1969. No. 214 [C]

ROAD VEHICLES

Lighting

REGULATIONS, DATED 7TH AUGUST 1969, MADE BY THE MINISTRY OF HOME AFFAIRS UNDER PART IV OF THE MOTOR VEHICLES AND ROAD TRAFFIC ACT (NORTHERN IRELAND) 1934, PART IV AND SECTION 66 OF THE ROAD TRAFFIC ACT (NORTHERN IRELAND) 1955, ARTICLE 8 OF THE VISITING FORCES (APPLICATION OF LAW) ORDER 1954, AS AMENDED BY THE VISITING FORCES (APPLICATION OF LAW) ORDER 1956, ARTICLE 4 OF THE MOTOR VEHICLES (INTERNATIONAL CIRCULATION) (ROAD TRAFFIC) (NORTHERN IRELAND) ORDER 1957, AND SECTION 14 OF THE ROAD TRAFFIC ACT (NORTHERN IRELAND) 1968.

ARRANGEMENT OF REGULATIONS

PART I

PRELIMINARY

	Regulation
Citation and commencement	1
Revocation	2
Interpretation	3

PART II

REGULATIONS GOVERNING FRONT LAMPS ON VEHICLES

Position of obligatory side lamps	4, 5 and 6
Position of dual purpose lamps	7
Additional provisions as to position on mechanically propelled vehicles of front lamps	8
Character of front lamps	9
Side deflection of front lamps	10
Markings of electric bulbs in front lamps and of front sealed beam lamps	11
Extinguishment of front lamps on stationary vehicles	12
Vehicles to which Regulations 14, 15, 16 and 17 apply	13
Headlamps to be carried	14
Requirements for every obligatory headlamp	15
Requirements for every matched pair of obligatory headlamps	16
Colour of headlamp beams	17

PART III

REGULATIONS GOVERNING OBLIGATORY REAR LAMPS ON VEHICLES

Position of obligatory rear lamps	18
Character of obligatory rear lamps	19 and 20

PART IV

REGULATIONS GOVERNING REVERSING LIGHTS ON VEHICLES

	Regulation
Reversing lights	21, 22, 23 and 24

PART V

REGULATIONS GOVERNING OBLIGATORY REFLECTORS ON VEHICLES

Position of obligatory reflectors	25
Character of reflectors	26, 27, 28, 29 and 30

PART VI

REGULATIONS GOVERNING LAMPS INDICATING OVERHANGING OR PROJECTING LOADS ON VEHICLES

Variations under Section 36 of the Motor Vehicles and Road Traffic Act (Northern Ireland) 1934 and Section 34 of the Road Traffic Act (Northern Ireland) 1955	31
Vehicles carrying overhanging loads	32
Maintenance of rear lamps	33

PART VII

REGULATIONS GOVERNING ADDITIONAL LAMPS ON LONG VEHICLES AND TRAILERS

Vehicles to which this Part does not apply	34
Carriage and position of side marker lamps on certain vehicles	35 and 36
Exceptions to Regulation 35	37
Carriage and position of side marker lamps on certain other vehicles	38 and 39
Carriage and position of front corner and side marker lamps on trailers	40 and 41
Exceptions to Regulation 40	42
Character of front corner and side marker lamps	43 and 44

PART VIII

EXEMPTIONS FROM AND VARIATIONS OF REQUIREMENTS OF THE ACTS

Vehicles of the Home Forces and of Visiting Forces	45, 46, 47 and 48
Vehicles drawn or propelled by hand	49
Vehicles carrying loads obscuring rear lamps etc.	50
Vehicles brought temporarily into Northern Ireland	51
Distinctive lamps on certain vehicles	52
Special lights on break-down vehicles	53
Rearward facing amber surfaces on certain vehicles	54
Vehicles fitted with moveable platforms	55
Parking of vehicles without lights	56
Parking of vehicles with parking lights	57
Manner of display of parking lights	58
Character and position of parking lamps	59
Position of parked vehicles	60
Construction	61
Customs vehicles	62
Police vehicles	63
Forces vehicles operating with police	64

SCHEDULES

		Page
1.	Requirements as to position on vehicles of obligatory rear lamps	33
2.	Requirements as to position on vehicles of obligatory reflectors	40
3.	Designation of Appropriate Authority	47
4.	Designation of Authorising Officer	47
5.	Regulations Revoked	48

The Ministry of Home Affairs, in exercise of the powers vested in it by Part IV of the Motor Vehicles and Road Traffic Act (Northern Ireland) 1934(a), Part IV and Section 66 of the Road Traffic Act (Northern Ireland) 1955(b), Article 8 of the Visiting Forces (Application of Law) Order 1954(c), as amended by the Visiting Forces (Application of Law) Order 1956(d), Article 4 of the Motor Vehicles (International Circulation) (Road Traffic) (Northern Ireland) Order 1957(e), and Section 14 of the Road Traffic Act (Northern Ireland) 1968(f), and of all other powers enabling it, hereby makes the following Regulations:—

PART I

PRELIMINARY

Citation and commencement

1. These Regulations may be cited as the Road Vehicles Lighting Regulations (Northern Ireland) 1969 and shall come into operation on 1st October 1969.

Revocation

2. The Regulations specified in Schedule 5 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:—

"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;

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

(a) 24 & 25 Geo. 5. c. 15 (N.I.).
(b) 1955. c. 27.
(c) S.I. 1954/635.
(d) S.I. 1956/2042.
(e) S.R. & O. (N.I.) 1957, No. 113.
(f) 1968. c. 19 (N.I.).

"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 whose eye-level is not less than 3 feet 6 inches above that plane;

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

"dual-purpose vehicle" has the same meaning as in Section 9 of the Road Traffic Act (Northern Ireland) 1955;

"engineering plant" means moveable 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 other than 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 vehicle which, when lit, illuminates the road in front of the vehicle, and which is used only 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 43 and 44;

"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, when lit, illuminates the road in front of the vehicle, and which is not an obligatory side lamp or 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 horses or other animals;

"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;

"Inspector General" means the Inspector General of the Royal Ulster Constabulary;

"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;

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

"motor vehicle" has the same meaning as in section 1(3) of the Road Traffic Act (Northern Ireland) 1955;

"moveable 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 (Northern Ireland) 1954(**g**), or the Vehicles (Excise) Act 1962(**h**), the vehicle is supplied by its manufacturer to the Crown or any person on or after the 1st October 1958;

(*b*) in the case of any other mechanically propelled vehicle, the vehicle is first registered under the Vehicles (Excise) Act (Northern Ireland) 1954, the Vehicles (Excise) Act 1949(**i**) or the Vehicles (Excise) Act 1962 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 headlamp" means any headlamp required to be carried by a vehicle by Regulation 14(1);

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

"obligatory side lamp" means a lamp showing to the front a white light which is required to be carried under the Acts and these Regulations;

"obligatory reflector" means a red reflector which is required to be carried under the Acts 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;

(**g**) 1954, c. 17. (**h**) 10 & 11 Eliz. 2. c. 13. (**i**) 12, 13 & 14 Geo. 6. c. 89.

"public service vehicle" means a mechanically propelled vehicle designed and constructed for use and used for carrying passengers for hire or reward other than a mechanically propelled vehicle adapted to carry less than eight passengers exclusive of the driver;

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

"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;

"registered" means—

(*a*) in the case of a vehicle which was registered at any time under the Roads Act 1920(j) 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 (Northern Ireland) 1954, the Vehicles (Excise) Act 1949 or the Vehicles (Excise) Act 1962;

"the required lights", in relation to a vehicle, means the lights showing to the front and the lights showing to the rear which, apart from these Regulations, would under the Acts be required to be shown by that vehicle;

"reversing light" 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 43 and 44;

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

"special trailer" means a trailer the use of which on roads is by order authorised by the Ministry of Home Affairs under section 5(3) of the Road Traffic Act (Northern Ireland) 1955;

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

"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;

(j) 10 & 11 Geo. 5. c. 72.

"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 the Road Traffic Act (Northern Ireland) 1955;

"land locomotive" and "land tractor" have the meanings respectively assigned to them in Regulation 3(1) of the Motor Vehicles (Construction and Use) Regulations (Northern Ireland) 1967(k).

(2) 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 for the purposes of these Regulations as that motor vehicle with the other part attached as a trailer.

Part II

Regulations Governing Front Lamps on Vehicles

Position of obligatory side lamps

4. Subject to the provisions of Regulations 7 and 8, every obligatory side 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;

(*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 side 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.

(k) S.R. & O (N.I.) 1967, No. 75.

6. Where only one obligatory side 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.

Position of dual-purpose lamps

7. Where there is carried on a sidecar attached to a bicycle propelled by mechanical power 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 side 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), every lamp carried on a mechanically propelled vehicle and showing a light to the front to which the provisions of Regulation 9 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 or a mechanically propelled vehicle being an aerodrome fire tender or an aerodrome runway sweeper or engineering plant or a loading shovel, 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 registered before 1st January 1952;

(*b*) a vehicle owned by the Admiralty, the War Department, the Air Ministry or the Ministry of Aviation 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 the 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 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 52 or 53 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 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*); 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 side lamps) which complies or comply with sub-paragraph (*a*):

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*) 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 side 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.

Extinguishment of front lamps on stationary vehicles

12. 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 52;

(*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(**l**) whilst such repairs are actually being carried out.

Vehicles to which Regulations 14, 15, 16 *and* 17 *apply*

13.—(1) Except as provided by paragraph (2), these Regulations apply to a motor vehicle—

(*a*) which is on a road;

(*b*) which has four or more wheels the tyres or rims of which are in contact with the ground when the vehicle is in motion on a road; and

(*c*) the obligatory side lamps of which are electrically operated.

For the purposes of this paragraph—

(i) 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; and

(ii) any two wheels of a motor vehicle 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.

(2) These Regulations do not apply—

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

(*b*) to a vehicle controlled by a pedestrian and not constructed or adapted for use or used for the carriage of a driver or passengers; or

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

(*d*) to a vehicle not capable of exceeding a speed of 6 miles per hour on the level; or

(*e*) until 1st October 1972 to an electrically propelled goods vehicle first registered before 1st October 1970 and capable of exceeding a speed of 15 miles per hour on the level, and until 1st October 1974 to an electrically propelled goods vehicle first registered before 1st October 1970 and not capable of exceeding a speed of 15 miles per hour on the level; or

(*f*) to a vehicle brought temporarily into Northern Ireland 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 the 19th September 1949(**m**); 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

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(**l**) 41 & 42 Vict. c. 76.
(**m**) Cmd. 7997 and also Treaty Series No. 49 (1958).

(*h*) to a vehicle used for the purposes of any such body, contingent or detachment of the forces of any country as is a visiting force for the purposes of any of the provisions of the Visiting Forces Act 1952(**n**) or used for the purposes of any headquarters or organisation designated by an Order in Council under section 1 of the International Headquarters and Defence Organisations Act 1964(**o**).

Headlamps to be carried

14.—(1) Every motor vehicle to which these Regulations apply shall carry—

(*a*) two headlamps, one on each side of the longitudinal axis of the vehicle, both of which are 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 main beams (not being supplementary main beams) or dipped beams; or

(*b*) two groups of headlamps, one on each side of the longitudinal axis of the vehicle, each group—

(i) having 2 or more headlamps;

(ii) having the same number of headlamps;

(iii) having its headlamps arranged so that the headlamps on each side of the vehicle which is further or furthest in its group from the longitudinal axis of the vehicle can 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

(iv) having its headlamps 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 which are further or furthest in their groups from the longitudinal axis of the vehicle.

(2) The two obligatory side lamps carried by a vehicle may be combined—

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

(*b*) in the case of a vehicle which has two groups of obligatory headlamps, with the two of such lamps which are further or furthest in their groups from the longitudinal axis of the vehicle,

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

Requirements for every obligatory headlamp

15. Every obligatory headlamp carried by a vehicle shall comply with the following conditions, namely—

(*a*) it shall be securely and permanently fixed to the vehicle;

(*b*) it shall, except in the case of a lamp carried by a vehicle which is engineering plant or a loading shovel, be so positioned on one side of the vehicle that no part of its illuminated area is, in the case of a vehicle first registered before 1st October 1970, less than 35 centimetres, or, in the case of a vehicle first registered on or after that date, less than 60 centimetres, from any part of the illuminated area of any such lamp on the other side;

(**n**) 15 & 16 Geo. 6 and 1 Eliz. 2. c. 67. (**o**) 1964. c. 5.

(*c*) 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 these Regulations;

(*d*) every main or dipped beam emitted by any such lamp shall be derived from the filament or filaments of an electric bulb or bulbs, the rated wattage of such filament or of at least one of such filaments not being less than 30 watts, or from the filament or filaments of a sealed beam lamp, the rated wattage of such filament or at least one of such filaments not being less than 30 watts; and

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

Requirements for every matched pair of obligatory headlamps

16.—(1) This Regulation applies, in the case of a vehicle which has only two obligatory headlamps, to such pair of lamps, and in the case of a vehicle which has two groups of obligatory headlamps, to the two obligatory headlamps which are further or furthest in their groups from the longitudinal axis of the vehicle and to every succeeding pair of obligatory headlamps next closer to the longitudinal axis of the vehicle.

(2) Every pair of obligatory headlamps to which this Regulation applies shall comply with the following conditions, namely—

(*a*) each lamp in the pair shall be at the same height above the ground;

(*b*) the distances between the centre of each lamp in the pair and the longitudinal axis of the vehicle shall not vary by more than 2·5 centimetres;

(*c*) both lamps in the pair shall, except in the case of lamps carried by a public service vehicle first registered before 1st October 1970, have the same area and shape when illuminated; and

(*d*) both lamps in the pair shall, except in the case of lamps carried by a public service vehicle first registered before 1st October 1970, have their wiring arranged so that—

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

(ii) 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; and

(iii) 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;

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

Colour of headlamp beams

17. Every main or dipped beam emitted by any headlamp carried on any vehicle to which these Regulations apply shall be a beam of white or yellow light.

PART III

REGULATIONS GOVERNING OBLIGATORY REAR LAMPS ON VEHICLES

Position of obligatory rear lamps

18. 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

19.—(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), every obligatory rear lamp shall, if circular, have an illuminated area of not less than 2 inches in diameter or, if not circular, have an illuminated area of 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), every obligatory rear lamp carried on—

(*a*) a cycle, a four-wheeled pedal cycle not propelled by mechanical power, a bicycle propelled by mechanical power 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 bicycle propelled by mechanical power 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) 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 Northern Ireland by a person resident outside the United Kingdom) carrying obligatory rear lamps in accordance with Regulation 18, 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 20(6), every electric bulb used in an obligatory rear lamp carried on a vehicle other than a vehicle of a description specified in paragraph (3)(*a*) shall have a rated wattage of not less than 5 watts and the rated wattage thereof 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.

20.—(1) Every obligatory rear lamp to which this paragraph applies shall be marked—

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

(*b*) in the case of a lamp carried on a bicycle propelled by mechanical power of which the cylinder capacity of the engine does not exceed 250 cubic centimetres or a sidecar attached thereto, either with the grade "Cycles" or "Grade 1" or "Grade 2", and in the case of any other lamp "Grade 1" or "Grade 2", and

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

Provided that nothing in this paragraph shall require an obligatory rear lamp to be marked as aforesaid if it is carried on such a mechanically propelled vehicle or trailer as is mentioned in Regulation 19(4).

(2) The obligatory rear lamps to which the last preceding paragraph applies are lamps fitted with an electric bulb and carried on—

(*a*) every mechanically propelled vehicle first registered under the Vehicles (Excise) Act (Northern Ireland) 1954, the Vehicles (Excise) Act 1949 or the Vehicles (Excise) Act 1962 on or after the 1st April 1960 but before the 1st December 1964,

(*b*) every mechanically propelled vehicle not required to be registered under the Vehicles (Excise) Act (Northern Ireland) 1954 or the Vehicles (Excise) Act 1962 and supplied by its manufacturer to the Crown or any person on or after the 1st April 1960 but before the 1st December 1964,

(*c*) every trailer supplied as aforesaid, and

(*d*) every other vehicle not mechanically propelled and not a trailer or a cycle or a four-wheeled pedal cycle.

(3) Every obligatory rear lamp fitted with an electric bulb and carried on a cycle or a four-wheeled pedal cycle not propelled by mechanical power shall be marked—

(*a*) until the 1st November 1969, with either—

(i) the specification number of the British Standard for Tail Lights for Vehicles, namely B.S.2516, and with the grade "Cycles" or "Grade 1" or "Grade 2", or

(ii) the specification number of the British Standard for Cycle Rear Lamps, namely B.S.3648,

(*b*) on and after the 1st November 1969, with the said specification number B.S.3648, and

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

(4) Every obligatory rear lamp to which this paragraph applies shall be marked—

(*a*) with the particulars specified in sub-paragraphs (*a*) and (*c*) of paragraph (1), and

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

Provided that nothing in this paragraph shall require an obligatory rear lamp to be marked as aforesaid if it is carried on such a mechanically propelled vehicle or trailer as is mentioned in Regulation 19(4).

(5) The obligatory rear lamps to which the last preceding paragraph applies are lamps fitted with an electric bulb and carried on—

(*a*) every mechanically propelled vehicle first registered under the Vehicles (Excise) Act (Northern Ireland) 1954 or the Vehicles (Excise) Act 1962 on or after the 1st December 1964,

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

(*c*) every trailer supplied as aforesaid.

(6) The provisions of Regulation 19(5) shall not apply to any obligatory rear lamp to which either paragraph (1), (3) or (4) applies.

(7) Nothing in this Regulation shall be taken to authorise any person to apply the said specification number B.S.2516 to any obligatory rear lamp to which either paragraph (1), (3) or (4) applies in contravention of the Merchandise Marks Acts 1887 to 1953(p).

(8) On and after the 1st November 1969, no obligatory rear lamp, whether carried by a cycle or any other vehicle, shall be marked with both the said specification number B.S.2516 and the grade "Cycles".

PART IV

REGULATIONS GOVERNING REVERSING LIGHTS ON VEHICLES

Reversing lights

21. No vehicle shall carry more than two reversing lights.

22. Every reversing light 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 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 light and whose eye level is not less than 3 feet 6 inches above that plane.

23. Except in the case of a mechanically propelled vehicle registered before 1st July 1954, where a reversing light 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 light is illuminated.

24. No reversing light on a vehicle shall be illuminated except in so far as is necessary for the purpose of reversing the vehicle.

(p) 50 & 51 Vict. c. 28; 54 & 55 Vict. c. 15; 57 & 58 Vict. c. 19; 1 & 2 Geo. 5, c. 31; 16 & 17 Geo. 5. c. 53; 1 & 2 Eliz. 2. c. 48.

PART V

REGULATIONS GOVERNING OBLIGATORY REFLECTORS ON VEHICLES

Position of obligatory reflectors

25. 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

26.—(1) In this Regulation and in the following 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(**q**).

(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 1½ inches in diameter or, if not circular, be of an area of not less than the area of a circle of 1½ 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) 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 Northern Ireland by a person resident outside the United Kingdom) carrying obligatory reflectors in accordance with Regulation 25, such reflectors bearing a marking approved by the Italian Ministry of Transport, namely, one including two separate groups of letters consisting of the letters "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".

27.—(1) Subject to Regulation 28, 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

(**q**) S.I. 1964/1561.

(*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 26(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 Merchandise Marks Acts 1887 to 1953.

28. Nothing in Regulation 27 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 (Northern Ireland) 1954 or the Vehicles (Excise) Act 1962 on or after the 1st July 1970;

(*b*) a mechanically propelled vehicle not required to be registered under the said Acts 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.

29.—(1) Subject to Regulation 30, 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 26(3)(*a*).

(2) The obligatory reflectors to which this Regulation applies are reflectors carried on every trailer supplied to the Crown or any person.

(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 Merchandise Marks Acts 1887 to 1953.

30.—(1) Nothing in Regulation 29 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 the 1st July 1970.

(2) Without prejudice to paragraph (1), on and after the 1st July 1972 nothing in the said Regulation 29 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 VI

REGULATIONS GOVERNING LAMPS INDICATING OVERHANGING OR PROJECTING LOADS ON VEHICLES

Variations under section 36 of the Motor Vehicles and Road Traffic Act (Northern Ireland) 1934 and section 34 of the Road Traffic Act (Northern Ireland) 1955.

31.—(1) Section 34(1) of the Road Traffic Act (Northern Ireland) 1955 shall have effect with the substitution, for references to two 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.

(2) Section 36 of the Motor Vehicles and Road Traffic Act (Northern Ireland) 1934 shall apply to a vehicle fitted with a moveable platform, being a vehicle used for the purpose of facilitating overhead working, as if none of the special equipment were a load.

Vehicles carrying overhanging loads

32.—(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) "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 37 of the Motor Vehicles and Road Traffic Act (Northern Ireland) 1934.

(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 moveable 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

33. Every rear lamp carried in accordance with section 34(1) of the Road Traffic Act (Northern Ireland) 1955 or Regulation 32 shall be kept properly trimmed, lighted, and in a clean and efficient condition.

PART VII

REGULATIONS GOVERNING ADDITIONAL LAMPS ON LONG VEHICLES AND TRAILERS

Vehicles to which this Part does not apply

34. This Part shall not apply to—

(*a*) any vehicle brought temporarily into Northern Ireland 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 the 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 Northern Ireland 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

35. Subject to the provisions of Regulation 37, 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.

36. 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*) 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 35

37. The provisions of Regulation 35 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 Regulation 92(5) of the Motor Vehicles (Construction and Use) Regulations (Northern Ireland) 1967; or

(ii) carrying a load of a kind specified in the said Regulation 92, (6), (7) or (8),

if the conditions specified in paragraph 3 (which provides for the special marking of projections from vehicles) of Schedule 4 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 92 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

38. When a combination of two or more vehicles, being a motor vehicle and a 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 Motor Vehicles (Construction and Use) Regulations (Northern Ireland) 1967.

39. 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

40.—(1) Every trailer not forming part of a combination of vehicles to which the provisions of Regulation 35 or 38 apply shall when on a road during the hours of darkness carry—

(*a*) subject to the provisions of Regulation 42, 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.

41.—(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.

(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 so much of the part (if any) of the trailer as is more than five feet from the ground.

Exceptions to Regulation 40

42.—(1) The provisions of sub-paragraph (*a*) of Regulation 40(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 37(1) of the Motor Vehicles and Road Traffic Act (Northern Ireland) 1934; 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 40(1) or in Regulation 41 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 37(1) of the Motor Vehicles and Road Traffic Act (Northern Ireland) 1934.

Character of front corner and side marker lamps

43.—(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 Ministry under section 5(3) of the Road Traffic Act (Northern Ireland) 1955 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.

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

PART VIII

EXEMPTIONS FROM AND VARIATIONS OF REQUIREMENTS OF THE ACTS

Vehicles of the Home Forces and of Visiting Forces

45. The visiting forces to which Regulations 46 and 47 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 the Visiting Forces (Application of Law) Order 1954, as amended by the Visiting Forces (Application of Law) Order 1956.

46. 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 Part IV of the Motor Vehicles and Road Traffic Act (Northern Ireland) 1934 and of Part IV of the Road Traffic Act (Northern Ireland) 1955 shall apply:—

(*a*) every such vehicle shall be exempted from all such requirements 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 Inspector General;

(*b*) every such vehicle shall be exempted from all such requirements 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(r);

(*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 30 of the Motor Vehicles and Road Traffic Act (Northern Ireland) 1934 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 Inspector General; and

(*d*) in relation to every such vehicle section 33 of the Motor Vehicles and Road Traffic Act (Northern Ireland) 1934 shall have effect as though the words "or a searchlight" were inserted immediately after the words "a dipping headlight".

47.—(1) The provisions of paragraph (6) of subsection (1) of section 30 of the Motor Vehicles and Road Traffic Act (Northern Ireland) 1934 and of sections 32 and 34 of the Road Traffic Act (Northern Ireland) 1955 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) 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 19 and 20 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—

(i) more than 16 inches, or

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

(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 the 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), the relevant requirements in the case of the two reflectors shall be that each reflector complies with the relevant provisions of Regulations 26 to 30 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 the 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.

48.—(1) The provisions of Part IV of the Motor Vehicles and Road Traffic Act (Northern Ireland) 1934 and of Part IV of the Road Traffic Act (Northern Ireland) 1955 in so far as they require compliance in the case of mechanically propelled vehicles or trailers with Parts II, III and V of these Regulations shall not apply in the case of mechanically propelled vehicles or trailers belonging to the naval, military or air force authorities of a visiting force, if such vehicles comply 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 the 19th September 1949.

(2) Except as provided in the preceding paragraph, these Regulations shall apply to vehicles in the service of a visiting force.

For the purpose of such application the definition of "new" in Regulation 3 shall have effect as though at the end thereof there were inserted the following proviso—

"Provided that a vehicle belonging to the naval, military or air force authorities of a visiting force and first brought into Northern Ireland on or

after the 1st October 1954 shall be treated as a new vehicle whatever the date of its supply by its manufacturer to any person;";

and the definition of "existing" in the said Regulation 3 shall be construed accordingly.

(3) In this Regulation the expression "visiting force" means any such body, contingent or detachment of the forces of any country as is a visiting force for the purposes of the provisions of the Visiting Forces Act 1952,—

(*a*) which apply to that country by virtue of paragraph (*a*) of subsection (1) of section 1 of that Act, or

(*b*) which from time to time apply to that country by virtue of paragraph (*b*) of subsection (1) of the said section 1 and of any Order in Council made or hereafter to be made under the said section 1 designating that country for the purposes of all the provisions of that Act following subsection (2) of the said section 1.

Vehicles drawn or propelled by hand

49.—(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 but does not exceed 4 feet in greatest width, it shall be necessary for such vehicle to carry—

(*a*) only one obligatory side 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 side 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) 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) 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 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.

50.—(1) The requirements of Part IV of the Motor Vehicles and Road Traffic Act (Northern Ireland) 1934 and of Part IV of the Road Traffic Act (Northern Ireland) 1955 and of Regulation 18 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 Part IV of the Motor Vehicles and Road Traffic Act (Northern Ireland) 1934 and of Part IV of the Road Traffic Act (Northern Ireland) 1955 and of Regulation 25 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, the requirements of Part IV of the Motor Vehicles and Road Traffic Act (Northern Ireland) 1934 and of Part IV of the Road Traffic Act (Northern Ireland) 1955 and of Parts III and V 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 Northern Ireland

51.—(1) The requirements of Part IV of the Motor Vehicles and Road Traffic Act (Northern Ireland) 1934 and of Part IV of the Road Traffic Act (Northern Ireland) 1955 and the provisions of section 32 of the Road Traffic Act (Northern Ireland) 1955 as to reflectors to be carried by vehicles in so far as they require compliance with Parts II, III and IV of these Regulations shall not apply to any mechanically propelled vehicle brought temporarily into Northern Ireland 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 the 24th April

1926(s) 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 Part IV of the Motor Vehicles and Road Traffic Act (Northern Ireland) 1934 and of Part IV of the Road Traffic Act (Northern Ireland) 1955 in so far as they require compliance with Parts II, III, IV and V 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 Northern Ireland 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 the 19th September 1949.

Distinctive lamps on certain vehicles

52.—(1) The provisions of section 31(2) of the Motor Vehicles and Road Traffic Act (Northern Ireland) 1934 shall be varied so as to permit—

(*a*) (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 Ministry of Agriculture or by local authorities and used from time to time for the purposes of fighting fires,

(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 used for the purposes of the Blood Transfusion Service under section 30 of the Health Services Act (Northern Ireland) 1948(t), and

(vi) 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,

to carry one or more lamps showing a blue light, and

(*b*) (i) road clearance vehicles,

(ii) break-down vehicles,

(iii) vehicles used for the purposes of maintaining, improving, cleansing or watering roads, and

(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,

to carry one or more lamps showing an amber light.

(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.

(s) Cmd. 3510 and also Treaty Series No. 11 (1930). (t) 1948. c. 3.

(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.

(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 50 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, 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) 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*), 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

53.—(1) The provisions of section 31(2) of the Motor Vehicles and Road Traffic Act (Northern Ireland) 1934 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) 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

54. The provisions of section 31(2) of the Motor Vehicles and Road Traffic Act (Northern Ireland) 1934 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 moveable platforms

55.—(1) Where a vehicle fitted with a moveable 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 moveable 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 1 foot 3 inches from the ground.

Parking of vehicles without lights

56.—(1) This Regulation and Regulations 57, 58 and 59 shall apply to passenger vehicles constructed solely for the carriage of passengers and their effects and adapted to carry not more than seven passengers exclusive of the driver, to goods vehicles the unladen weight of which does not exceed two tons, to invalid carriages and to motor cycles and pedal cycles in either case whether having a sidecar attached thereto or not:

Provided that this Regulation shall not apply to any such vehicle—

(*a*) if the vehicle is one to which section 34 of the Road Traffic Act (Northern Ireland) 1955 (which imposes requirements as to lights on vehicles with overhanging or projecting loads) applies, or

(*b*) if a trailer is attached thereto.

(2) In this Regulation and in Regulations 57, 58 and 59 the expression "road" does not include any part of a road specially set aside for the parking of vehicles or as a stand for hackney carriages.

(3) A vehicle to which this Regulation and Regulations 57, 58 and 59 apply shall, when standing or parked at any place on a road to which these Regulations apply and on which a speed limit is in force, be exempted from showing the required lights if—

(*a*) in the case of a road not being a one-way street, the left or near side of the vehicle is as close as may be and is parallel to the edge of the carriageway, and, in the case of a road being a one-way street, the left or near side of the vehicle is as close as may be and is parallel to the left-hand edge of the carriageway or the right or off side of the vehicle is as close as may be and is parallel to the right-hand edge of the carriageway;

(*b*) no part of the vehicle is more than twenty-five yards from a street lamp;

(*c*) the street lamp mentioned in the last preceding sub-paragraph is illuminated throughout the time during which the vehicle is standing or parked:

Provided that for the purposes of this sub-paragraph if, while the vehicle is standing or parked, the light shown by the lamp becomes accidentally extinguished, no account shall be taken of any time during which the light is so extinguished;

(*d*) no part of the vehicle is within fifteen yards from the junction of any part of the carriageway of any road with the carriageway of the road on which the vehicle is standing or parked, whether that junction is on the same side of the road as that on which the vehicle is standing or parked or not; and

(4) The County Inspector of the Royal Ulster Constabulary in any County and the City Commissioner of Police in Belfast, if satisfied that any part of any road prescribed by Order or Bye-law as a parking place or stand for vehicles, is adequately lighted, may, in cases where it would otherwise be necessary for vehicles standing on such parking places or stands to show the required lights, give his consent to the use of such parking places and stands for the parking of vehicles without lights, and it shall not be necessary for vehicles using any parking place or stand in respect of which such consent has been given to show the required lights.

Parking of vehicles with parking lights

57. A vehicle shall, when standing or parked on a road on which a speed limit is in force, be exempted from showing the required lights if—

(*a*) the left or near side of the vehicle is as close as may be and is parallel to the edge of the carriageway;

(*b*) no part of the vehicle is more than one hundred yards from a street lamp, whether illuminated or not;

(*c*) no part of the vehicle is within fifteen yards from the junction of any part of the carriageway of any road with the carriageway of the road on which the vehicle is standing or parked, whether that junction is on the same side of the road as that on which the vehicle is standing or parked or not; and

(*d*) the vehicle shows to the front a white light and to the rear a red light in accordance with the provisions of the two next succeeding Regulations.

Manner of display of parking lights

58. The lights to be shown by a vehicle for the purpose of the last preceding Regulation shall—

(*a*) in the case of a bicycle propelled by mechanical power not having a sidecar attached thereto or a pedal bicycle whether having a sidecar attached thereto or not, be displayed by a parking lamp in accordance with Regulation 59;

(*b*) in the case of a vehicle which, apart from these Regulations, would be required to carry two lamps each showing to the front a white light and two lamps each showing to the rear a red light, be displayed—

(i) by a parking lamp in accordance with Regulation 59, or

(ii) by that one of those lamps showing to the front a white light and by that one of those lamps showing to the rear a red light which are on the off side of the vehicle, and

(c) in the case of a vehicle which, apart from these Regulations, would be required to carry two lamps each showing to the front a white light and one lamp showing to the rear a red light, be displayed—

(i) by a parking lamp in accordance with Regulation 59, or

(ii) by that one of those lamps showing to the front a white light which is on the off side of the vehicle and by that lamp showing to the rear a red light.

Character and position of parking lamps

59.—(1) Every parking lamp shall show a white light to the front and a red light to the rear.

(2) Every parking lamp shall, if circular, have an illuminated area to the front and an illuminated area to the rear of not less than 1 inch in diameter or, if not circular, have an illuminated area to the front and an illuminated area to the rear of not less than the area of a circle of 1 inch in diameter.

(3) Every parking lamp shall be so fixed to the vehicle that—

(a) it is on the off side of the vehicle;

(b) no part of the vehicle or its equipment (other than a driving mirror or direction indicator), when the vehicle is standing or parked, extends laterally on the off side more than 12 inches from the centre of either illuminated area of the lamp;

(c) no part of either illuminated area of the lamp is less than 15 inches nor more than 6 feet from the ground;

(d) the white light is clearly visible from the front to an observer at any point on an arc extending 90 degrees from the longitudinal axis of the vehicle to the off side thereof;

(e) the red light is clearly visible from the rear to an observer at any point on an arc extending 90 degrees from the longitudinal axis of the vehicle to the off side thereof.

In this and the last preceding sub-paragraph the expression "observer" means a person at any point 30 feet distant from the lamp whose eye level is not less than 3 feet 6 inches nor more than 9 feet above the plane on which the vehicle is standing or parked.

Position of parked vehicles

60. No vehicle shall be allowed to stand otherwise than on the left or near side of a road having regard to the direction in which the vehicle was proceeding immediately before being brought to rest or to stand in such a position that a white light showing to the front of the vehicle is likely to be a source of danger to other traffic using the road.

Construction

61. Nothing in any of the foregoing Regulations shall be construed as conferring upon any person a right to park a vehicle on any road.

Customs vehicles

62. A vehicle under the control of the Collector of Customs and Excise at Belfast shall be exempt from the requirements of section 30 of the Motor Vehicles and Road Traffic Act (Northern Ireland) 1934 while it is on patrol within three miles of the land frontier of Northern Ireland, if the said Collector has certified that such exemption is necessary in the case of that vehicle for the purpose of enforcing the Customs Acts.

Police vehicles

63. A vehicle under the control of the Inspector General shall be exempt from the requirements of section 30 of the Motor Vehicles and Road Traffic Act (Northern Ireland) 1934 while it is on patrol within three miles of the land frontier of Northern Ireland, if a County Inspector of the Royal Ulster Constabulary has certified that such exemption is necessary in the case of that vehicle for the purpose of enforcing the law.

Forces' vehicles operating with police

64. A home forces' vehicle shall while used in conjunction with operations of the Royal Ulster Constabulary be exempt from the requirements of section 30 of the Motor Vehicles and Road Traffic Act (Northern Ireland) 1934 if an authorising officer has certified that such exemption is necessary in the case of that vehicle for the purpose of assistance in enforcing the law:

Provided that this and the two preceding Regulations shall not affect any civil claim for injury or damage to person or property.

Sealed with the Official Seal of the Ministry of Home Affairs for Northern Ireland this 7th day of August 1969.

(L.S.)

W. G. Robinson,
Assistant Secretary.

SCHEDULE 1 (See Regulation 18)

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. Bicycles propelled by mechanical power, 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. Bicycles propelled by mechanical power, 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, 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. 4. In relation to a vehicle fitted with a moveable 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

SCHEDULE 1 (*continued*)

1	2	3	4	5	6	7
						column 4 shall have effect as though the jib were not part of the vehicle 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. Special trailers	2	One lamp on each side of longitudinal axis; no part of the illuminated area of one lamp to be less than	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

		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				
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 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 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, 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 4. In relation to a vehicle fitted with a moveable platform, in determining the position of the rear lamps no account shall be taken of the special equipment of the vehicle

SCHEDULE 1 (*continued*)

1	2	3	4	5	6	7
						5. 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 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
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 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 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 or 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 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 4 feet 6 inches from extreme rear of implement	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. 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 25)

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. Bicycles propelled by mechanical power, 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. Bicycles propelled by mechanical power, 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	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
		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 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 moveable 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"
8. Special trailers	2	One reflector on each side of longitudinal axis; no part of the reflecting area of one reflector to be less	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

SCHEDULE 2 (*continued*)

1	2	3	4	5	6	7
		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				
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 moveable 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
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 implement	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"

SCHEDULE 2 (*continued*)

1	2	3	4	5	6	7
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 the General Officer Commanding Northern Ireland 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 Brigade Commander of the unit carrying out the training, or (iii) in the case of vehicles used for air force purposes the Senior Royal Air Force Officer, Northern Ireland.
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.

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, Colonel or Group Captain.
2. Vehicles in the service of a visiting force of Canada.	Captain Royal Canadian Navy, Colonel or Group Captain.
3. Vehicles in the service of a visiting force of the United States of America.	Captain United States Navy, Colonel or Group Captain.

SCHEDULE 5

REGULATIONS REVOKED BY REGULATION 2

Title	*Number, etc.*
The Road Vehicles Lighting Regulations (Northern Ireland) 1958	S.R. & O. (N.I.) 1958, No. 71
The Road Vehicles Lighting (Amendment) Regulations (Northern Ireland) 1959	S.R. & O. (N.I.) 1959, No. 58
The Road Vehicles Lighting (Exemption and Amendment) Regulations (Northern Ireland) 1959	S.R. & O. (N.I.) 1959, No. 97
The Road Vehicles Lighting (Amendment) Regulations (Northern Ireland) 1962	S.R. & O. (N.I.) 1962, No. 6
The Road Vehicles Lighting (Long Vehicles and Trailers) Regulations (Northern Ireland) 1963	S.R. & O. (N.I.) 1963, No. 149
The Road Vehicles Lighting (Amendment) Regulations (Northern Ireland) 1963	S.R. & O. (N.I.) 1963, No. 225

EXPLANATORY NOTE

(This Note is not part of the Regulations but is intended to indicate their general purport.)

These Regulations consolidate with amendment the Regulations specified in Schedule 5 to these Regulations, and introduce certain new measures to bring the law on these matters into line with those operating in Great Britain. Principal among these are:

(*a*) Most vehicles having four or more wheels are required to carry two headlamps (Regulation 14).

(*b*) Passenger vehicles constructed solely for the carriage of passengers and their effects and adapted to carry more than 7 passengers exclusive of the driver, and goods vehicles, the unladen weight of which exceeds 2 tons, must permanently display the required lights when parked during the hours of darkness (Regulation 56).