WELLINGTON, NEW ZEALAND

PURSUANT to Section 152 of the Land Transport Act 1998

I, Harry James Duynhoven, Minister for Transport Safety,

HEREBY make the following ordinary rule:

Land Transport Rule: Vehicle Lighting

SIGNED AT Wellington

This Sixth day of December 2004

Harry James Duynhoven
Minister for Transport Safety

# Land Transport Rule
# Vehicle Lighting 2004
## Rule 32005

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# Land Transport Rule

# Vehicle Lighting 2004

Rule 32005

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## Objective of the rule

Land Transport Rule: Vehicle Lighting 2004 is one of a series of rules that sets safety requirements and standards for systems and components in vehicles operating in New Zealand. This rule applies to all motor vehicles and also to vehicles of Class AA (pedal cycles). It reviews, updates, consolidates and clarifies standards and safety requirements for lighting equipment that is fitted to a vehicle, to allow the vehicle to be operated safely under all driving conditions and not endanger the safety of other road users.

This rule regulates the following aspects of vehicle lighting:

- *What lighting equipment may or must be fitted to the vehicle*. Lighting equipment must comply with the requirements in the rule and with specified 'component standards', if fitted to a vehicle that is to be operated on New Zealand roads. The rule covers both mandatory equipment and additional lighting equipment that is fitted to the vehicle.

- *How the lighting equipment must be fitted*. Vehicle lighting equipment must be installed correctly, either in accordance with overseas 'installation standards' or according to fitting requirements included in the rule.

- *How the lighting equipment must be maintained*. Vehicle lighting equipment must be maintained in good condition and continue to be within a safe tolerance of its state when manufactured, throughout the life of the vehicle. Lighting equipment that is repaired or replaced must continue to meet the specified 'component standards'.

The installation standards and the standards for each lighting component are incorporated by reference in

accordance with *section 165* of the *Land Transport Act 1998* so that, effectively, they are part of the rule. A choice of standards provides flexibility within agreed safety parameters.

This rule applies throughout the on-road life of a vehicle by specifying requirements for certification as a prerequisite to first registration in New Zealand, repair, modification, in-service inspection and other aspects of continuing compliance. The rule is an essential element of the safety framework governing vehicles in New Zealand. It links with, and provides a means of assessment for, *Land Transport Rule: Vehicle Standards Compliance 2002*, which sets procedures for vehicle certification for registration, in-service fitness and other purposes.

The rule states who is responsible for ensuring compliance with its requirements: operators, repairers, modifiers, vehicle inspectors and inspecting organisations, manufacturers and retailers. This links the rule to provisions of the *Land Transport (Offences and Penalties) Regulations 1999*.

## Extent of consultation

There were two rounds of consultation on this rule. A preliminary (red) draft was published in September 2000 with a deadline for submissions of 13 November 2000. Fifty submissions were received on the red draft and these were analysed and taken into account when redrafting the rule.

Formal public consultation on this rule began on 12 November 2003 when the Land Transport Safety Authority (now Land Transport New Zealand) released the yellow (public consultation) draft with a deadline for submissions of 23 December 2003. The availability of the draft was publicised in metropolitan and regional daily newspapers, *Te Karere National News* and the *New Zealand Gazette*. The draft rule was also made available on the Land Transport Safety Authority's

website and was sent to overseas libraries and transport organisations.

The Land Transport Safety Authority received 108 submissions on the yellow draft. The submissions were taken into account in redrafting the rule before it was submitted to Cabinet, and to the Minister for Transport Safety for signature.

## Material incorporated by reference

Documents that are 'incorporated by reference' in this rule are available, on request, for inspection (free of charge) at the head office of Land Transport New Zealand. Contact details for Land Transport New Zealand are listed at the front of the rule.

# Part 1 Rule requirements

## Section 1 Application

### 1.1 Title

This rule is *Land Transport Rule: Vehicle Lighting 2004*.

### 1.2 Scope of the rule

1.2(1) This rule applies to lighting equipment for all motor vehicles, and for vehicles of Class AA in *Table A* in *Part* 2.

1.2(2) This rule specifies requirements:

(a) with which a vehicle in *1.2(1)* must comply so as to be operated on a road; and

(b) that are, for the purposes of *Land Transport Rule: Vehicle Standards Compliance 2002*, the applicable requirements for lighting equipment.

1.2(3) This rule specifies approved lighting equipment for the purposes of *Land Transport (Road User) Rule 2004*.

### 1.3 Date when rule comes into force

This rule comes into force on 27 February 2005.

### 1.4 Application of rule provisions

1.4(1) Except as provided in *2.2(8)*, if there is a conflict between a provision of this rule and the corresponding provision of a document incorporated by reference in the rule, the provision of this rule applies.

1.4(2) If there is a conflict between a provision of this rule and a provision of *Land Transport Rule: Vehicle Standards Compliance 2002*, the provision of *Land Transport Rule: Vehicle Standards Compliance 2002* applies.

1.4(3) Lighting equipment that, before 27 February 2005, was approved for fitting to a vehicle under any enactment in force immediately before the commencement of this rule, whether or not the lighting equipment was required to be fitted, may remain fitted on or after 27 February 2005 if it complies with the relevant safety requirements in this rule.

1.4(4) A motor vehicle that is identified, by an organisation recognised by the Director under *13.7(b)*, as being manufactured without lighting equipment, or as being manufactured with lighting equipment that does not comply with the requirements of this rule, does not have to comply with this rule, provided that it is operated in accordance with the conditions of the Lighting Equipment Endorsement on a valid Vehicle Identity Card issued by that organisation to that vehicle.

1.4(5) For the avoidance of doubt, an exemption from, or approval of a variation to, a requirement for lighting equipment in the *Traffic Regulations 1976* or the *Transport (Vehicle Standards) Regulations 1990* that was published in the *Gazette* before 27 February 2005 and that was not revoked before the commencement of this rule, in relation to a specified vehicle or a specified vehicle operator, remains valid after this rule comes into force, for all relevant vehicles that were first registered in New Zealand before 27 February 2005.

1.4(6) In addition to complying with the applicable requirements in this rule, an overdimension motor vehicle, a pilot vehicle or a motor vehicle whose load extends beyond the vehicle must comply with additional requirements for vehicle lighting that are specified in *Land Transport Rule: Vehicle Dimensions and Mass 2002*.

# Section 2 General safety requirements and approved vehicle standards

## 2.1 General safety requirements

2.1(1) Lighting equipment fitted to a motor vehicle or a vehicle of Class AA must be:

(a) capable of providing sufficient illumination, light output or light reflection to:

(i) fulfil its intended purpose; and

(ii) enable the vehicle to which it is fitted to be operated safely on a road; and

(b) correctly aligned; and

(c) fitted in a position and perform in a way that is appropriate for the equipment and the vehicle.

2.1(2) Except as provided in *2.1(12)*, if a maximum number is specified for the fitting of a particular type of lighting equipment in this rule, or in an approved vehicle standard for the installation of lighting equipment, this number must not be exceeded.

2.1(3) The light emitted from a lamp must be steady unless otherwise specified in this rule or any other enactment.

2.1(4) The light emitted from a flashing lamp required or permitted under this rule must operate at a fixed frequency.

2.1(5) If the lighting equipment that is fitted to a motor vehicle is activated by an anti-theft car alarm, *2.1(3)* and *2.1(4)* do not apply.

2.1(6) Lighting equipment, retroreflectors and retroreflective material that are required to be fitted to a vehicle must be maintained in sound condition and in accordance with the general safety requirements in *2.1(1)* and other applicable safety requirements of this rule.

2.1(7) A forward-facing lamp fitted to a vehicle must be maintained in sound condition and in accordance with the general safety requirements in *2.1(1)* and other applicable safety requirements of this rule, whether or not it is required to be fitted to a vehicle.

2.1(8) A lamp fitted to a vehicle that is not maintained in sound condition and in accordance with the general safety requirements in *2.1(1)* and other applicable safety requirements of this rule must be disabled so that it does not emit light when turned on.

2.1(9) A work lamp fitted to a vehicle does not have to be maintained in sound condition and good working order.

2.1(10) A lamp comprising an array of separate light sources is no longer in good working order if more than 25% of the light sources fail to operate.

2.1(11) Subject to *2.1(12)* and *5.2(3)*, lighting equipment that is required to be fitted to a vehicle under this rule must not be obscured.

2.1(12) Despite *2.1(11)*, lighting equipment that is required to be fitted to the sides or rear of a vehicle under this rule may be temporarily obscured by a load transported on the vehicle, by a towed vehicle or by a load transported on the towed vehicle, provided that temporary lighting equipment is fitted to the vehicle, the towed vehicle, the load on the vehicle or the load on the towed vehicle that:

(a) corresponds in position and function to the obscured lighting equipment; and

(b) is fitted so that it fulfils the intended purpose of the obscured lighting equipment; and

(c) is fitted in such a position that it safely identifies the vehicle and its load; and

(d) complies with the relevant requirements in this rule.

2.1(13) The light emitted by lighting equipment must be visible under clear atmospheric conditions from the distances specified in this rule.

2.1(14) The type and performance of light sources used in lighting equipment must be as specified by:

(a) the vehicle manufacturer, for lighting equipment that is original equipment specification on a production vehicle; or

(b) the lighting equipment manufacturer, for lighting equipment that is retrofitted to a vehicle; or

(c) the *Low Volume Vehicle Code*, for lighting equipment fitted to a low volume vehicle; or

(d) an organisation recognised by the Director under *13.7(b)*.

2.1(15) Lighting equipment (except direction-indicator lamps and beacons) fitted as a pair to the front or to the rear of a motor vehicle must:

(a) be symmetrically mounted as far towards each side of the vehicle as practicable; and

(b) emit light of approximately equal intensity when operated; and

(c) emit light of approximately equal colour when operated.

2.1(16) Except as provided in *section 11*, a lamp that emits red light must not be fitted to a vehicle if the light is directly visible from the front of the vehicle.

2.1(17) Except as provided in *6.2(2)*, *7.2(3)*, *10.5(1)*, *10.7* and *section 11*, or in any other enactment, a lamp that emits other than red or amber light must not be fitted to a vehicle if the light is directly visible from the rear of the vehicle.

### Assessing whether lighting equipment complies with relevant safety requirements

2.1(18) In assessing whether lighting equipment complies with the relevant safety requirements in this rule, a person in *section 13* may take into account:

(a) evidence that the lighting equipment is within the vehicle manufacturer's or the lighting equipment manufacturer's operating limits; or

(b) if the vehicle is a low volume vehicle, evidence that the lighting equipment complies with the requirements of the *Low Volume Vehicle Code* that are applicable to the date of certification or recertification of the vehicle as a low volume vehicle.

## 2.2 Approved vehicle standards

2.2(1) Lighting equipment fitted to a motor vehicle that is required by this rule to comply with a vehicle standard for lighting equipment must comply with a version, as

specified in *2.2(5)*, of an approved vehicle standard in *Schedule 1*.

[Note: The standards in *Schedule 1* are component standards, that is, they set out the technical requirements for lamps and reflectors, for example, how bright a lamp must be, its colour and beam pattern.]

2.2(2) Lighting equipment fitted to a scratch-built light motor vehicle manufactured on or after 1 January 1992 that is a replica of a vehicle built before 1 January 1992 does not have to comply with an approved vehicle standard in *Schedule 1*, provided that it complies with the requirements of the *Low Volume Vehicle Code*.

2.2(3) Except if *2.2(8)* applies, a motor vehicle that is required by this rule to comply with a vehicle standard for the installation of lighting equipment must comply with a version, as specified in *2.2(5)*, of an approved vehicle standard in *Schedule 2*.

[Note: The standards in *Schedule 2* are installation standards, that is, they set out the lighting requirements for the vehicle as a whole, including which lights it must have, where the lights must be fixed and how they must be aligned.]

2.2(4) A motor vehicle of Group L, M, N or T, or an unclassified motor vehicle, must comply with:

(a) *3.3*, *4.3*, *5.3*, *6.3*, *7.3*, *7.4*, *7.5*, *7.6*, *8.3* and *9.3*; or

(b) an approved vehicle standard for the installation of lighting equipment.

Application of vehicle standards requirements

2.2(5) If required by this rule to comply with an approved vehicle standard, a motor vehicle or its lighting equipment must comply with the version of the standard that:

(a) is applicable in the relevant standard-setting jurisdiction for the date of manufacture of the motor vehicle or its lighting equipment, or as specified in the standard; or

(b) is a more recent version of that standard if the safety performance of the motor vehicle is not adversely affected; and

(c) is not older than the version of the standard that is applicable in the relevant standard-setting jurisdiction for the date of manufacture of the vehicle to which the lighting equipment is fitted, or as specified in the standard.

2.2(6) An approved vehicle standard in *Schedule 1* or *Schedule 2* includes all amendments to that standard, some of which apply to classes of vehicle additional to those covered by the original standard.

2.2(7) A motor vehicle, or its lighting equipment, complies with an applicable approved vehicle standard if it:

(a) complied with that standard when the vehicle was manufactured, or the equipment was retrofitted; and

(b) is currently within safe tolerance of its state when manufactured or retrofitted.

2.2(8) A requirement for a motor vehicle to comply with an approved vehicle standard does not apply if:

(a) that vehicle is manufactured before the phase-in date for the model, or model variant, of that vehicle in the relevant standard-setting jurisdiction or as specified in the standard; or

(b) the model, or model variant, of that vehicle is not required by the vehicle standard itself to fully comply with that standard.

2.2(9) A motor vehicle that, under *2.2(8)*, does not have to comply with an approved vehicle standard must comply with the other applicable requirements of this rule.

# Section 3 Headlamps

## 3.1 Application of headlamp requirements

3.1(1) A headlamp fitted to a motor vehicle must comply with *2.1* and *3.2*.

3.1(2) A headlamp fitted to a vehicle must comply with an approved vehicle standard for headlamps if this is specified in *Table 3.2* for that vehicle group or class.

3.1(3) A vehicle of Group A must comply with the relevant requirements in *3.3*.

3.1(4) A motor vehicle of Group L, M or N, or an unclassified motor vehicle, that does not comply with an approved vehicle standard for the installation of lighting equipment must comply with *3.3*.

3.1(5) A vehicle retrofitted with a headlamp must comply with *3.3*.

## 3.2 Safety requirements for headlamps

3.2(1) When operated, a headlamp must emit a beam of light that is substantially white or amber.

3.2(2) A main-beam headlamp must be able to be dipped or extinguished from the driver's seating position.

3.2(3) A warning device that is designed to indicate that the main-beam headlamp is in operation must, if fitted, be in good working order.

3.2(4) The horizontal orientation of a headlamp on a vehicle must, when the vehicle's front wheels are pointing in the straight-ahead position, ensure that the centre-line of the beam of light emitted from the lamp is projected either parallel to, or to the left of, the longitudinal centre-line of the vehicle.

3.2(5) The vertical orientation of a main-beam headlamp on a vehicle must be such that, under all conditions of use, the centre-line of the beam of light emitted from the lamp does not rise above a plane that passes through the centre of the lamp and is parallel to the surface on which the vehicle is standing.

3.2(6) A dipped-beam headlamp designed solely for a left-hand-drive motor vehicle, where the maximum intensity of the beam is dispersed to the right, must not be fitted to a vehicle.

### Angles of dip

3.2(7) A motor vehicle must comply with:

(a) the angle of dip specification in the approved vehicle standard that is applicable to that vehicle; or

(b) the requirements in *3.2(8)*, *3.2(9)*, *3.2(10)* and *3.2(11)*.

3.2(8) The vertical inclination of the centre-line of the light beam of a symmetric dipped-beam headlamp on a motor vehicle of Class LC, LD or LE, Group M or Group N, or an unclassified motor vehicle (other than one in *Schedule 3*), must be between 3% and 3.5%.

3.2(9) The vertical inclination of the cut-off of the light beam of an asymmetric dipped-beam headlamp on a motor vehicle of Class LC, LD or LE, Group M or Group N, or an unclassified motor vehicle (other than one in *Schedule 3*), must be within the limits specified in *Table 3.1*.

### Table 3.1 Dipped-beam requirements according to height of headlamp

| Height of headlamp lens | Minimum dip | Maximum dip |
|---|---|---|
| $h^1 \leq 0.8m$ | 1.0% | 1.5% |
| $0.8m \leq h \leq 1.2m$ | 1.0% | 2.0% |
| $h > 1.2m$ | 2.0% | 2.5% |

***Note 1.*** *'h' is the mounting height of the centre of the light source.*

3.2(10) A motor vehicle equipped with dipped-beam headlamps that are able to be adjusted from the driver's seating position must comply with the requirements in *3.2(8)* or *3.2(9)* with the adjustment in its highest position.

3.2(11) A motor vehicle that is equipped with self-levelling suspension must comply with the requirements in *3.2(8)* or *3.2(9)* when the suspension is at its normal level.

## 3.3 Fitting and performance requirements for headlamps

3.3(1) A dipped-beam headlamp on a motor vehicle (other than an unclassified motor vehicle, or a vehicle having a gross vehicle mass exceeding 12,000 kg) must be positioned at a height not exceeding 1.2 m from the ground.

3.3(2) A vehicle of Group A:

(a) may be fitted with one or two headlamps; and

(b) when operated during the hours of darkness, must be fitted with one or two headlamps that emit light that is visible from a distance of 100 m.

3.3(3) If a vehicle of Group A is fitted with:

(a) one headlamp, that headlamp may be flashing;

(b) two headlamps, only one of the headlamps may be flashing.

3.3(4) A motor vehicle of Class LA or Class LB:

(a) must be fitted with one or two dipped-beam headlamps that, when operated, illuminate the road in front of the vehicle for 30 m; and

(b) may be fitted with one or two main-beam headlamps.

3.3(5) A motor vehicle of Class LC, LD or LE:

(a) must be fitted with one or two dipped-beam headlamps that, when operated, illuminate the road in front of the vehicle for 50 m; and

(b) may be fitted with one or two main-beam headlamps.

3.3(6) A vehicle of Group M or Group N, or an unclassified motor vehicle (other than one in *Schedule 3*):

(a) must be fitted with one pair of dipped-beam headlamps that, when operated, illuminate the road in front of the vehicle for 50 m; and

(b) may be fitted with one or two pairs of main-beam headlamps.

3.3(7) A motor vehicle in *Schedule 3* (other than a trailer):

(a) may be fitted with one pair of dipped-beam headlamps; and

(b) may be fitted with one or two pairs of main-beam headlamps; and

(c) if operated during the hours of darkness, must be fitted with a pair of dipped-beam headlamps that emit light that is visible from a distance of 100 m.

3.3(8) A motor vehicle of Group T must not be fitted with a headlamp.

## 3.4 Flashing headlamps

3.4(1) An emergency vehicle or a pilot vehicle may be fitted with a device that allows headlamps to flash alternately provided that:

(a) the device makes the headlamps flash alternately with a frequency of 1 to 2 Hertz; and

(b) equipment is fitted to the vehicle to indicate to the driver that the device is activated.

3.4(2) A pilot vehicle that is accompanying an overdimension vehicle must comply with the requirements for alternately flashing headlamps in *Land Transport Rule: Vehicle Dimensions and Mass 2002*.

### Table 3.2 Safety requirements and approved vehicle standards for headlamps

| Vehicle[1] | Vehicle manufactured before 1 January 1992 | Vehicle manufactured on or after 1 January 1992 and before 1 January 1996 | Vehicle manufactured on or after 1 January 1996 and before 1 January 2006 | Vehicle manufactured on or after 1 January 2006 |
|---|---|---|---|---|
| Group A | Requirements in *2.1* and *3.2* | | | |
| Group L | Requirements in *2.1* and *3.2* | | | Requirements in *2.1* and *3.2* and approved vehicle standard for headlamps |
| Classes MA, NA | Requirements in *2.1* and *3.2* | Requirements in *2.1* and *3.2* and approved vehicle standard for headlamps | | |
| Classes MB, MC, MD, ME, NB, NC | Requirements in *2.1* and *3.2* | | Requirements in *2.1* and *3.2* and approved vehicle standard for headlamps | |
| Unclassified motor vehicles | Requirements in *2.1* and *3.2* | | | |

***Note 1.*** *For requirements relating to replica vehicles, see 2.2(2).*

## Section 4 Stop lamps

### 4.1 Application of stop lamp requirements

4.1(1) A stop lamp fitted to a vehicle must comply with *2.1* and *4.2*.

4.1(2) A stop lamp fitted to a vehicle must comply with an approved vehicle standard for stop lamps if this is specified in *Table 4.1* for that vehicle group or class.

4.1(3) A motor vehicle of Group L, M, N or T, or an unclassified motor vehicle, that does not comply with an approved

vehicle standard for the installation of lighting equipment must comply with *4.3*.

4.1(4) A vehicle retrofitted with a stop lamp must comply with *4.3*.

## 4.2 Safety requirements for stop lamps

4.2(1) The light emitted from a stop lamp must be diffuse light that is substantially red.

4.2(2) A stop lamp that is required to be fitted under *4.3(4)*, *4.3(5)*, *4.3(6)* or *4.3(7)* must operate when a service brake is activated.

## 4.3 Fitting and performance requirements for stop lamps

4.3(1) Subject to *4.3(2)*, a motor vehicle of Class LA or Class LB may be fitted with one or two stop lamps at the rear of the vehicle.

4.3(2) A motor vehicle of Class LA or Class LB first registered in New Zealand on or after 1 January 1991 must be fitted with one or two stop lamps at the rear of the vehicle.

4.3(3) Subject to *4.3(4)*, a motor vehicle of Class LC, LD or LE may be fitted with one or two stop lamps at the rear of the vehicle.

4.3(4) A motor vehicle of Class LC, LD or LE first registered in New Zealand on or after 1 January 1978 must be fitted with one or two stop lamps at the rear of the vehicle.

4.3(5) Except as provided in *4.3(6)*, a motor vehicle of Group M or Group N, or an unclassified motor vehicle (other than one in *Schedule 3*), must be fitted with one or two pairs of

stop lamps at the rear of the vehicle that emit light that is visible from a distance of 100 m.

4.3(6) Despite *4.3(5)*, a motor vehicle of Group M or Group N, or an unclassified motor vehicle (other than one in *Schedule 3*), first registered in New Zealand before 1 January 1978:

(a) must be fitted with one, two or four stop lamps if its construction, equipment or loading prevents an arm signal given by the driver from being seen from behind the vehicle;

(b) if *(a)* does not apply, may be fitted with one, two or four stop lamps.

4.3(7) A motor vehicle of Group T (other than one in *Schedule 3*) must be fitted with one or two pairs of stop lamps at the rear of the vehicle if the vehicle's construction, equipment or loading prevents an arm signal given by the driver of the towing vehicle from being seen from behind the vehicle combination.

4.3(8) The lamps in *4.3(4)*, *4.3(5)*, *4.3(6)* and *4.3(7)* must be fitted at a height not exceeding 1.5 m from the ground, or at a height not exceeding 2.1 m from the ground if the shape of the bodywork of the vehicle makes it impracticable to comply with the 1.5-m height restriction.

4.3(9) A motor vehicle in *Schedule 3* may be fitted with one or two pairs of stop lamps at the rear of the vehicle provided that they comply with the height restriction in *4.3(8)*.

4.3(10) A vehicle of Group A must not be fitted with a stop lamp.

4.3(11) A heavy motor vehicle may be fitted with one pair of stop lamps, in addition to those specified in *4.3(5)*, *4.3(6)*, or *4.3(7)*, provided that they are positioned as close as practicable to the top of the bodywork at the rear of the vehicle.

4.3(12) An unclassified motor vehicle (other than one in *Schedule 3*) may be fitted with one pair of stop lamps, in addition to those specified in *4.3(5)* and *4.3(6)*, provided that they are positioned as close as practicable to the top of the bodywork at the rear of the vehicle.

Angles of visibility

4.3(13) A stop lamp that is required to be fitted under *4.3(4)*, *4.3(5)*, *4.3(6)* or *4.3(7)* must emit light that is visible within an angle of at least 15 degrees above and below a horizontal plane passing through the lamp, and within at least 45 degrees either side of a vertical plane that is parallel to the longitudinal centre-line of the vehicle and passing through the lamp.

## Table 4.1 Safety requirements and approved vehicle standards for stop lamps

<table>
<tr><th>Vehicle[1]</th><th>Manufactured before 1 January 1992</th><th>Manufactured on or after 1 January 1992 and before 1 January 1996</th><th>Manufactured on or after 1 January 1996 and before 1 January 2006</th><th>Manufactured on or after 1 January 2006</th></tr>
<tr><td>Classes MA, NA</td><td>Requirements in 2.1 and 4.2</td><td colspan="3">Requirements in 2.1 and 4.2 and approved vehicle standard for stop lamps</td></tr>
<tr><td>Classes MB, MC, MD, ME, NB, NC, TC, TD</td><td colspan="2">Requirements in 2.1 and 4.2</td><td colspan="2">Requirements in 2.1 and 4.2 and approved vehicle standard for stop lamps</td></tr>
<tr><td>Classes TA, TB, Group L</td><td colspan="3">Requirements in 2.1 and 4.2</td><td>Requirements in 2.1 and 4.2 and approved vehicle standard for stop lamps</td></tr>
<tr><td>Unclassified motor vehicles</td><td colspan="4">Requirements in 2.1 and 4.2</td></tr>
</table>

***Note 1***. *For requirements relating to replica vehicles, see 2.2(2).*

# Section 5 High-mounted stop lamps

## 5.1 Application of high-mounted stop lamp requirements

5.1(1) A high-mounted stop lamp fitted to a vehicle must comply with *2.1* and *5.2*.

5.1(2) A high-mounted stop lamp fitted to a vehicle must comply with an approved vehicle standard for high-mounted stop lamps if this is specified in *Table 5.1* for that vehicle group or class.

5.1(3) A motor vehicle of Group L, M, N or T, or an unclassified motor vehicle, that does not comply with an approved vehicle standard for the installation of lighting equipment must comply with *5.3*.

5.1(4) A vehicle retrofitted with a high-mounted stop lamp must comply with *5.3*.

## 5.2 Safety requirements for high-mounted stop lamps

5.2(1) The light emitted from a high-mounted stop lamp must be diffuse light that is substantially red.

5.2(2) A high-mounted stop lamp fitted to a motor vehicle must operate when any of that vehicle's service brakes is activated.

5.2(3) Despite *5.2(2)*, if two high-mounted stop lamps are fitted to a motor vehicle, only one is required to operate when that vehicle's service brake is activated provided that, when viewed from the rear of the vehicle, the non-operational high-mounted stop lamp does not obscure the operational high-mounted stop lamp.

## 5.3 Fitting and performance requirements for high-mounted stop lamps

5.3(1) A motor vehicle not specified in *5.3(2*) or *5.3(3)* may be fitted with one or two high-mounted stop lamps.

5.3(2) A motor vehicle of Class MA, first registered in New Zealand on or after 1 January 1990, must be fitted with one or two high-mounted stop lamps.

5.3(3) A vehicle of Group A must not be fitted with a high-mounted stop lamp.

5.3(4) A high-mounted stop lamp fitted to a motor vehicle of Group M or Group N must be fitted in a central high-mounted position at the rear of a vehicle, so that no part of its illuminated area is lower than 150 mm below the bottom edge of the rear window of the vehicle.

5.3(5) A high-mounted stop lamp fitted to a motor vehicle of Group M or Group N that does not have a rear window or whose rear window is not visible from behind the vehicle, or that is fitted to a vehicle of Group T, must be fitted in a central high-mounted position at the rear of the vehicle.

### Table 5.1 Safety requirements and approved vehicle standards for high-mounted stop lamps

<table>
<tr><th>Vehicle[1]</th><th>Manufactured before 1 January 1991</th><th>Manufactured on or after 1 January 1991 and before 1 January 2006</th><th>Manufactured on or after 1 January 2006</th></tr>
<tr><td>Class MA</td><td>Requirements in 2.1 and 5.2</td><td colspan="2">Requirements in 2.1 and 5.2 and approved vehicle standard for high-mounted stop lamps</td></tr>
<tr><td>Classes MB, MC, MD, ME, Groups N, L, T.</td><td colspan="2">Requirements in 2.1 and 5.2</td><td>Requirements in 2.1 and 5.2 and approved vehicle standard for high-mounted stop lamps</td></tr>
</table>

***Note 1***. *For requirements relating to replica vehicles, see 2.2(2).*

# Section 6 Direction-indicator lamps

## 6.1 Application of direction-indicator lamp requirements

6.1(1) A direction-indicator lamp fitted to a motor vehicle must comply with *2.1* and *6.2*.

6.1(2) A direction-indicator lamp fitted to a motor vehicle must comply with an approved vehicle standard for direction-indicator lamps if this is specified in *Table 6.1* for that vehicle class.

6.1(3) A motor vehicle of Group L, M, N or T, or an unclassified motor vehicle, that does not comply with an approved vehicle standard for the installation of lighting equipment must comply with *6.3*.

6.1(4) A motor vehicle retrofitted with a direction-indicator lamp must comply with *6.3*.

## 6.2 Safety requirements for direction-indicator lamps

6.2(1) The light emitted from a forward-facing direction-indicator lamp must be substantially white or amber.

6.2(2) The light emitted from a rearward-facing direction-indicator lamp must be substantially red or amber.

6.2(3) The light emitted from a side-facing direction-indicator lamp must be substantially amber.

6.2(4) Direction-indicator lamps fitted to a motor vehicle must flash at a fixed frequency in the range of 1 to 2 Hertz.

6.2(5) Direction-indicator lamps must be fitted to a motor vehicle in pairs, and each pair fitted to the front or to the rear of a vehicle must:

(a) be symmetrically mounted as far towards each side of the vehicle as practicable; and

(b) emit light of approximately equal intensity when operated; and

(c) emit light of approximately equal colour when operated; and

(d) emit light of approximately equal frequency.

6.2(6) The failure of one or more direction-indicator lamps required by this rule to be fitted to a motor vehicle, other than one of Class TA or Class TB, must be indicated to the driver by a suitable device.

## 6.3 Fitting and performance requirements for direction-indicator lamps

6.3(1) A motor vehicle of Class LA or Class LB, or a motor vehicle of Class LC, LD or LE first registered in New Zealand before 1 January 1978, may be fitted with two direction-indicator lamps to the front, and two direction-indicator lamps to the rear, of the vehicle.

6.3(2) A motor vehicle of Class LC, LD or LE first registered in New Zealand on or after 1 January 1978 must be fitted with two or four direction-indicator lamps to the front and two or four direction-indicator lamps to the rear of the vehicle.

6.3(3) A motor vehicle of Group M or Group N:

(a) if first registered before 1 July 1967, may be fitted with two or four direction-indicator lamps to the front and two or four direction-indicator lamps to the rear of the vehicle;

(b) if first registered on or after 1 July 1967, must be fitted with two or four direction-indicator lamps to the front and two or four direction-indicator lamps to the rear of the vehicle.

6.3(4) A motor vehicle of Group T:

(a) may be fitted with two or four direction-indicator lamps to the front of the vehicle; and

(b) may be fitted with two or four direction-indicator lamps to the rear of the vehicle; and

(c) must be fitted with two or four direction-indicator lamps to the rear of the vehicle if the vehicle's construction, equipment or loading prevents an arm signal given by the driver of the towing vehicle from being seen from behind the vehicle combination.

6.3(5) An unclassified motor vehicle (other than one in *Schedule 3* or a forklift) first registered in New Zealand before 1 January 2006 must be fitted with two or four rearward-facing direction-indicator lamps if the driver's arm signals cannot be seen by a following driver because of the construction, equipment or loading of the vehicle.

6.3(6) An unclassified motor vehicle (other than one in *Schedule 3* or a forklift) first registered in New Zealand on or after 1 January 2006 must be fitted with two or four direction-indicator lamps to the rear of the vehicle.

6.3(7) A heavy motor vehicle may be fitted with one pair of direction-indicator lamps, in addition to those specified in *6.3(3)* or *6.3(4)*, provided that the additional pair of direction-indicator lamps is positioned as close as practicable to the top of the bodywork at the rear of the vehicle.

6.3(8) An unclassified motor vehicle (other than one in *Schedule 3*) may be fitted with one pair of direction-indicator lamps, in addition to those specified in *6.3(5)*, provided that the

additional pair of direction-indicator lamps is positioned as close as practicable to the top of the bodywork at the rear of the vehicle.

6.3(9) The lamps in *6.3(2)*, *6.3(3)(b)*, *6.3(4)*, *6.3(5)* and *6.3(6)* must be fitted at a height not exceeding 1.5 m from the ground, or at a height not exceeding 2.1 m from the ground if the shape of the bodywork of the vehicle makes it impracticable to comply with the 1.5-m restriction.

6.3(10) A motor vehicle in *Schedule 3* may be fitted with two or four direction-indicator lamps to the front, and two or four direction-indicator lamps to the rear of the vehicle.

6.3(11) A vehicle of Group A must not be fitted with a direction-indicator lamp.

### Performance and angle requirements

6.3(12) The light emitted from a direction-indicator lamp must be visible in daylight from a distance of 100 m, and during the hours of darkness from a distance of 200 m.

6.3(13) A direction-indicator lamp that is required to be fitted under *6.3(2)*, *6.3(3)*, *6.3(4)*, *6.3(5)* or *6.3(6)* to a motor vehicle must, when operated, emit light that is visible within an angle of at least 15 degrees above and below a horizontal plane passing through the lamp 45 degrees inboard, and 80 degrees outboard, of a vertical plane that is parallel to the longitudinal centre-line of the vehicle and passing through the lamp.

### Side-facing direction-indicator lamps

6.3(14) In addition to the direction-indicator lamps required to be fitted under *6.3(3)*, a heavy motor vehicle of Group M or Group N first registered in New Zealand on or after 1 January 1978 that exceeds 9.2 m in length must be fitted with one or two side-facing direction-indicator lamps:

(a) on each side, at or near the front of the vehicle; and

(b) at a height not exceeding 1.5 m from the ground, or at a height not exceeding 2.1 m from the ground if the shape of the bodywork of the vehicle makes it impracticable to comply with the 1.5-m height restriction.

6.3(15) A direction-indicator lamp required under *6.3(14)* to be fitted to a heavy motor vehicle must emit light that is visible to the side of the vehicle through an angle of 60 degrees above and below a horizontal plane passing through the lamp and at least between an angle of 30 degrees and 80 degrees rearward of a vertical plane that is at right angles to the longitudinal centre-line of the vehicle and passing through the lamp.

6.3(16) A motor vehicle not specified in *6.3(11)* or *6.3(14)* may be fitted with one or two side-facing direction-indicator lamps on each side.

## Table 6.1 Safety requirements and approved vehicle standards for direction-indicator lamps

<table>
<tr><th>Vehicle[1]</th><th>Manufactured before 1 January 1996</th><th>Manufactured on or after 1 January 1996 and before 1 January 2006</th><th>Manufactured on or after 1 January 2006</th></tr>
<tr><td>Classes TC, TD, Groups L, M</td><td>Requirements in 2.1 and 6.2</td><td colspan="2">Requirements in 2.1 and 6.2 and approved vehicle standard for direction-indicator lamps</td></tr>
<tr><td>Classes TA, TB, Group N</td><td colspan="2">Requirements in 2.1 and 6.2</td><td>Requirements in 2.1 and 6.2 and approved vehicle standard for direction-indicator lamps</td></tr>
<tr><td>Unclassified motor vehicles</td><td colspan="3">Requirements in 2.1 and 6.2</td></tr>
</table>

***Note 1****. For requirements relating to replica vehicles, see 2.2(2).*

# Section 7 Position lamps

## 7.1 Application of position lamp requirements

7.1(1) A position lamp fitted to a vehicle must comply with *2.1* and *7.2*.

7.1(2) A position lamp fitted to a vehicle must comply with an approved vehicle standard for position lamps if this is specified in *Table 7.1* or *Table 7.2* for that vehicle group or class.

7.1(3) A motor vehicle of Group L, M, N or T, or an unclassified motor vehicle, that does not comply with an approved vehicle standard for the installation of lighting equipment must comply with *7.3*, *7.4*, *7.5* and *7.6*.

7.1(4) Despite *7.1(2)*, a rearward-facing position lamp in *7.4(10)* does not have to comply with an approved vehicle standard for rearward-facing position lamps.

7.1(5) A vehicle that is retrofitted with a position lamp must comply with *7.3*, *7.4*, *7.5* and *7.6*, as applicable.

## 7.2 Safety requirements for position lamps

7.2(1) The light emitted from a rearward-facing position lamp must be diffuse light that is substantially red.

7.2(2) The light emitted from a forward-facing position lamp must be diffuse light that is substantially white or amber.

7.2(3) The light emitted from a rearward-facing side-marker lamp must be diffuse light that is substantially red or amber.

## 7.3 Fitting and performance requirements for forward-facing position lamps

7.3(1) A forward-facing position lamp fitted to a vehicle must be positioned to the front of the vehicle.

7.3(2) A vehicle of Group A or T may be fitted with one or two forward-facing position lamps, and where only one position lamp is fitted, it must be fitted on the side of the vehicle that is closer to the middle of the road.

7.3(3) A motor vehicle of Group L, M or N, or an unclassified motor vehicle (other than one in *Schedule 3*), that is 1.5 m or less in width or that was first registered in New Zealand before 1 January 1978, may be fitted with one or two forward-facing position lamps.

7.3(4) A motor vehicle of Group L, M or N, or an unclassified motor vehicle (other than one in *Schedule 3*), first registered in New Zealand on or after 1 January 1978 and that exceeds 1.5 m in width, must be fitted with one pair of forward-facing position lamps that emit light that is visible from a distance of 200 m during the hours of darkness.

7.3(5) A motor vehicle (other than one in *Schedule 3*) that exceeds 2 m in width or, with its load, extends more than 1 m on either side of the longitudinal centre-line of the vehicle, must be fitted with one pair of forward-facing position lamps.

7.3(6) The lamps in *7.3(3)*, *7.3(4)* and *7.3(5)* must be fitted at a height not exceeding 1.5 m from the ground, or at a height not exceeding 2.1 m from the ground if the shape of the bodywork of the vehicle makes it impracticable to comply with the 1.5-m height restriction.

7.3(7) In addition to the lamps in *7.3(3)*, *7.3(4)* and *7.3(5)*, an unclassified motor vehicle (other than one in *Schedule 3*) may have one pair of additional forward-facing position

lamps, provided that they are positioned as close as practicable to the top of the bodywork of the vehicle.

7.3(8) A motor vehicle in *Schedule 3* may be fitted with one pair of forward-facing position lamps provided that they comply with the height restriction in *7.3(6)*.

7.3(9) In addition to the lamps specified in *7.3(2)*, *7.3(3)*, *7.3(4)* and *7.3(5)*, a heavy motor vehicle may be fitted with an additional pair of forward-facing position lamps provided that they are positioned as close as practicable to the top of the bodywork of the vehicle.

Angles of visibility

7.3(10) A forward-facing position lamp required under *7.3(4)*, to be fitted to a motor vehicle of Group M or Group N, or an unclassified motor vehicle, must emit light that is visible through an angle of at least 15 degrees above and below a horizontal plane passing through the lamp and through angles of at least 45 degrees inboard and 80 degrees outboard of a vertical plane that is parallel to the longitudinal centre-line of the vehicle and passing through the lamp.

7.3(11) A forward-facing position lamp required under *7.3(5)* to be fitted to a motor vehicle of Group T must emit light that is visible through an angle of at least 15 degrees above and below a horizontal plane passing through the lamp and through an angle of at least 80 degrees outboard of a vertical plane that is parallel to the longitudinal centre-line of the trailer and passing through the lamp.

## 7.4 Fitting and performance requirements for rearward-facing position lamps

7.4(1) A rearward-facing position lamp fitted to a vehicle must be positioned to the rear of the vehicle.

7.4(2) A vehicle of Group A:

(a) may be fitted with one or more rearward-facing position lamps emitting steady or flashing light; and

(b) when operated during the hours of darkness, must be fitted with one rearward-facing position lamp that emits steady or flashing light that is visible from a distance of 100 m.

7.4(3) A motor vehicle of Group L must be fitted with at least one rearward-facing position lamp that emits light that is visible during the hours of darkness from a distance of:

(a) 100 m, for a vehicle of Class LA or Class LB; and

(b) 200 m, for a vehicle of Class LC, LD or LE.

7.4(4) A motor vehicle of Group M, N or T, or an unclassified motor vehicle (other than one in *Schedule 3*):

(a) must be fitted with one, or one or two pairs of rearward-facing lamps, emitting light that is visible from a distance of 200 m during the hours of darkness; and

(b) if fitted with a single rearward-facing position lamp, must have this lamp positioned at, or to the right of, the longitudinal centre-line of the vehicle.

7.4(5) A motor vehicle of Group L, M, N or T, or an unclassified motor vehicle (other than one in *Schedule 3*), first registered in New Zealand on or after 1 January 1978 and that exceeds 1.5 m in width, must be fitted with one or two pairs of rearward-facing position lamps that emit light that is visible from a distance of 200 m during the hours of darkness.

7.4(6) The lamps in *7.4(4)* and *7.4(5)* must be fitted at a height not exceeding 1.5 m from the ground, or at a height not exceeding 2.1 m from the ground if the shape of the

bodywork of the vehicle makes it impracticable to comply with the 1.5-m height restriction.

7.4(7) In addition to the lamps in *7.4(4)* and *7.4(5)*, an unclassified motor vehicle (other than one in *Schedule 3*) may be fitted with one pair of additional rearward-facing position lamps provided that they are positioned as close as practicable to the top of the bodywork of the vehicle.

7.4(8) In addition to the lamps specified in *7.4(4)* and *7.4(5)*, a heavy motor vehicle may be fitted with an additional pair of rearward-facing position lamps provided that they are positioned as close as practicable to the top of the bodywork of the vehicle.

7.4(9) A motor vehicle in *Schedule 3*:

(a) may be fitted with one or more rearward-facing position lamps; and

(b) when operated during the hours of darkness, must be fitted with at least one rearward-facing position lamp that emits light that is visible from a distance of 100 m.

7.4(10) A goods vehicle that is a heavy motor vehicle or that is a vehicle fitted with a flat deck or tray for the transport of goods, whether or not it is equipped with sideboards and tailboards, must be fitted with a rearward-facing position lamp to indicate the presence of the vehicle while parked or left on a roadway during the hours of darkness.

7.4(11) A rearward-facing position lamp in *7.4(10)* must:

(a) be fitted within 300 mm of the extreme rear end of the vehicle and within 300 mm of the extremity of the side of the vehicle closest to the middle of the road; and

(b) when operated, emit light that is visible from a distance of 100 m.

7.4(12) If the load of a vehicle in *7.4(10)* extends further than 1.5 m behind the vehicle, the rearward-facing position lamp must be fitted at the extreme rear end of the load and as far as practicable to the right side of the load, and must comply with *7.4(11)(b)*.

Angles of visibility

7.4(13) A rearward-facing position lamp that is required under *7.4(3)*, *7.4(4)* or *7.4(5)* to be fitted to a motor vehicle of Class LC, LD or LE, Group M, N or T or to an unclassified motor vehicle (other than a vehicle in *Schedule 3*) must emit light that is visible through an angle of at least 15 degrees above and below a horizontal plane passing through the lamp, and through angles of at least 45 degrees inboard, and 80 degrees outboard, of a vertical plane passing through the lamp parallel to the longitudinal centre-line of the vehicle.

## 7.5 Fitting and performance requirements for side-marker lamps

7.5(1) The positioning of side-marker lamps must be such that they give an indication of the vehicle's dimensions.

7.5(2) A motor vehicle of Class TC or Class TD fitted with two or more axles, or an articulated heavy motor vehicle that exceeds 9.2 m in length:

(a) must be fitted on each side with one side-marker lamp at a point approximately one-third of the way along the vehicle measured from the rear; and

(b) may be fitted on each side with more than one side-marker lamp in addition to those in *(a)*.

7.5(3) The light emitted by a side-marker lamp must be visible:

(a) from a distance of 100 m in daylight and from a distance of 200 m during the hours of darkness; and

(b) within an angle of 60 degrees above and below a horizontal plane passing through the lamp, and within an angle of 60 degrees forward and rearward of a vertical plane that is perpendicular to the longitudinal centre-line of the vehicle and passing through the lamp.

7.5(4) A vehicle, other than one specified in *7.5(2)*, must not be fitted with a side-marker lamp.

## 7.6 Fitting and performance requirements for end-outline marker lamps

7.6(1) The positioning of an end-outline marker lamp must be such that it gives an indication of the vehicle's dimensions.

7.6(2) The cab roof of the following motor vehicles must be fitted with two end-outline marker lamps that emit light that is visible from a distance of 100 m in daylight and from a distance of 200 m during the hours of darkness:

(a) a motor vehicle, other than one of Group T, with a gross vehicle mass exceeding 11,300 kg; or

(b) a combination of motor vehicles that has a total length exceeding 9.2 m, the leading vehicle of which is a heavy motor vehicle; or

(c) an articulated heavy motor vehicle that exceeds 9.2 m in length.

7.6(3) The following motor vehicles may be fitted with a maximum of six forward-facing, and a maximum of four rearward-facing, end-outline marker lamps:

(a) a motor vehicle with a gross vehicle mass exceeding 11,300 kg; or

(b) a combination of motor vehicles that has a total length exceeding 9.2 m, the leading vehicle of which is a heavy motor vehicle; or

(c) an articulated heavy motor vehicle that exceeds 9.2 m in length.

7.6(4) A vehicle, other than one specified in *7.6(2)* or *7.6(3)*, must not be fitted with an end-outline marker lamp.

## Table 7.1 Safety requirements and approved vehicle standards for forward-facing and rearward-facing position lamps

<table>
<tr><th>Vehicle[1]</th><th>Manufactured before 1 January 1992</th><th>Manufactured on or after 1 January 1992 and before 1 January 1996</th><th>Manufactured on or after 1 January 1996 and before 1 January 2006</th><th>Manufactured on or after 1 January 2006</th></tr>
<tr><td>Group A</td><td colspan="4">Requirements in 2.1 and 7.2</td></tr>
<tr><td>Classes TA, TB, Group L</td><td colspan="3">Requirements in 2.1 and 7.2</td><td>Requirements in 2.1 and 7.2 and approved vehicle standard for forward-facing and rearward-facing position lamps</td></tr>
<tr><td>Classes MA, NA</td><td>Requirements in 2.1 and 7.2</td><td colspan="3">Requirements in 2.1 and 7.2 and approved vehicle standard for forward-facing and rearward-facing position lamps</td></tr>
<tr><td>Classes MB, MC, MD, ME, NB, NC, TC, TD</td><td colspan="2">Requirements in 2.1 and 7.2</td><td colspan="2">Requirements in 2.1 and 7.2 and approved vehicle standard for forward-facing and rearward-facing position lamps</td></tr>
<tr><td>Unclassified motor vehicles</td><td colspan="4">Requirements in 2.1 and 7.2</td></tr>
</table>

***Note 1****. For requirements relating to replica vehicles, see 2.2(2).*

**Table 7.2 Safety requirements and approved vehicle standards for end-outline marker lamps and side-marker lamps**

| Vehicle | Manufactured before 1 January 2006 | Manufactured on or after 1 January 2006 |
|---|---|---|
| Classes MD, ME, NB, NC, TC, TD | Requirements in *2.1* and *7.2* | Requirements in *2.1* and *7.2* and approved vehicle standard for end-outline marker lamps and side-marker lamps |
| Unclassified motor vehicles | Requirements in *2.1* and *7.2* | |

# Section 8 Rear registration-plate illumination lamps

## 8.1 Application of rear registration-plate illumination lamp requirements

8.1(1) A rear registration-plate illumination lamp fitted to a motor vehicle must comply with *2.1* and *8.2*.

8.1(2) A rear registration-plate illumination lamp fitted to a motor vehicle must comply with an approved vehicle standard for rear registration-plate illumination lamps if this is specified in *Table 8.1* for that vehicle group or class.

8.1(3) A motor vehicle of Group L, M, N or T, or an unclassified motor vehicle, that does not comply with an approved vehicle standard for the installation of lighting must comply with *8.3*.

8.1(4) A motor vehicle retrofitted with a rear registration-plate illumination lamp must comply with *8.3*.

## 8.2 Safety requirements for rear registration-plate illumination lamps

When operated, a rear registration-plate illumination lamp must emit diffuse light that is substantially white and the light source must not be directly visible to the rear of the vehicle.

## 8.3 Fitting and performance requirements for rear registration-plate illumination lamps

8.3(1) A rear registration-plate illumination lamp that is fitted to a motor vehicle must illuminate the figures and letters of the rear registration-plate so that they are visible during the hours of darkness from a distance of 20 m.

8.3(2) A registered motor vehicle, other than a vehicle of Class AB, LA or LB, must be fitted with at least one rear registration-plate illumination lamp.

8.3(3) A registered motor vehicle of Class AB, LA or LB may be fitted with one or two rear registration-plate illumination lamps.

**Table 8.1 Safety requirements and approved vehicle standards for rear registration-plate illumination lamps**

| **Vehicle**[1] | **Manufactured before 1 January 1996** | **Manufactured on or after 1 January 1996 and before 1 January 2006** | **Manufactured on or after 1 January 2006** |
|---|---|---|---|
| Classes AB, LA, LB | Requirements in *2.1* and *8.2* | | |
| Classes LC, LD, LE, TA, TB | Requirements in *2.1* and *8.2* | | Requirements in *2.1* and *8.2* and approved vehicle standard for registration-plate illumination lamp |
| Classes TC, TD, Group M, N | Requirements in *2.1* and *8.2* | Requirements in *2.1* and *8.2* and approved vehicle standard for registration-plate illumination lamp | |
| Unclassified motor vehicles | Requirements in *2.1* and *8.2* | | |

***Note 1.*** *For requirements relating to replica vehicles, see 2.2(2).*

# Section 9 Retroreflectors and retroreflective material

## 9.1 Application of requirements for retroreflectors and retroreflective material

9.1(1) A retroreflector fitted to a vehicle must comply with *2.1* and *9.2*.

9.1(2) Retroreflective material fitted to a heavy motor vehicle manufactured on or after 1 January 2006 must:

(a) comply with an approved vehicle standard for retroreflective material in this rule; or

(b) be fitted in accordance with any other enactment relating to retroreflective material on vehicles.

9.1(3) A retroreflector fitted to a vehicle must comply with an approved vehicle standard for retroreflectors if this is specified in *Table 9.1* for that vehicle group or class.

9.1(4) A vehicle of Group A must comply with *9.3*.

9.1(5) A motor vehicle of Group L, M, N or T, or an unclassified motor vehicle, that does not comply with an approved vehicle standard for the installation of lighting equipment must comply with *9.3*.

9.1(6) A vehicle retrofitted with a retroreflector must comply with *9.3*.

## 9.2 Safety requirements for retroreflectors and retroreflective material

9.2(1) A retroreflector must be of an area that allows it to reflect light to improve the visibility of the vehicle to other drivers and other road users without causing them undue dazzle or discomfort.

9.2(2) A rearward-facing retroreflector on a vehicle other than one of Group A must reflect white light shining on it as substantially red light.

9.2(3) A forward-facing retroreflector must reflect white light shining on it as substantially white or amber light.

9.2(4) A side-facing retroreflector must reflect white light shining on it as substantially white or amber light.

9.2(5) A retroreflector fitted to a pedal of a vehicle of Group A must reflect white light shining on it as substantially yellow or amber light.

9.2(6) A vehicle may be fitted with retroreflective material to improve the visibility of the vehicle to other drivers and other road users, but the material must not dazzle, confuse or otherwise endanger their safety.

9.2(7) Retroreflective material must not be fitted to a vehicle in a way that may cause other drivers and other road users to be confused about the orientation of the vehicle.

## 9.3 Fitting and performance requirements for retroreflectors

9.3(1) A rearward-facing retroreflector fitted to a vehicle (other than a retroreflector fitted to a pedal of a vehicle of Group A) must be positioned to the rear of the vehicle.

9.3(2) A vehicle of Group A may be fitted with pedal retroreflectors on the forward- and rearward-facing surfaces of each pedal.

9.3(3) A vehicle of Group A or Group L must be fitted with at least one rearward-facing retroreflector that reflects light that is visible from a distance of 100 m.

9.3(4) A motor vehicle of Group M, N or T or an unclassified motor vehicle (other than a vehicle in *Schedule 3*) must be fitted with at least one pair of rearward-facing retroreflectors at a height not exceeding 1.5 m from the ground, or at a height not exceeding 2.1 m from the ground if the shape of the bodywork of the vehicle makes it impracticable to comply with the 1.5-m height restriction.

9.3(5) A rearward-facing retroreflector fitted to a heavy motor vehicle of Class NB or Class NC must have an area of not less than 30 $cm^2$ and be fitted within 150 mm of the right and left extremities of the vehicle.

9.3(6) A motor vehicle in *Schedule 3* may be fitted with one or more pairs of rearward-facing retroreflectors provided that they comply with the height restriction in *9.3(4)*.

9.3(7) A vehicle of Group T equipped with a jinker pole that extends behind its rear lamps must, in addition to the retroreflectors required by *9.3(4)*, be fitted with one red retroreflector at the rear extremity of the pole.

9.3(8) A vehicle of Class AA, AB, LA or LB may be fitted with one or two forward-facing retroreflectors and one or more side-facing retroreflectors.

## Table 9.1 Safety requirements and approved vehicle standards for rearward-facing retroreflectors

<table>
<tr><th>Vehicle[1]</th><th>Manufactured before 1 January 1991</th><th>Manufactured on or after 1 January 1991 and before 1 January 1992</th><th>Manufactured on or after 1 January 1992 and before 1 January 2006</th><th>Manufactured on or after 1 January 2006</th></tr>
<tr><td>Group A</td><td colspan="4">Requirements in 2.1 and 9.2</td></tr>
<tr><td>Class MA</td><td>Requirements in 2.1 and 9.2</td><td colspan="3">Requirements in 2.1 and 9.2 and approved vehicle standard for rearward-facing retroreflectors</td></tr>
<tr><td>Classes MB, MC, MD, ME, TC, TD, Group L, N</td><td colspan="2">Requirements in 2.1 and 9.2</td><td colspan="2">Requirements in 2.1 and 9.2 and approved vehicle standard for rearward-facing retroreflectors</td></tr>
<tr><td>Classes TA, TB</td><td colspan="3">Requirements in 2.1 and 9.2</td><td>Requirements in 2.1 and 9.2 and approved vehicle standard for rearward-facing retroreflectors</td></tr>
<tr><td>Unclassified motor vehicles</td><td colspan="4">Requirements in 2.1 and 9.2</td></tr>
</table>

***Note 1.*** *For requirements relating to replica vehicles, see 2.2(2).*

# Section 10 Optional lamps

## 10.1 Application of requirements for optional lamps

10.1(1) A motor vehicle fitted with an optional lamp must comply with *2.1* and with the requirements in *Table 10.1*, as applicable, and either:

(a) the applicable fitting and performance requirements in this section; or

(b) an approved vehicle standard for the installation of that optional lamp.

10.1(2) A motor vehicle must not be retrofitted with a front fog lamp, a rear fog lamp, a daytime running lamp or a reversing lamp on or after 1 January 2006 if that lamp does not comply with the applicable vehicle standards in *Schedule 1*.

10.1(3) A motor vehicle retrofitted with an optional lamp must comply with the applicable requirements in this section.

## Table 10.1 Safety requirements and approved vehicle standards for optional lamps

| **Component** | **Vehicle** | **Vehicle manufactured before 1 January 1996** | **Vehicle manufactured on or after 1 January 1996 and before 1 January 2006** | **Vehicle manufactured on or after 1 January 2006** |
|---|---|---|---|---|
| Front fog lamp | Groups M, N | Requirements in 2.*1* and *10.2* | Requirements in *2.1* and *10.2* and approved vehicle standard for front fog lamps | |
| Front fog lamp | Group L | Requirements in *2.1* and *10.2* | | Requirements in *2.1* and *10.2* and approved vehicle standard for front fog lamps |
| Rear fog lamp | Groups M, N, L, T | Requirements in *2.1* and *10.2* | | Requirements in *2.1* and *10.2* and approved vehicle standard for rear fog lamps |
| Daytime running lamp | Groups M, N | Requirements in *2.1* and *10.3* | Requirements in *2.1* and *10.3* and approved vehicle standard for daytime running lamps | |
| Daytime running lamp | Group L | Requirements in *2.1* and *10.3* | | Requirements in *2.1* and *10.3* and approved vehicle standard for daytime running lamps |
| Reversing lamp | Groups M, N | Requirements in *2.1* and *10.5* | Requirements in *2.1* and *10.5* and approved vehicle standard for reversing lamps | |
| Reversing lamp | Group L | Requirements in *2.1* and *10.5* | | Requirements in *2.1* and *10.5* and approved vehicle standard for reversing lamps |

## 10.2 Fitting and performance requirements for fog lamps

10.2(1) The light emitted from a front fog lamp must be substantially white or amber.

10.2(2) The light emitted from a rear fog lamp must be diffuse and substantially red in colour.

10.2(3) A front fog lamp fitted to a motor vehicle must not be positioned higher than a dipped-beam headlamp fitted to the vehicle.

10.2(4) The horizontal orientation of a front fog lamp fitted to a motor vehicle must ensure that the centre-line of the beam of light emitted from the lamp is projected either parallel to, or to the left of, the longitudinal centre-line of the vehicle.

10.2(5) When operated, a front fog lamp must emit a permanently dipped beam.

10.2(6) A front fog lamp fitted to a motor vehicle must be aligned so that the vertical inclination of the centre-line of the beam is not less than 3%.

10.2(7) A fog lamp must be able to be extinguished from the driver's seating position, and a front or rear fog lamp warning device that is fitted must be in good working order.

10.2(8) A motor vehicle of Group L may be fitted with one or two front fog lamps.

10.2(9) A motor vehicle of Group M or Group N, or an unclassified motor vehicle, may be fitted with one pair of front fog lamps.

10.2(10) A motor vehicle of Group L, M, N or T, or an unclassified motor vehicle, may be fitted with one or two rear fog lamps.

10.2(11) A vehicle of Group A or Group T must not be fitted with a front fog lamp.

10.2(12) A vehicle of Group A must not be fitted with a rear fog lamp.

## 10.3 Fitting and performance requirements for daytime running lamps

10.3(1) When operated, a daytime running lamp must emit light that is substantially white or amber.

10.3(2) A daytime running lamp must not operate when a front fog lamp or headlamp is in use.

10.3(3) A motor vehicle of Group L may be fitted with one or two daytime running lamps to the front of the vehicle.

10.3(4) A motor vehicle of Group M or Group N may be fitted with one pair of daytime running lamps to the front of the vehicle.

10.3(5) A vehicle of Group A or Group T, or an unclassified motor vehicle, must not be fitted with a daytime running lamp.

## 10.4 Fitting and performance requirements for cornering lamps

10.4(1) When operated, a cornering lamp must emit light that is substantially white or amber.

10.4(2) A motor vehicle, other than a motor vehicle in Group T, may be fitted with one pair of lamps for use when cornering, if:

(a) they are fitted by the vehicle manufacturer when the vehicle is manufactured; and

(b) the vehicle is not modified in a way that affects the performance of the cornering lamps.

## 10.5 Fitting and performance requirements for reversing lamps

10.5(1) The light emitted by a reversing lamp, when operated, must be substantially white.

10.5(2) A motor vehicle, other than one in *10.5(4)*, may be fitted with one or two reversing lamps that operate only when:

(a) the reverse gear is engaged; or

(b) the headlamps are extinguished.

10.5(3) A reversing lamp fitted to a motor vehicle must emit a diffuse light or a dipped beam of light;

10.5(4) A vehicle of Group A must not be fitted with a reversing lamp.

## 10.6 Fitting and performance requirements for interior lamps

One or more interior lamps may be fitted in a motor vehicle, but when in use in a moving vehicle must not:

(a) adversely affect the driver's vision; or

(b) subject other drivers or other road users to undue dazzle or discomfort.

## 10.7 Fitting and performance requirements for work lamps

10.7(1) A motor vehicle of Class LC, LD or LE, or of Group M, N or T, or an unclassified motor vehicle, may be fitted with one or more work lamps.

10.7(2) The light emitted from a work lamp must be substantially white or amber.

10.7(3) A motor vehicle of Class AB, LA or LB must not be fitted with a work lamp.

## 10.8 Illuminated vehicle-mounted signs

An illuminated sign must not be fitted so as to dazzle, confuse, or distract other road users when operated, and must not display a variable or moving message unless the sign is:

(a) a destination sign on a bus; or

(b) a variable message sign on a vehicle that is operated by an enforcement officer; or

(c) a variable message sign:

(i) for use on a vehicle operated in accordance with a traffic management plan; or

(ii) permitted by any other enactment.

## 10.9 Fitting and performance requirements for other optional lighting equipment

A vehicle may be fitted with one or more lamps that are not otherwise specified in this rule provided that the lamp:

(a) complies with *2.1*;

(b) is positioned so that the light source is not directly visible when viewed from a position as shown by 'x' in *Figure 10.1*, namely, a position that is:

(i) in front of the vehicle, to the right of a vertical plane that passes through the centre of the vehicle's right forward-facing position lamp at an angle of 60 degrees to the longitudinal centre-line of the vehicle; or to the left of a vertical plane that passes through the centre of the vehicle's left forward-facing position lamp at an angle of 60 degrees to the longitudinal centre-line of the vehicle;

(ii) behind the vehicle, to the right of a vertical plane that passes through the centre of the vehicle's left rearward-facing position lamp at an angle of 60 degrees to the longitudinal centre-line of the vehicle; or to the left of a vertical plane that passes through the centre of the vehicle's right rearward-facing position lamp at an angle of 60 degrees to the longitudinal centre-line of the vehicle;

(iii) on either side of the vehicle, above a plane that passes downwards from the top of the vehicle at an angle of 45 degrees to the horizontal;

(c) only emits light that is diffuse;

(d) is positioned so that no part of the light source is situated within 250 mm of a lamp required by this rule;

(e) does not emit light that flashes or otherwise varies in intensity or colour;

(f) is in a fixed position on the vehicle, and does not revolve, rotate or otherwise move;

(g) is fitted in a way, and is of a luminance, that ensures that it does not dazzle, confuse or distract other drivers or other road users;

(h) does not cause confusion as to the orientation of the vehicle.

[Ref. 10.9(b)]

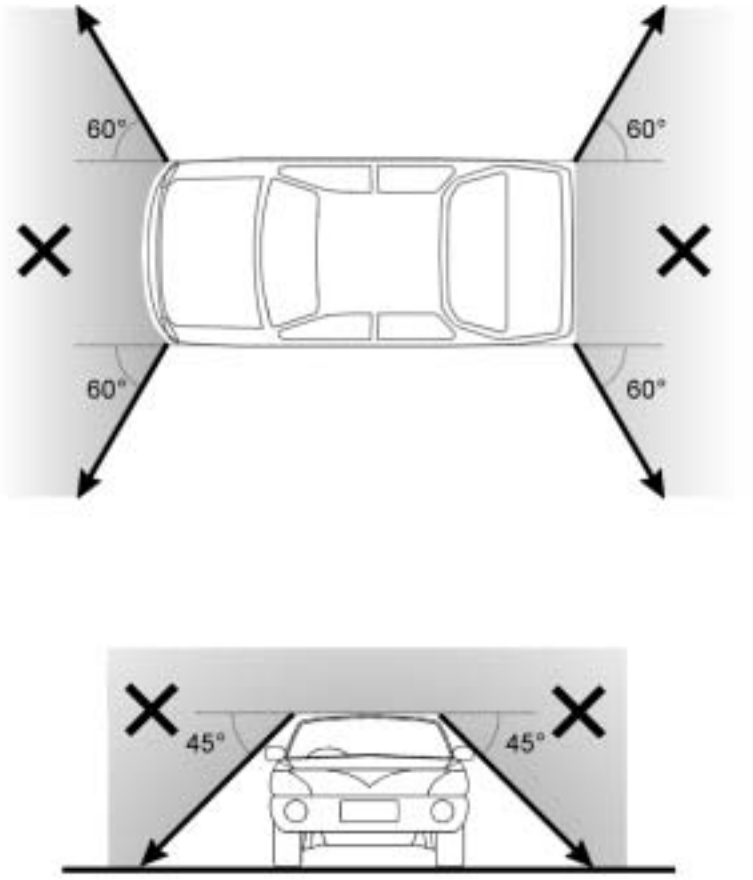


**Figure 10.1 Light sources must not be directly visible from the shaded regions**

# Section 11 Flashing or revolving beacons

## 11.1 Safety and performance requirements for beacons

11.1(1) A beacon fitted to a motor vehicle must be positioned to ensure:

(a) maximum visibility to other drivers and other road users;

(b) that the main direction of the light emitted by all light sources is approximately parallel to the ground.

11.1(2) The light emitted from a beacon fitted to a motor vehicle must be a consistent cycle of light with a frequency of 2 to 4 Hertz.

11.1(3) A beacon must not emit light of an intensity that dazzles other drivers or other road users.

## 11.2 Fitting requirements for beacons

11.2(1) An emergency vehicle may be fitted with one or more red beacons and one or more white forward-facing beacons.

11.2(2) An emergency vehicle operated by an enforcement officer may be fitted with one or more blue beacons.

11.2(3) A motor vehicle operated by a registered medical practitioner or a registered nurse or registered midwife may be fitted with one green beacon.

11.2(4) The following motor vehicles may be fitted with one or two amber beacons:

(a) a vehicle recovery service vehicle;

(b) a vehicle operated in accordance with a traffic management plan approved by a road controlling authority;

(c) a vehicle for which the use of the beacon is necessary to warn road users of a hazard due to the presence of the vehicle or of persons carrying out a lawful activity on the road in the vicinity of the vehicle.

11.2(5) An overdimension motor vehicle must be fitted with an amber beacon, in accordance with *Land Transport Rule: Vehicle Dimensions and Mass 2002.*

11.2(6) A pilot vehicle must be fitted with amber or purple beacons, in accordance with *Land Transport Rule: Vehicle Dimensions and Mass 2002.*

## Section 12 Modification, retrofitting and repair

### 12.1 Modification

12.1(1) A modification to a motor vehicle that affects the performance of its lighting equipment:

(a) must not prevent the vehicle from complying with the applicable requirements of this rule; and

(b) must be certified in accordance with *Land Transport Rule: Vehicle Standards Compliance 2002*.

12.1(2) For the avoidance of doubt, the retrofitting of lighting equipment to a vehicle is not a modification under *12.1(1).*

12.1(3) An overlay must not be applied to a lens if that would reduce the mechanical and optical properties of the lamp below safe tolerance.

12.1(4) A headlamp and a front fog lamp, when not in use, may be covered by a readily-removable protective cover.

## 12.2 Additional lighting equipment retrofitted to a motor vehicle

12.2(1) Lighting equipment retrofitted to a vehicle must comply with *section 2*.

12.2(2) A vehicle retrofitted with:

(a) a headlamp must comply with *3.3* and the other applicable requirements in *section 3*;

(b) a stop lamp must comply with *4.3* and the other applicable requirements in *section 4*;

(c) a high-mounted stop lamp must comply with *5.3* and the other applicable requirements in *section 5*;

(d) a direction-indicator lamp must comply with *6.3* and the other applicable requirements in *section 6*;

(e) a position lamp must comply with *7.3*, *7.4*, *7.5* or *7.6*, as applicable, and the other applicable requirements in *section 7*;

(f) a rear registration-plate illumination lamp must comply with *8.3* and the other applicable requirements in *section 8*;

(g) a retroreflector must comply with *9.3* and the other applicable requirements in *section 9*;

(h) an optional lamp must comply with the applicable requirements in *section 10*;

(i) a flashing or revolving beacon must comply with the applicable requirements in *section 11*.

### 12.3 Repair

12.3(1) A repair to lighting equipment on a motor vehicle, or a repair to a motor vehicle affecting its lighting equipment, must comply with *Land Transport Rule: Vehicle Repair 1998*.

12.3(2) Replacement vehicle lighting equipment or lighting components used in a repair must comply with *section 2*, and with the same requirements in *section 3* to *section 11* as the lighting equipment that it replaces.

## Section 13 Responsibilities

### 13.1 Responsibilities of operators

A person who operates a vehicle must ensure that the vehicle complies with this rule.

### 13.2 Responsibilities of repairers

A person who repairs, adjusts or replaces vehicle lighting equipment must ensure that the repair, adjustment or replacement:

(a) does not prevent the vehicle from complying with this rule; and

(b) complies with *Land Transport Rule: Vehicle Repair 1998*.

## 13.3 Responsibilities of modifiers

A person who modifies vehicle lighting equipment, or who modifies a motor vehicle so as to adversely affect the performance of its lighting equipment, must:

(a) ensure that the modification does not prevent the motor vehicle from complying with the relevant safety requirements in this rule; and

(b) notify the operator if the motor vehicle must be inspected and, if necessary, certified, because there is reason to believe it is:

(i) a light motor vehicle that has been modified so as to become a low volume vehicle; or

(ii) a heavy motor vehicle that has been modified so as to affect its safety performance or compliance with this rule.

## 13.4 Responsibilities of retrofitters

A person who retrofits vehicle lighting equipment must ensure that its fitting does not prevent the motor vehicle from complying with the relevant safety requirements in this rule.

## 13.5 Responsibilities of vehicle inspectors and inspecting organisations

A vehicle inspector or inspecting organisation must not certify a motor vehicle under *Land Transport Rule: Vehicle Standards Compliance 2002* if they have reason to believe that the vehicle does not comply with this rule.

## 13.6 Responsibilities of manufacturers and retailers

A person may manufacture, stock or offer for sale lighting equipment specified in this rule that is intended for fitting to a vehicle to be operated on a New Zealand road, only if that lighting equipment:

(a) complies with this rule; and

(b) if used to repair a vehicle, enables the repaired vehicle to comply with this rule.

## 13.7 Functions of the Director

The Director may:

(a) inspect vehicle lighting equipment for compliance with this rule, whether or not the lighting equipment is fitted to a vehicle;

(b) recognise, by notice in the *Gazette*, organisations as having expertise in the lighting requirements for historic motor vehicles.

## Part 2 Definitions

| | |
|---|---|
| Act | means the *Land Transport Act 1998*. |
| Agricultural | in relation to purposes or operations, means connected directly with the operation or management of a farm. |
| All-terrain vehicle | means a special purpose vehicle (with or without motorcycle controls and equipment) that:<br>(a) is principally designed for off-road use; and<br>(b) has three or more wheels; and<br>(c) has an engine capacity exceeding 50 ml; and<br>(d) has a gross weight of less than 1000 kg. |
| Alley lamp | means a work lamp designed primarily to provide a fixed or movable beam of light to the side of a vehicle to which it is fitted. |
| Ambulance service | means a service that complies with the requirements in *NZS 8156:2002 Ambulance Sector Standard*. |
| Approved | in relation to an appliance, apparatus, device, system, component, equipment or fitting, means approved by or under the Act or the *Traffic Regulations 1976*. |
| Approved vehicle standard | means a vehicle standard for lighting equipment in *Schedule 1* or *Schedule 2*. |
| Asymmetric dipped-beam headlamp | means a dipped-beam headlamp that emits a beam of light with a distinct horizontal cut-off from at least the centre to the edge of the beam. |

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| At a height not exceeding | in relation to lighting equipment fitted to a vehicle, means the height above which no part of the illuminated area of the equipment extends when the vehicle is at its gross vehicle mass and when each tyre with which the vehicle is fitted is inflated to the pressure recommended by the vehicle manufacturer. |
| Beacon | means a warning lamp comprising one or more light sources designed to emit a flashing light or a revolving beam of light. |
| Certify | has the same meaning as in *Land Transport Rule: Vehicle Standards Compliance 2002*. |
| Civil defence emergency vehicle | means a vehicle operated under the instructions of a controller appointed under *section 10* or *section 26* of the *Civil Defence Emergency Management Act 2002* in an emergency as defined in *section 4* of that Act. |
| Class | in relation to vehicles, means a category of vehicle of one of the Groups A, L, M, N and T, as specified in *Table A: Vehicle classes*. |
| Commissioner | means the Commissioner of Police. |
| Cornering lamp | means a lamp designed to emit light at the front of the vehicle to supplement a vehicle's headlamps by illuminating the road ahead in the direction of the turn. |
| Cut-off | means that part of a dipped beam that marks a separation between areas of hig her and lower luminance. |
| Daytime running lamp | means a lamp designed to emit a low-intensity light forward of a vehicle to make it more easily seen in the daytime; and includes any lamp that complies with a |

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| | vehicle standard for daytime running lamps specified in *Schedule 1*. |
| Defence fire brigade | has the same meaning as in *section 2* of the *Fire Service Act 1975*. |
| Defence force emergency vehicle | means a vehicle that is:<br>(a) operated by the Royal New Zealand Navy Naval Police, the New Zealand Army Military Police, or the Air Security Branch of the Royal New Zealand Air Force; or<br>(b) an improvised explosive device disposal (IEDD) response vehicle. |
| Dipped beam | means a beam of light, emitted from a lamp fitted to a vehicle, that is angled downwards in such a way that it prevents undue dazzle or discomfort to oncoming drivers and other road users. |
| Dipped-beam headlamp | means a headlamp designed to emit a dipped beam; and includes any dipped-beam lamp that complies with a vehicle standard for headlamps specified in *Schedule 1*. |
| Direction-indicator lamp | means a lamp designed to emit a flashing light to signal the intention of the driver to change the direction of the vehicle to the right or to the left. |
| Director | means the Director of Land Transport appointed under *section 186* of the Act. |
| Driver | means a person driving a vehicle; and includes the rider of an all-terrain vehicle, a motorcycle, a moped, a cycle, a mobility device, or a wheeled recreational device. |

EEC, EC — are abbreviations for directives of the European Economic Community and, later, the European Communities.

Emergency vehicle — means a vehicle used for attendance at emergencies and operated:

(a) by an enforcement officer;

(b) by an ambulance service;

(c) as a fire service vehicle;

(d) as a civil defence emergency vehicle;

(e) as a defence force emergency vehicle.

End-outline marker lamp — means a position lamp designed to be fitted near the outer extremity of a vehicle in addition to forward-facing and rearward-facing position lamps; and includes a cab roof lamp.

Enforcement Officer — means:

(a) a sworn member of the Police;

(b) a non-sworn member of the Police who is authorised for the purpose by the Commissioner;

(c) a person who is appointed to that office by warrant under *section 208* of the Act or who holds that office by virtue of the Act.

Federal Motor Vehicle Safety Standard — is a vehicle standard of the United States of America.

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| Fire authority | has the same meaning as in *section 2* of the *Forest and Rural Fires Act 1977*. |
| Fire service vehicle | means a vehicle that is:<br><br>(a) owned by the New Zealand Fire Service Commission or a fire authority; or<br><br>(b) operated by the New Zealand Fire Service, a defence fire brigade or any brigade, responding under a co-ordination agreement and approved by the National Commander of the New Zealand Fire Service; or<br><br>(c) operated and approved by a fire authority. |
| First registered | in relation to a motor vehicle, means, unless specified otherwise, first registered in any country. |
| Fog lamp | means a high intensity lamp designed to aid the driver or other road users in conditions of severely reduced visibility, including fog or snow but not including clear atmospheric conditions under the hours of darkness, and that is:<br><br>(a) a front fog lamp; or<br><br>(b) a rear fog lamp. |
| Forklift | means a motor vehicle (not fitted with self-laying tracks) designed principally for lifting, carrying and stacking goods by means of one or more tines, platens or clamps. |
| Front fog lamp | means a fog lamp designed to provide a dipped beam of light to the front of a motor vehicle for the purpose of illuminating the road ahead of that vehicle; and includes any lamp that complies with a vehicle standard for front fog lamps specified in *Schedule 1*. |
| Goods vehicle | means a motor vehicle that is: |

(a) designed exclusively or principally for the carriage of goods; or

(b) used for the collection or delivery of goods in the course of trade.

Gross vehicle mass means either:

(a) the maximum permitted mass of the vehicle, which includes the mass of the accessories, the crew, the passengers and load, and is, unless *(b)* applies, the gross vehicle mass specified (subsequent to the latest modification, if any) by the manufacturer of the vehicle; or

(b) if a person approved for the purpose by the Director determines that the gross vehicle mass should differ from that specified by the manufacturer, taking into account evidence on the capability of the systems and components of the vehicle, or the effects of any modification, that mass determined by that person.

Group in relation to vehicles, means a collective category of the vehicle classes that are specified in *Table A: Vehicle classes*, as follows:

(a) Group A means vehicles of Class AA and Class AB;

(b) Group L means vehicles of Classes LA, LB, LC, LD and LE;

(c) Group M means vehicles of Classes MA, MB, MC, MD and ME;

(d) Group N means vehicles of Classes NA, NB and NC;

(e) Group T means vehicles of Classes TA, TB, TC and TD.

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| Headlamp | means a lamp designed to illuminate the road ahead of a vehicle, and that is:<br><br>(a) a dipped-beam headlamp; or<br><br>(b) a main-beam headlamp; or<br><br>(c) a combination of a dipped-beam headlamp and a main-beam headlamp. |
| Heavy motor vehicle | means a motor vehicle that:<br><br>(a) is of Class MD3, MD4, ME, NB, NC, TC or TD; or<br><br>(b) has a gross vehicle mass that exceeds 3500 kg and is not of a class specified in *Table A: Vehicle classes.* |
| High-mounted stop lamp | means a stop lamp that is designed to be fitted in a central, high-mounted position at the rear of a vehicle. |
| Hours of darkness | means:<br><br>(a) a period of time between half an hour after sunset on one day and half an hour before sunrise on the next day; or<br><br>(b) any other time when there is not sufficient daylight to render clearly visible a person or vehicle at a distance of 100 m. |
| Illumination | means the amount of light flux per unit area at a specified distance from a light source. |
| Inspecting organisation | has the same meaning as in *Part 2* of *Land Transport Rule: Vehicle Standards Compliance 2002*. |

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| Interior lamp | means a lamp designed to illuminate the interior of the vehicle for the convenience of passengers. |
| Jinker pole | means a telescoping or sliding pole that forms the drawbar to steer a pole trailer. |
| Lamp | means a device designed to emit light; and includes an array of separate light sources that appear as a continuous illuminated surface. |
| Lighting equipment | means equipment designed both to emit or reflect light and to be fitted to a vehicle; and includes a reflector and reflective material. |
| Lighting equipment endorsement | means an endorsement, relating to lighting equipment on historic vehicles, on a valid Vehicle Identity Card issued by an organisation recognised by the Director under *13.7(b)*. |
| Light motor vehicle | means a motor vehicle except one defined as a 'heavy motor vehicle'. |
| Light output | means the intensity or brightness of light emitted from lighting equipment per unit area in a given direction. |
| Light source | means a device that emits light, including an incandescent or fluorescent light bulb, with each filament in an incandescent bulb having multiple filaments deemed to be a separate light source. |
| Low volume vehicle | means a motor vehicle of a class in *Table A*, other than Class MD3, MD4, ME, NB, NC, TC and TD, that is:<br>(a) manufactured, assembled or scratch-built in quantities of 200 or less at any one location in any one year, by a manufacturer whose total production of motor vehicles does not exceed 200 units over the same period, and when the construction of the motor vehicle directly or indirectly affects compliance of the motor |

vehicle with any of the vehicle standards prescribed by New Zealand law; or

(b) modified uniquely, or in quantities of 200 or less at any one location in any one year, in such a way as to affect the compliance of the vehicle, its structure, systems, components or equipment, with a legal requirement relating to safety performance applicable at the time of the modification.

Low Volume Vehicle Code means the code of the Low Volume Vehicle Technical Association Incorporated.

Main-beam headlamp means a headlamp designed to illuminate the road over a long distance ahead of a vehicle; and includes a driving lamp and any main-beam lamp that complies with a vehicle standard for headlamps specified in *Schedule 1*.

Manufacturer's operating limits means:

(a) in relation to a vehicle, the allowance provided by the vehicle manufacturer in terms of performance capability and dimensions, relative to deterioration, malfunction or damage beyond which the safe performance of the vehicle, as defined by the vehicle manufacturer, is compromised; and

(b) in relation to a system, component or item of equipment, incorporated in or attached to a vehicle, the allowance provided by the system, component or equipment manufacturer in terms of performance capability and dimensions, relative to the deterioration, malfunction or damage, beyond which the safe performance of the system, component or item of equipment (and consequently the vehicle) is compromised.

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| Modify | in relation to a motor vehicle, means to change the vehicle from its original state by altering, substituting, adding or removing any structure, system, component or equipment; but does not include repair. |
| Motor vehicle | has the same meaning as in *section 2(1)* of the Act. |
| Normal braking | means the level of braking applied to a vehicle that does not lock any of the vehicle's wheels and permits the vehicle to decelerate without adversely affecting directional control. |
| Normal vision | means the visual acuity required of a person to obtain and hold a driver licence, in accordance with the *Land Transport (Driver Licensing) Rule 1999.* |
| Operate | in relation to:<br>(a) a vehicle, means to drive or use the vehicle on a road, or to cause or permit the vehicle to be on a road or to be driven on a road, whether or not the person is present with the vehicle; and<br>(b) an item of lighting equipment, means to switch on or activate. |
| Overdimension motor vehicle | has the same meaning as in *Land Transport Rule: Vehicle Dimensions and Mass 2002*. |
| Phase-in date | means the date specified in an approved vehicle standard from which a model, or model variant, of a vehicle must comply with that standard or part of that standard. |
| Pilot vehicle | means a motor vehicle that:<br>(a) escorts an overdimension or an overweight motor vehicle; and |

(b) warns road users of the potential hazard created by the overdimension or overweight motor vehicle or its load or both.

Pole trailer means a trailer that is attached to the towing vehicle by a telescoping or sliding pole and is designed to support a common load of logs, or a similar load, spanning between the trailer and the towing vehicle.

Position lamp means a low intensity lamp that is designed to indicate to road users the presence and dimensions of a vehicle, being:

(a) a forward-facing position lamp; or

(b) a rearward-facing position lamp; or

(c) a side-marker lamp; or

(d) an end-outline marker lamp.

Rear fog lamp means a fog lamp designed to indicate to road users the presence of the rear of the vehicle.

Rear registration-plate illumination lamp means a lamp designed to illuminate the rear registration-plate of a motor vehicle.

Registered in relation to:

(a) a medical practitioner, means a person who is registered as a medical practitioner under the *Health Practitioners Competence Assurance Act 2003*; and

(b) a nurse or midwife, means a person who is registered as a nurse or midwife under the *Health Practitioners Competence Assurance Act 2003*.

Repair means to restore a damaged or worn vehicle, its structure, systems, components or equipment; and

includes the replacement of damaged or worn structures, systems, components or equipment with equivalent undamaged or new structures, systems, components or equipment.

Reflective material (or retroreflective material) means any material that is designed to reflect incident light back towards a light source or in a specific direction; but does not include a reflector.

Reflector (or retroreflector) means a discrete item of lighting equipment that is designed to reflect incident light back towards the light source; but does not include retroreflective material.

Replica in relation to a motor vehicle, means a motor vehicle built out of period, with or without period parts, imitating a design of the period.

Retrofit in relation to lighting equipment, means to fit to a vehicle after the vehicle has been manufactured.

Reversing lamp means a lamp designed to illuminate the area behind a vehicle while it is reversing and to warn other road users that the vehicle is reversing or about to reverse.

Road includes:

(a) a street; and

(b) a motorway; and

(c) a beach; and

(d) a place to which the public have access, whether as of right or not; and

(e) all bridges, culverts, ferries and fords forming part of a road or street or motorway, or a place referred to in *(d)*; and

(f) all sites at which vehicles may be weighed for the purposes of the Act or any other enactment.

Safe stopping distance means the minimum distance required for a driver of normal vision, driving at a safe operating speed for the road, to recognise a hazard and decelerate with normal braking to stop completely before reaching the hazard.

Safe tolerance means the tolerance within which the safe performance of the vehicle, its structure, systems, components or equipment is not compromised, having regard to any manufacturer's operating limits.

Scene lamp means a work lamp designed to provide a fixed or moveable beam of light to illuminate the area around a vehicle, or the vehicle itself.

Scratch-built vehicle means a motor vehicle that is either:

(a) assembled from previously unrelated components and construction materials that have not been predominantly sourced from donors of a single make or model, and that, in its completed form, never previously existed as a mass-produced vehicle, although the external appearance may resemble or replicate an existing vehicle; or

(b) a modified production vehicle that contains less than the following components from a mass-produced vehicle of a single make and model:

(i) 40% of the chassis rails and 50% of the crossmembers, or alternatively 40% of a spaceframe, or 40% of the floorpan of a unitary constructed body, whichever is appropriate; or

(ii) for light vehicles, 40% of the bodywork (based on surface area of body panels but not

| | |
|---|---|
| | including the floorpan, internal bracing, subpanels, bulkheads or firewall). |
| Service brake | means a brake for intermittent use that is designed for the purpose of slowing down and stopping the vehicle. |
| Side-marker lamp | means a position lamp designed to be fitted to the side of a vehicle or its load. |
| Stop lamp | means a lamp that is designed to operate when the brake pedal is depressed. |
| Symmetric dipped-beam headlamp | means a dipped-beam headlamp that is not an asymmetric dipped-beam headlamp. |
| Technical Standard | means a Japanese domestic vehicle standard issued by the Japanese Ministry of Land, Infrastructure and Transport and translated into, and published in, English by the Japan Automobile Standards Internationalization Center (JASIC) in the *Automobile Type Approval Handbook for Japanese Certification.* |
| Tractor | means a motor vehicle (other than a traction engine) constructed principally for towing an agricultural trailer or powering agricultural implements. |
| Unclassified motor vehicle | means a motor vehicle not specified in *Table A: Vehicle classes.* |
| Vehicle | has the same meaning as in *section 2(1)* of the Act. |
| Vehicle inspector | has the same meaning as in *Part 2* of *Land Transport Rule: Vehicle Standards Compliance 2002*. |

Vehicle recovery service vehicle — has the same meaning as in *section 2(1)* of the *Transport Services Licensing Act 1989.*

Vehicle standard — means a technical specification and/or a performance requirement which is relevant to a motor vehicle, its structure, systems, components or equipment, and which is adopted by:

(a) the New Zealand Standards Council; or

(b) any international, national or regional organisation with functions similar to the New Zealand Standards Council.

Visible — means able to be seen from a safe stopping distance.

Work lamp — means a high intensity lamp, which is not necessary for the operation of the vehicle but is designed to illuminate a work area or scene; and includes:

(a) a scene lamp; and

(b) a spot lamp; and

(c) an alley lamp.

## Table A Vehicle classes

| Class | Description |
|---|---|
| AA (Pedal cycle) | A vehicle designed to be propelled through a mechanism solely by human power. |
| AB (Power-assisted pedal cycle) | A pedal cycle to which is attached one or more auxiliary propulsion motors having a combined maximum power output not exceeding 200 watts. |
| LA (Moped with two wheels) | A motor vehicle (other than a power-assisted pedal cycle) that:<br>(a) has two wheels; and<br>(b) either:<br>(i) has an engine cylinder capacity not exceeding 50 ml and a maximum speed not exceeding 50 km/h; or<br>(ii) has a power source other than a piston engine and a maximum speed not exceeding 50 km/h. |
| LB (Moped with three wheels) | A motor vehicle (other than a power-assisted pedal cycle) that:<br>(a) has three wheels; and<br>(b) either:<br>(i) has an engine cylinder capacity not exceeding 50 ml and a maximum speed not exceeding 50 km/h; or<br>(ii) has a power source other than a piston engine and a maximum speed not exceeding 50 km/h. |
| LB 1 | A Class LB motor vehicle that has one wheel at the front and two wheels at the rear. |
| LB 2 | A Class LB motor vehicle that has two wheels at the front and one wheel at the rear. |
| LC (Motor cycle) | A motor vehicle that:<br>(a) has two wheels; and<br>(b) either:<br>(i) has an engine cylinder capacity exceeding 50 ml; or<br>(ii) has a maximum speed exceeding 50 km/h. |

## Table A Vehicle classes (continued)

| Class | Description |
|---|---|
| LD (Motor cycle and side-car) | A motor vehicle that:<br>(a) has three wheels asymmetrically arranged in relation to the longitudinal median axis; and<br>(b) either:<br>(i) has an engine cylinder capacity exceeding 50 ml; or<br>(ii) has a maximum speed exceeding 50 km/h. |
| Side-car | A car, box, or other receptacle attached to the side of a motor cycle and supported by a wheel. |
| LE (Motor tri-cycle) | A motor vehicle that:<br>(a) has three wheels symmetrically arranged in relation to the longitudinal median axis; and<br>(b) has a gross vehicle mass not exceeding one tonne; and<br>(c) either:<br>(i) has an engine cylinder capacity exceeding 50 ml; or<br>(ii) has a maximum speed exceeding 50 km/h. |
| LE 1 | A Class LE motor vehicle that has one wheel at the front and two wheels at the rear. |
| LE 2 | A Class LE motor vehicle that has two wheels at the front and one wheel at the rear. |
| Passenger vehicle | A motor vehicle that:<br>(a) is constructed primarily for the carriage of passengers; and<br>(b) either:<br>(i) has at least four wheels; or<br>(ii) has three wheels and a gross vehicle mass exceeding one tonne. |
| MA (Passenger car) | A passenger vehicle (other than a Class MB or Class MC vehicle) that has not more than nine seating positions (including the driver's seating position). |

## Table A Vehicle classes (continued)

| Class | Description |
|---|---|
| MB (Forward control passenger vehicle) | A passenger vehicle (other than a Class MC vehicle):<br>(a) that has not more than nine seating positions (including the driver's seating position); and<br>(b) in which the centre of the steering wheel is in the forward quarter of the vehicle's total length. |
| MC (Off-road passenger vehicle) | A passenger vehicle, designed with special features for off-road operation, that has not more than nine seating positions (including the driver's seating position), and that:<br>(a) has four-wheel drive; and<br>(b) has at least four of the following characteristics when the vehicle is unladen on a level surface and the front wheels are parallel to the vehicle's longitudinal centre-line and the tyres are inflated to the vehicle manufacturer's recommended pressure:<br>(i) an approach angle of not less than 28 degrees;<br>(ii) a breakover angle of not less than 14 degrees;<br>(iii) a departure angle of not less than 20 degrees;<br>(iv) a running clearance of not less than 200 mm;<br>(v) a front-axle clearance, rear-axle clearance, or suspension clearance of not less than 175 mm. |
| Omnibus | A passenger vehicle that has more than nine seating positions (including the driver's seating position). An omnibus comprising two or more non-separable but articulated units shall be considered as a single vehicle. |
| MD (Light omnibus) | An omnibus that has a gross vehicle mass not exceeding 5 tonnes. |
| MD 1 | An omnibus that has a gross vehicle mass not exceeding 3.5 tonnes and not more than 12 seats. |
| MD 2 | An omnibus that has a gross vehicle mass not exceeding 3.5 tonnes and more than 12 seats. |
| MD 3 | An omnibus that has a gross vehicle mass exceeding 3.5 tonnes but not exceeding 4.5 tonnes. |
| MD 4 | An omnibus that has a gross vehicle mass exceeding 4.5 tonnes but not exceeding 5 tonnes. |

## Table A Vehicle classes (continued)

| Class | Description |
|---|---|
| ME (Heavy omnibus) | An omnibus that has a gross vehicle mass exceeding 5 tonnes. |
| Goods vehicle | A motor vehicle that:<br>(a) is constructed primarily for the carriage of goods; and<br>(b) either:<br>(i) has at least four wheels; or<br>(ii) has three wheels and a gross vehicle mass exceeding one tonne.<br><br>For the purpose of this description:<br>(a) a vehicle that is constructed for both the carriage of goods and passengers shall be considered primarily for the carriage of goods if the number of seating positions multiplied by 68 kg is less than 50% of the difference between the gross vehicle mass and the unladen mass;<br>(b) the equipment and installations carried on special purpose vehicles not designed for the carriage of passengers shall be considered to be goods;<br>(c) a goods vehicle that has two or more non-separable but articulated units shall be considered to be a single vehicle. |
| NA (Light goods vehicle) | A goods vehicle that has a gross vehicle mass not exceeding 3.5 tonnes. |
| NB (Medium goods vehicle) | A goods vehicle that has a gross vehicle mass exceeding 3.5 tonnes but not exceeding 12 tonnes. |
| NC (Heavy goods vehicle) | A goods vehicle that has a gross vehicle mass exceeding 12 tonnes. |

## Table A Vehicle classes (continued)

| Class | Description |
|---|---|
| Trailer | A vehicle without motive power that is constructed for the purpose of being drawn behind a motor vehicle. |
| TA (Very light trailer) | A single-axled trailer that has a gross vehicle mass not exceeding 0.75 tonnes. |
| TB (Light trailer) | A trailer (other than a Class TA trailer) that has a gross vehicle mass not exceeding 3.5 tonnes. |
| TC (Medium trailer) | A trailer that has a gross vehicle mass exceeding 3.5 tonnes but not exceeding 10 tonnes. |
| TD (Heavy trailer) | A trailer that has a gross vehicle mass exceeding 10 tonnes. |

# Part 3 Schedules

## Schedule 1 Vehicle standards for lighting equipment

Headlamps, including additional main-beam headlamps

*UN/ECE Regulation No. 1, Uniform provisions concerning the approval of motor vehicle headlamps emitting an asymmetrical passing beam and/or a driving beam and equipped with filament lamps of categories R2 [and/or HS1] (E/ECE324-E/ECE/TRANS/505/Add.1)*

*UN/ECE Regulation No. 5, Uniform provisions for the approval of motor vehicle "sealed beam" headlamps (SB) emitting a European asymmetrical passing beam or a driving beam or both (E/ECE324-E/ECE/TRANS/505/Add.4)*

*UN/ECE Regulation No. 8, Uniform provisions concerning the approval of motor vehicle headlamps emitting an asymmetrical passing beam or a driving beam or both and equipped with halogen filament lamps (H1, H2, H3, HB3, HB4, H7, H8, H9, HIR1, HIR2 and/or H11) (E/ECE324-E/ECE/TRANS/505/Add.7)*

*UN/ECE Regulation No. 20, Uniform provisions concerning the approval of motor vehicle headlamps emitting an asymmetrical passing beam or a driving beam or both and equipped with halogen filament lamps (H4 lamps) (E/ECE324-E/ECE/TRANS/505/Rev.1/Add.19)*

*UN/ECE Regulation No. 31, Uniform provisions concerning the approval of halogen sealed-beam unit (HSB unit) motor vehicle headlamps emitting an asymmetrical passing beam or a driving beam or both (E/ECE324-E/ECE/TRANS/505/Rev.1/Add.30)*

*UN/ECE Regulation No. 56, Uniform provisions concerning the approval of headlamps for mopeds and vehicles treated as such (E/ECE324-E/ECE/TRANS/505/Rev.1/Add.55)*

*UN/ECE Regulation No. 57, Uniform provisions concerning the approval of headlamps for motor cycles and vehicles treated as such (E/ECE324-E/ECE/TRANS/505/Rev.1/Add.56)*

*UN/ECE Regulation No. 72, Uniform provisions concerning the approval of motor cycle headlamps emitting an asymmetrical passing beam and a driving beam and equipped with halogen lamps (HS1 lamps) (E/ECE324-E/ECE/TRANS/505/Rev.1/ Add.71)*

*UN/ECE Regulation No. 76, Uniform provisions concerning the approval of headlamps for mopeds emitting a driving beam and a passing beam (E/ECE324-E/ECE/TRANS/505/Rev.1/Add.75)*

*UN/ECE Regulation No. 82, Uniform provisions concerning the approval of moped headlamps equipped with filament halogen lamps (HS2 lamps) (E/ECE324-E/ECE/TRANS/505/Rev.1/Add.81)*

*UN/ECE Regulation No. 98, Uniform provisions concerning the approval of motor vehicle headlamps equipped with gas-discharge light sources (E/ECE324-E/ECE/TRANS/505/Rev.1/Add.97)*

*UN/ECE Regulation No. 112, Uniform provisions concerning the approval of motor vehicle headlamps emitting an asymmetrical passing beam or a driving beam or both and equipped with filament lamps (E/ECE 324-E/ECE/TRANS/505/Add.111)*

*UN/ECE Regulation No.113, Uniform provisions concerning the approval of motor vehicle headlamps emitting a symmetrical passing beam or a driving beam or both and equipped with filament lamps (E/ECE 324-E/ECE/TRANS/505/Add.112)*

*Council Directive 76/761/EEC of 27 July 1976 on the approximation of the laws of the Member States relating to motor-vehicle headlamps which function as main-beam*

*and/or dipped-beam headlamps and to incandescent electric filament lamps for such headlamps*

*Federal Motor Vehicle Safety Standard No. 108, Lamps, reflective devices and associated equipment*

*Australian Design Rule 46, Headlamps*

*Australian Design Rule 54, Headlamps for mopeds*

*Australian Design Rule 55, Headlamps for motor cycles*

*Australian Design Rule 77, Gas-discharge headlamps*

*Technical Standard for Headlamps* (Japan)

*Japanese Industrial Standard D 5504, Sealed Beam Headlamp Units for Motor Vehicles*

*Japanese Industrial Standard D 5500, Automobile Parts - Lighting and Light Signalling Devices*

Front position lamps

*UN/ECE Regulation No. 7, Uniform provisions concerning the approval of front and rear position (side) lamps, stop-lamps and end-outline marker lamps for motor vehicles (except motor cycles) and their trailers (E/ECE324-E/ECE/TRANS/505/Add.6)*

*UN/ECE Regulation No. 50, Uniform provisions concerning the approval of front position lamps, rear position lamps, stop lamps, direction-indicators and rear-registration-plate illuminating devices for mopeds, motor cycles and vehicles treated as such (E/ECE324-E/ECE/TRANS/505/Rev.1/Add.49)*

*Council Directive 76/758/EEC of 27 July 1976 on the approximation of the laws of the Member States relating to end-outline marker lamps, front position (side) lamps, rear*

*position (side) lamps and stop lamps for motor vehicles and their trailers*

*Federal Motor Vehicle Safety Standard No. 108, Lamps, reflective devices and associated equipment*

*Australian Design Rule 49, Front & rear position (Side) lamps, stop lamps and end-outline marker lamps*

*Australian Design Rule 53, Front and rear position lamps, stop lamps, direction-indicators and rear registration plate lamps for L-group vehicles*

*Technical Standard for Clearance Lamps* (Japan)

*Technical Standard for Front End-Outline Marker Lamps* (Japan)

*Japanese Industrial Standard D 5500, Automobile Parts - Lighting and Light Signalling Devices*

*Technical Standard for Front and Rear Position (Side) Lamps* (Japan)

Direction-indicator lamps

*UN/ECE Regulation No. 6, Uniform provisions concerning the approval of direction-indicators for motor vehicles and their trailers (E/ECE324-E/ECE/TRANS/505/Add.5)*

*UN/ECE Regulation No. 50, Uniform provisions concerning the approval of front position lamps, rear position lamps, stop lamps, direction-indicators and rear-registration-plate illuminating devices for mopeds, motor cycles and vehicles treated as such (E/ECE324-E/ECE/TRANS/505/Rev.1/Add.49)*

*Council Directive 76/759/EEC of 27 July 1976 on the approximation of the laws of the Member States relating to direction indicator lamps for motor vehicles and their trailers*

*Federal Motor Vehicle Safety Standard No. 108, Lamps, reflective devices and associated equipment*

*Australian Design Rule 6, Direction indicators*

*Australian Design Rule 53, Front and rear position lamps, stop lamps, direction indicators and rear registration plate lamps for L-group vehicles*

*Technical Standard for Direction Indicators* (Japan)

*Japanese Industrial Standard D 5500, Automobile Parts - Lighting and Light Signalling Devices*

Rear position lamps

*UN/ECE Regulation No. 7, Uniform provisions concerning the approval of front and rear position (side) lamps, stop-lamps and end-outline marker lamps for motor vehicles (except motor cycles) and their trailers (E/ECE324-E/ECE/TRANS/505/Add.6)*

*UN/ECE Regulation No. 50, Uniform provisions concerning the approval of front position lamps, rear position lamps, stop lamps, direction indicators and rear-registration-plate illuminating devices for mopeds, motor cycles and vehicles treated as such (E/ECE324-E/ECE/TRANS/505/Rev.1/Add.49)*

*Council Directive 76/758/EEC of 27 July 1976 on the approximation of the laws of the Member States relating to end-outline marker lamps, front position (side) lamps, rear position (side) lamps and stop lamps for motor vehicles and their trailers*

*Federal Motor Vehicle Safety Standard No. 108, Lamps, reflective devices and associated equipment*

*Australian Design Rule 49, Front & rear position lamps, stop lamps and end-outline marker lamps*

*Australian Design Rule No. 53, Front and rear position (side) lamps, stop lamps, direction indicators and rear registration plate lamps for L-group vehicles*

*Technical Standard for Front and Rear Position (Side) Lamps* (Japan)

*Technical Standard for Tail Lamps* (Japan)

*Technical Standard for Rear End-Outline Marker Lamps* (Japan)

*Japanese Industrial Standard D 5500, Automobile Parts - Lighting and Light Signalling Devices*

*Technical Standard for Front and Rear Position (Side) Lamps* (Japan)

Retroreflective material

*UN/ECE Regulation No. 104, Uniform provisions concerning the approval of retro-reflective markings for heavy and long vehicles and their trailers (E/ECE324-E/ECE/TRANS/ 505/Rev.2/Add.103);*

*Federal Motor Vehicle Safety Standard No. 108, Lamps, reflective devices and associated equipment*

Stop lamps

*UN/ECE Regulation No. 7, Uniform provisions concerning the approval of front and rear position (side) lamps, stop-lamps and end-outline marker lamps for motor vehicles (except motor cycles) and their trailers (E/ECE324-E/ECE/TRANS/505/Add.6)*

*UN/ECE Regulation No. 50, Uniform provisions concerning the approval of front position lamps, rear position lamps, stop lamps, direction indicators and rear-registration-plate illuminating devices for mopeds, motor cycles and vehicles*

*treated as such*
*(E/ECE324-E/ECE/TRANS/505/Rev.1/Add.49)*

*Council Directive 76/758/EEC of 27 July 1976 on the approximation of the laws of the Member States relating to end-outline marker lamps, front position (side) lamps, rear position (side) lamps and stop lamps for motor vehicles and their trailers*

*Federal Motor Vehicle Safety Standard No. 108, Lamps, reflective devices and associated equipment*

*Australian Design Rule 49, Front & rear position (side) lamps, stop lamps and end-outline marker lamps*

*Australian Design Rule 53, Front and rear position lamps, stop lamps, direction indicators and rear registration plate lamps for L-group vehicles*

*Technical Standard for Stop Lamps* (Japan)

*Japanese Industrial Standard D 5500, Automobile Parts - Lighting and Light Signalling Devices*

High-mounted stop lamps

*UN/ECE Regulation No. 7, Uniform provisions concerning the approval of front and rear position (side) lamps, stop-lamps and end-outline marker lamps for motor vehicles (except motor cycles) and their trailers*
*(E/ECE324-E/ECE/TRANS/505/Add.6)*

*Federal Motor Vehicle Safety Standard No. 108, Lamps, reflective devices and associated equipment*

*Australian Design Rule 60, Centre high mounted stop lamp[s]*

*Technical Standard for Auxiliary Stop Lamps* (Japan)

*Japanese Industrial Standard D 5500, Automobile Parts - Lighting and Light Signalling Devices*

Registration-plate illumination lamps

*UN/ECE Regulation No. 4, Uniform provisions for the approval of devices for the illumination of rear registration plates of motor vehicles (except motor cycles) and their trailers (E/ECE324-E/ECE/TRANS/505/Add.3)*

*UN/ECE Regulation No. 50, Uniform provisions concerning the approval of front position lamps, rear position lamps, stop lamps, direction indicators and rear-registration-plate illuminating devices for mopeds, motor cycles and vehicles treated as such (E/ECE324-E/ECE/TRANS/505/Rev.1/Add.49)*

*Council Directive 76/760/EEC of 27 July 1976 on the approximation of the laws of the Member States relating to the rear registration plate lamps for motor vehicles and their trailers*

*Federal Motor Vehicle Safety Standard No. 108, Lamps, reflective devices and associated equipment*

*Australian Design Rule 48, Devices for illumination of registration plates*

*Australian Design Rule 53, Front and rear position lamps, stop lamps, direction indicators and rear registration plate lamps for L-group vehicles*

*Technical Standard for Number Plate Lamps* (Japan)

*Japanese Industrial Standard D 5500, Automobile Parts - Lighting and Light Signalling Devices*

Rearward-facing retroreflectors

*UN/ECE Regulation No. 3, Uniform provisions concerning the approval of retroreflecting devices for power-driven vehicles and their trailers (E/ECE324-E/ECE/TRANS/505/Add.2)*

*Council Directive 76/757/EEC of 27 July 1976 on the approximation of the laws of the Member States relating to reflex reflectors for motor vehicles and their trailers*

*Federal Motor Vehicle Safety Standard No. 108, Lamps, reflective devices and associated equipment*

*Australian Design Rule 47, Retroreflectors*

*Technical Standard for Rear Reflex Reflectors* (Japan)

*Technical Standard for Large-Sized Rear Reflex Reflectors* (Japan)

*Japanese Industrial Standard D 5500, Automobile Parts - Lighting and Light Signalling Devices*

Front fog lamps

*UN/ECE Regulation No. 19, Uniform provisions concerning the approval of motor vehicle fog lamps (E/ECE324-E/ECE/TRANS/505/Rev.1/Add.18)*

*Council Directive 76/762/EEC of 27 July 1976 on the approximation of the laws of the Member States relating to front fog lamps for motor vehicles and filament lamps for such lamps*

*Federal Motor Vehicle Safety Standard No. 108, Lamps, reflective devices and associated equipment*

*Australian Design Rule 50, Front fog lamps*

*Technical Standard for Front Fog Lamps* (Japan)

*Japanese Industrial Standard D 5500, Automobile Parts - Lighting and Light Signalling Devices*

Daytime running lamps

*UN/ECE Regulation No. 87, Uniform provisions concerning the approval of daytime running lamps for power-driven vehicles (E/ECE324-E/ECE/TRANS/505/Rev.1/Add.86)*

*Federal Motor Vehicle Safety Standard No. 108, Lamps, reflective devices and associated equipment*

*Australian Design Rule 45, Lighting and light-signalling devices not covered by ECE Regulations.*

*Australian Design Rule 76, Daytime running lamps*

Rear fog lamps

*UN/ECE Regulation No. 38, Uniform provisions concerning the approval of rear fog lamps for power-driven vehicles and their trailers (E/ECE324-E/ECE/TRANS/505/Rev.1/Add.37)*

*Council Directive 77/538/EEC of 28 June 1977 on the approximation of the laws of the Member States relating to rear fog lamps for motor vehicles and their trailers*

*Federal Motor Vehicle Safety Standard No. 108, Lamps, reflective devices and associated equipment*

*Australian Design Rule 52, Rear fog lamps*

*Technical Standard for Rear Fog Lamps* (Japan)

*Japanese Industrial Standard D 5500, Automobile Parts - Lighting and Light Signalling Devices*

Reversing lamps

*UN/ECE Regulation No. 23, Uniform provisions concerning the approval of reversing lights for power-driven vehicles and their trailers (E/ECE324-E/ECE/TRANS/505/Rev.1/Add.22)*

*Council Directive 77/539/EEC of 28 June 1977 on the approximation of the laws of the Member States relating to reversing lamps for motor vehicles and their trailers*

*Federal Motor Vehicle Safety Standard No. 108, Lamps, reflective devices and associated equipment*

*Australian Design Rule 1, Reversing lamps*

*Technical Standard for Backup Lamps* (Japan)

*Japanese Industrial Standard D 5500, Automobile Parts - Lighting and Light Signalling Devices*

Side-marker lamps

*Council Directive 76/758/EEC of 27 July 1976 on the approximation of the laws of the Member States relating to end-outline marker lamps, front position (side) lamps, rear position (side) lamps and stop lamps for motor vehicles and their trailers*

*UN/ECE Regulation No. 91, Uniform provisions concerning the approval of side-marker lamps for motor vehicles and their trailers (E/ECE324-E/ECE/TRANS/505/Add.90)*

*Australian Design Rule 45, Lighting and Light Signalling Devices not covered by ECE Regulations*

*Australian Design Rule 74, Side marker lamps*

*Federal Motor Vehicle Safety Standard No. 108, Lamps, reflective devices and associated equipment*

*Technical Standard for Side Marker Lamps* (Japan)

*Japanese Industrial Standard D 5500, Automobile Parts - Lighting and Light Signalling Devices*

End-outline marker lamps

*Council Directive 76/758/EEC of 27 July 1976 on the approximation of the laws of the Member States relating to end-outline marker lamps, front position (side) lamps, rear position (side) lamps and stop lamps for motor vehicles and their trailers*

*UN/ECE Regulation No. 7, Uniform provisions concerning the approval of front and rear position (side) lamps, stop-lamps and end-outline marker lamps for motor vehicles (except motor cycles) and their trailers (E/ECE324-E/ECE/TRANS/505/Add.6)*

*Australian Design Rule 49, Front & rear position (side) lamps, stop lamps and end-outline marker lamps*

*Federal Motor Vehicle Safety Standard No. 108, Lamps, reflective devices and associated equipment*

*Technical Standard for Front End Outline Marker Lamps* (Japan)

*Technical Standard for Rear End Outline Marker Lamps* (Japan)

*Japanese Industrial Standard D 5500, Automobile Parts - Lighting and Light Signalling Devices*

# Schedule 2 Vehicle standards for the installation of lighting equipment

*UN/ECE Regulation No. 48, Uniform provisions concerning the approval of vehicles with regard to the installation of lighting and light-signalling devices (E/ECE324-E/ECE/TRANS/505/Rev.1/Add.47)*

*UN/ECE Regulation No. 53, Uniform provisions concerning the approval of motor cycles with regard to the installation of lighting and light-signalling devices (E/ECE324-E/ECE/TRANS/505/Rev.1/Add.52)*

*UN/ECE Regulation No. 74, Uniform provisions concerning the approval of mopeds with regard to the installation of lighting and light-signalling devices (E/ECE324-E/ECE/TRANS/505/Rev.1/Add.73)*

*UN/ECE Regulation No. 86, Uniform provisions concerning the approval of agricultural or forestry tractors with regard to the installation of lighting and light-signalling devices (E/ECE324-E/ECE/TRANS/505/Rev.1/Add.85)*

*Council Directive 76/756/EEC of 27 July 1976 on the approximation of the laws of the Member States relating to the installation of lighting and light-signalling devices on motor vehicles and their trailers*

*Council Directive 93/92/EEC of 29 October 1993 on the installation of lighting and light-signalling devices on two or three-wheel motor vehicles*

*Federal Motor Vehicle Safety Standard No. 108, Lamps, reflective devices and associated equipment*

*Australian Design Rule 13, Installation of lighting and light-signalling devices on other than L-group vehicles*

*Australian Design Rule 19, Installation of lighting and light-signalling devices on L-g roup vehicles*

*Safety Regulations for Road Vehicles, Chapter II* (Japan)

# Schedule 3 Vehicles not required to meet certain requirements in this rule

(a) traction engines;

(b) mechanically propelled rollers;

(c) cranes fitted with self-laying tracks;

(d) excavators fitted with self-laying tracks;

(e) tractors or machines used solely in agricultural, land management or roading operations, whether for traction or otherwise, and that are not operated at a speed exceeding 30 km/h, together with any trailers operated only while being towed by those tractors or machines;

(f) trailers designed exclusively for agricultural purposes and not operated, except when being:

  (i) delivered from a manufacturer to the manufacturer's agent; or

  (ii) taken to or from an agricultural show for display or demonstration purposes; or

  (iii) from one part of a farm to another part of that farm, or from one farm to another farm owned or managed by the same person; or

  (iv) taken to or from a farm by an agricultural contractor for the purpose of cultivation or harvest other than operations connected with the logging of trees and the cartage of fertiliser or lime or bulk liquids;

(g) vehicles normally propelled by mechanical power while they are being towed without the use of their own power;

(h) all-terrain vehicles used:

(i) in moving from the operator's place of residence to a road that is not a public highway, when the distance travelled is less than 3 km; or

(ii) in connection with their inspection, servicing or repair; or

(iii) as agricultural vehicles.