

# **Land Transport Rule**

## **Vehicle Lighting**

**Preface to Consolidated Rule  
with amendments incorporated  
as at  
1 December 2016**

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**Note. The consolidation of the Rule and its amendments is intended to provide up-to-date details of the current requirements. It is not the official version of the Rule.**

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## Preface

The consolidated Rule brings together the requirements relating to vehicle lighting in the principal Rule and its amendments. These Rules were produced, under an agreement with the Secretary for Transport, by the NZ Transport Agency (NZTA) or its predecessor land transport Crown entities. They were signed into law by the Minister of Transport or his or her delegate under the *Land Transport Act 1998*.

## The principal Rule

**Land Transport Rule: Vehicle Lighting 2004** (the Rule), which came into force on 27 February 2005, sets out 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.

## Amendment 1

Following public consultation, the Rule was amended with effect from 15 September 2005 to allow a wider range of heavy vehicles (ie, vehicles with a gross vehicle mass of more than 3500 kg, including buses and trucks) to be fitted with side-marker lamps than is permitted under the 2004 Rule. The original Rule replaced regulations requiring side-marker lamps to be fitted on heavy vehicles, but only on heavy trailers and articulated heavy vehicles (ie, truck-trailer combinations) longer than 9.2 metres. It was intended to change this to allow other heavy vehicles to be fitted with side-marker lamps, but the relevant provision was inadvertently omitted from the Rule, although it is reflected in *Table 7.1* of the Rule. This amendment Rule rectified that omission.

## Amendment 2

The Rule was amended with effect from 29 June 2007 to clarify the requirements relating to lighting equipment that is not mandatory, or that is not forward-facing lighting equipment (mandatory or optional), and to allow additional lamps to be fitted to emergency vehicles.

The amendment Rule clarified that light motor vehicles are not allowed to be fitted with side-marker lamps and clarified retroreflector requirements for trailers. The amendment Rule also allowed beacons to emit light at a maximum rate of six flashes per second (ie, the equivalent of 6 Hertz), incorporated by reference an additional standard for the installation of lighting on agricultural vehicles, and amended the definition of a stop lamp.

### **Amendment 3**

Following consultation in *Land Transport Rule: Omnibus Amendment 2007*, the Rule was amended with effect from 17 January 2008 to address issues raised by the heavy vehicle transport industry about the cost of complying with the requirement to remove forward-facing position and cosmetic lamps that exceed the maximum number allowed for Class NC vehicles (heavy goods vehicles) first registered before the Rule came into force. The amendment Rule also aimed at resolving issues related to cab units of some types of heavy vehicle that are fitted with lights ex-factory and are subsequently fitted with bodies that have additional lights.

The amendment Rule made changes to the requirements relating to the fitting of stop lamps, direction-indicator lamps and position lamps on heavy motor vehicles and emergency vehicles. It also allowed Class NB goods vehicles with an overall width of 1.8 m or more (which have not been allowed to have end-outline marker lamps) to have up to six forward-facing, end-outline marker lamps.

### **Amendment 4**

The Rule was amended with effect from 7 May 2009:

- to accept one stop lamp for trailers registered in New Zealand before 1 January 1978;
- to require unclassified motor vehicles to have a specified number of forward-facing direction-indicator lamps, but taking into account the more relaxed requirements for tractors in the earlier *Traffic Regulations 1976*;
- to extend the current permissive clause for front indicators to rear ones as well as to improve the safety of the affected vehicles;
- to amend safety requirements for direction-indicator lamps; and
- to allow customs officers, fishery officers, and marine reserve rangers, who have the power to require others to stop, to operate vehicles fitted with one or more blue beacons.

### **Amendment 5**

Following consultation, the Rule was amended with effect from 1 April 2011. The objective of the amendment Rule was to make changes to the Rule to ensure that New Zealand's requirements continue to reflect the needs of vehicle operators are in line with current overseas standards and practice and are able to accommodate changing lighting technology, while ensuring that vehicles continue to be operated safely on our roads. The amendment Rule:

- allows the use of a light source that is part of equipment required or permitted elsewhere in law to be fitted to a vehicle (including LED lamps that indicate the status of electronic road user charges (eRUC) labels permitted by the *Road User Charges Regulations 1978*);

- aligns the Rule with internationally recognised vehicle standards to allow new safety technologies such as emergency brake light systems;
- clarifies the Rule to specifically provide for some modern lighting systems that require two lamps in a pair to operate at different levels of brightness to each other if they are grouped closely together with other lamps that provide a different function;
- provides an alternative means of compliance for certain specialised vehicles that have implements that obscure the required front lamp systems;
- allows cycles to be fitted with stop lamps and direction-indicator lamps;
- requires stop lamps and direction-indicator lamps on new trailers;
- provides for the fitting of direction-indicator lamps on forklifts;
- corrects the terminology used in the Rule that refers, incorrectly, to “light frequency” rather than to the “flashing frequency” of the light emitted from direction-indicator lamps;
- better aligns the requirements for side-marker lamps and end-outline lamps with overseas standards, which brings New Zealand requirements into line with those applying to lighting fitted to vehicles being imported and will simplify enforcement and inspection;
- revises the definition of ‘headlamp’; and
- approves a new vehicle standard for headlamps.

## **Amendment 6**

Following consultation on amendment proposals in *Land Transport Rule: Omnibus Amendment 2012*, the Rule was amended with effect from 1 November 2012.

The objective of the amendment Rule was to:

- relax the requirement for forklifts to fit certain lamps by allowing these as optional;
- remove the requirement for two rearward-facing end-outline marker lamps on heavy motor vehicles (other than trailers) that exceed 2.1 m in width;
- allow medical response vehicles used by the New Zealand Defence Force to be fitted with red beacons; and
- update the definition of ‘Defence Force emergency vehicle’ in the Rule with the current name of the Force Protection Branch of the Royal New Zealand Air Force.

## **Amendment 7**

Following consultation on amendment proposals in *Land Transport Rule: Vehicle Lighting Amendment 2013*, the Rule was amended with effect from 1 June 2013.

The objective of this amendment Rule is to ensure that legislation that affects the primary production sector is fit for purpose and does not impose unnecessary costs or restrictions, including on the ability of the sector to manage critical operations where time or the weather is a limiting factor.

The amendment Rule enables agricultural motor vehicles to be fitted with one or more amber beacons to provide other road users with advance warning of the presence of these vehicles, particularly on narrow and winding rural roads.

## **Amendment 8**

Following consultation on amendment proposals in *Land Transport Rule: Vehicle Lighting Amendment (No 2) 2013*, the Rule was amended with effect from 1 January 2014.

The objective of the amendment Rule was to:

- clarify that *clause 2.2(2)* applies to low volume vehicles and revoke the definition of ‘scratch-built vehicle’;
- amend the restriction on the number of daytime running lamps that may be fitted to a Group L motor vehicle (motorcycle) to allow more lighting configurations.

## **Amendment 9**

Following consultation on amendment proposals in *Land Transport Rule: Vehicle Lighting Amendment 2014*, the Rule was amended with effect from 1 November 2014.

The objective of the amendment Rule is to:

- make minor amendments to the titles of certain UN/ECE Regulations that are currently in the Rule to reflect that they now include LED modules; and
- add certain agricultural vehicles to the list of vehicles that do not have to meet particular requirements in the Vehicle Lighting Rule.

## Amendment 10

Following consultation on amendment proposals in *Land Transport Rule: Vehicle Lighting Amendment 2015*, the Rule was amended with effect from 1 November 2015.

The objective of the amendment Rule was to:

- replace a reference to Land Transport New Zealand with a reference to the New Zealand Transport Agency;
- clarify that forward-facing side-marker lamps fitted to vehicles manufactured on or after 1 January 2006 must emit light that is substantially amber;
- amend the description of the width of a heavy motor vehicle in relation to end-outline marker lamps so that it aligns with other similar descriptions in the Vehicle Lighting Rule and overseas standards.

## Amendment 11

Following consultation on amendment proposals in *Land Transport Rule: Omnibus Amendment 2016*, the Rule was amended with effect from 1 December 2016.

The objective of the amendments was to—

- allow for the deactivation of optional lighting equipment rather than requiring removal if the equipment does not meet the applicable safety requirements;
- improve cyclist visibility by increasing the distance that pedal or power assisted cycle front and rear lights must be visible from 100 m to 200 m between the hours of sunset and sunrise, or at any other time when another person or vehicle is not clearly visible at 100 m;
- remove an unnecessary requirement to fit high-mounted stop lamps to vehicles registered or manufactured before 1 January 1990;
- remove clause 7.6(4), which covers the same requirement in 7.6(8);
- extend the definition of **defence force emergency vehicle** to include a counter-terrorism response vehicle operated by the New Zealand Defence Force;
- correct a grammatical error.