps marked with an approval mark designated by the Motor Vehicles (Designation of Approval Marks) Regulations 1968 are exempted from complying with specified minimum size requirements (Regulations 24(2) and 25(6) and (9)).

7. Vehicles in an unfinished condition proceeding to a works for completion or proceeding to a port for export are exempt from fitting amber side reflectors (Regulation 50(*d*) and (*e*)).

8. Vehicles used for the purposes of a nuclear accident or incident involving radio-activity are permitted to carry blue flashing lamps (Regulation 64(1)(*a*)(v)).

9. Vehicles authorised to be used on roads by an order under section 64(4) of the Road Traffic Act 1960 are permitted to carry amber flashing lamps (Regulation 64(1)(*b*)(v)).

10. The permitted maximum power of blue flashing lamps carried by certain vehicles is increased to 55 watts (Regulation 64(7)).

11. Break-down vehicles towing broken down vehicles are permitted to use an amber flashing lamp (Regulation 64(8)).

12. Public service vehicles first used before 1st January 1960 are exempt from fitting direction indicators until 1st July 1971 (Regulation 70(2)(vii)).

13. Trailers drawn by motor vehicles either first used before 1st July 1973 or manufactured before 1st January 1973 are not required to fit rear direction indicators of dual intensity (Regulation 71(6)(*b*)).

14. Provision is made regulating the operation and use of direction indicators as a hazard warning (Regulation 77).

15. Certain vehicles may now fit obligatory rear lamps up to 6 feet 3 inches from the ground (Schedule 1, paragraphs 7, 9 and 11).

16. Goods vehicles and goods carrying trailers used for moving excavated materials may now fit obligatory rear lamps up to 4 feet 6 inches from the ground. (Schedule 1, paragraph 7).

17. The separation distance for obligatory rear lamps on certain descriptions of vehicles is no longer required (Schedule 1, paragraphs 9, 10 and 11).

18. The minimum separation distance of obligatory rear reflectors fitted on trailers with an overall width of not more than 4 feet has been reduced to 14 inches (Schedule 2, paragraph 10).

19. Industrial tractors are now exempted from the requirement to fit stop lamps (Schedule 6, Part I, paragraph 1).

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