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Crown Law Department,
Perth, 16th December, 1971.

THE undermentioned Regulations made under the provisions of the Traffic Act, 1919, and amended from time to time up to and including the 1st September, 1971, are reprinted as so amended pursuant to the Reprinting of Regulations Act, 1954, by authority of the Attorney General.

W. J. ROBINSON,
Under Secretary for Law.

TRAFFIC ACT, 1919.

VEHICLE STANDARDS REGULATIONS, 1965.

Published in the *Government Gazette* on the 30th December, 1965, and incorporating the amendments thereto published in the *Government Gazette* on the 28th December, 1967; 24th March, 1969; 23rd April, 1969; 30th July, 1969; 22nd September, 1969; 24th February, 1970; 12th August, 1970; 16th December, 1970 and the 20th May, 1971; and reprinted pursuant to the Reprinting of Regulations Act, 1954.

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TRAFFIC ACT, 1919.

VEHICLE STANDARDS REGULATIONS, 1965.

PART 1.—PRELIMINARY AND GENERAL PROVISIONS.

Citation. 101. These regulations may be cited as the Vehicle Standards Regulations, 1965.

Arrangement. 102. These regulations are divided into Parts, as follows:—

Amended
by G.G.
28/12/67,
p. 3573.

CONSTRUCTION AND EQUIPMENT.

- Part 1*—Preliminary and General Provisions.
- Part 2—Lighting Equipment—Lamps and Reflectors.
- Part 3—Additional Lamps and Reflectors Required on Large Vehicles.
- Part 4—Optional Lamps and Reflectors.
- Part 5—Lamps and Reflectors—General Provisions.
- Part 6—Braking Equipment.
- Part 7—Provision of Mudguards.
- Part 8*—Tyres and Rims.
- Part 9—Signalling Devices.
- Part 10*—Other Equipment.
- Part 11—Loading and Dimensions of Vehicles.

USE OF VEHICLES.

- Part 12—Danger and Annoyance.
- Part 13—Trailer Couplings and Safety Chains.

SPECIAL PROVISIONS.

- Part 15²—General Provisions for Public Passenger Carrying Vehicles.
- Part 16—Special Provisions for Omnibuses.
- Part 17—Special Provisions for Particular Classes of Vehicles.
- Part 18*—Special Provisions for Motor Cycles.
- Part 20³—Special Provisions for Vehicles Drawn by Animal Power.
- Part 30⁴—Special Provisions for Pedal Cycles.
- Part 40—Basic Guide for Special Conditions relating to Road Trains.
- Part 50—Motor Vehicle Design Rules.

Application. 103. (1) In so far as these regulations apply to vehicles they apply to vehicles on roads and the prohibition of, or the restriction on, the standing, using or driving of vehicles relates to the doing of any of those things on a road.

(2) The prohibition by these regulations of the standing, using or driving of vehicles does not apply where any of those things are done in conformity with a limited license issued, or a limited registration effected, under the Act or any other Act, or are done in conformity with a permit lawfully issued by a competent authority.

Penalties.
(Formerly
Reg. 4001.)
Added
by G.G.
28/12/67,
p. 3573.

103A. Every person who commits an offence against these regulations is liable, for a first offence, to a penalty not exceeding 100 dollars and, for a subsequent offence, to a penalty not exceeding 200 dollars.

* These regulations were further amended by G.G. 21/9/71, pp. 3500-3, but the amendments are not included in this reprint.

¹Regulations 101-107 inclusive are additional to the draft regulations of the Australian Motor Vehicle Standards Committee, which commence at the regulation herein numbered 108.

²The provisions of Part 14 of the draft regulations of the Australian Motor Vehicle Standards Committee are contained in the Traffic (Vehicle Weights) Regulations, 1963.

³The provisions of Part 19 of the draft regulations of the Australian Motor Vehicle Standards Committee are advisory only and not included in these regulations.

⁴The draft regulations of the Australian Motor Vehicle Standards Committee appear to reserve Parts 21-29 inclusive.

104. (1) A person shall not, stand, use or drive a vehicle, unless—
- (a) its construction, equipment and loading (if any) and every appliance fitted to the vehicle, whether obligatory or optional, conforms to these regulations;
 - (b) every part of, or appliance fitted to, the vehicle, whether or not prescribed by these regulations, is serviceable; and
 - (c) the vehicle is in such a condition as to be unlikely to occasion danger or unreasonable annoyance to any person or damage to any property.
- (2) A person shall not cause, permit or suffer a vehicle to be used in contravention of subregulation (1) of this regulation.
- (3) All motor vehicles shall, where required by these regulations, comply with Australian Design Rules, unless specifically exempted by the Commissioner of Police.
105. (1) A member of the police force or traffic inspector may examine a vehicle and, if he is of the opinion that the vehicle does not conform to the requirements of the Act, or of these regulations, or is in such a condition as to occasion danger or unreasonable annoyance to any person or damage to property, may order the driver to discontinue using the vehicle, and in such an event shall give notice of the order to the owner of the vehicle.
- (2) Where a driver, to whom an order is given under the provisions of subregulation (1) of this regulation, is not the owner, he shall bring the order to the notice of the owner.
- (3) An owner of a vehicle, that is the subject of an order made under this regulation, shall not, except for the purpose of submitting it for re-examination, use the vehicle or permit or suffer it to be used, until the specified defects have been remedied, and the vehicle has been submitted to the appropriate licensing authority and passed as fit for use.
106. (1) Where a member of the police force or traffic inspector, is of the opinion that, in order to comply with the Act, or these regulations, a vehicle inspected by him requires repair, adjustment, or reconditioning, or the supply, fitting, or removal of any equipment, or any other attention, he may attach to the vehicle a notice, in a form approved by the Minister, prohibiting the use of that vehicle, except for the purpose of presenting it for a further inspection, on and after a date specified in the notice, until—
- (a) the repair, adjustment, reconditioning, or the supply, fitting, or removal of any equipment or such other attention has been effected; and
 - (b) the vehicle has been presented for further inspection at an office of a licensing authority and the notice has been removed by that authority, after an inspection of the vehicle has been made.
- (2) A person who, except for the purpose of presenting it for a further inspection, uses, or permits or suffers a vehicle to be used, during the period when the use of that vehicle is prohibited by a notice issued and attached to the vehicle, under the provisions of subregulation (1) of this regulation, or who wilfully removes, damages or obliterates the notice, commits an offence.
107. (1) A member of the police force or a traffic inspector may examine and test drive a vehicle, and the person driving or using the vehicle shall, upon the request of the member of the police force or traffic inspector, permit him to examine and test drive the vehicle and shall not obstruct the examination or test.
- (2) The testing of the efficiency of the brake or brakes of the vehicle may be carried out by use of a device known as a Ferodo Tapley Brake Testing Meter or as a Decelerometer.

Construction etc., of vehicles to comply with these regulations. Amended by G.G. 16/12/70, p. 3785.

Vehicles may be ordered off the road.

Attachment of notices to vehicles in need of repair, etc.

Power to test vehicles.

Interpre-
tation.

Amended
by G.G.
28/12/67,
p. 3574; G.G.
24/2/70,
p. 546; G.G.
16/12/70,
p. 3786; G.G.
20/5/71,
p. 1695.

108. (1) In these regulations, unless the context requires otherwise—

“aggregate weight” has the same meaning as is given to that expression in the Traffic (Vehicle Weights) Regulations, 1963;

“alternative headlamp” means a lamp which is lighted in place of a headlamp by a dipping device;

“articulated vehicle” means a motor vehicle having at the rear thereof a portion on wheels, that is pivoted to, and part of which, is superimposed on and supported by, the forward part of the vehicle;

“Australian Design Rule” means an Australian Design Rule for Motor Vehicle Safety as endorsed by the Australian Transport Advisory Council and issued by the Commonwealth Department of Shipping and Transport;

“braking system” includes all the mechanism by which a brake on a motor vehicle is operated;

“clearance lamp” means a lamp that, when lighted, provides an indication of the width of a motor vehicle together with its load or equipment, either from the front or from the rear of the vehicle;

“derivative”, in relation to a passenger car, means a motor vehicle of the same make as a factory produced passenger car and in which the forward part of the body form and the greater part of the mechanical equipment are the same as those in the passenger car;

“dipped” in relation to the main beam of light projected by the headlamp of a motor vehicle, means directed downward and side-ward in accordance with these regulations; and when the beam is so directed, the light is said to be on low beam, otherwise the light is on high beam;

“dipping device” means a device by which the driver of a motor vehicle, while retaining his normal driving position, can cause the main beam or beams of light from the headlamp or headlamps of his vehicle to be dipped;

“goods vehicle” means a motor vehicle constructed, equipped or fitted for the conveyance of goods or merchandise, and includes a trailer and a tractor which is designed and used for drawing other vehicles and so constructed as not to carry any load thereon either directly or imposed as part of the weight of the vehicle being drawn;

“hours of darkness” means the hours falling between sunset and sunrise;

“laden weight” has the same meaning as is given to that expression in the Traffic (Vehicle Weights) Regulations, 1963;

“licensing authority” means the local authority authorised by the Act, or by any Act relating to the licensing or registration of vehicles for the time being in force, to license or register motor vehicles;

“motor cycle” means any motor vehicle that has two wheels, or, where a side-car is attached thereto, has three wheels;

“motor vehicle” means any self-propelled vehicle, motor cycle or tractor used on a road, but does not include a vehicle used on a railway;

“mudguard” means a fitting or device, which is so constructed and fitted that it will, so far as is practicable, catch or deflect downwards any stones, mud, water or other substance thrown up by the rotation of the wheel for which the fitting or device is provided;

[“multipurpose passenger car” added by G.G. 21/9/71, p. 3501. See footnote * to regulation 102.]

*"omnibus" means a motor vehicle that is constructed or used principally for the conveyance of passengers and is equipped to seat eight or more adult persons including the driver, and includes a school bus;

"Part" means a Part of these regulations;

*"passenger car" means a motor vehicle, other than a motor cycle or an omnibus, constructed principally for the conveyance of persons, and excludes a goods vehicle;

"pole-type trailer" means a trailer that is attached to the towing vehicle by means of a pole, or by an attachment fitted to the pole and that is ordinarily used for transporting loads such as logs, pipes or structural members capable, generally, of supporting themselves as beams between supports;

"prime mover" means a motor tractive unit, designed for hauling a semi-trailer;

"regulation" means one of these regulations;

"rear overhang" means the distance, measured horizontally and parallel to the longitudinal axis of the vehicle, between the rearmost point of the vehicle with its equipment and the centre line of the rear axle, in the case of a vehicle having only one axle towards the rear, or a line midway between the extreme axles of the group, where there is a group of two or more axles towards the rear;

"road" means a highway, road or street open to or used by the public and includes every carriageway, footway, reservation and traffic island thereon;

"road train" means—

- (a) a motor tractive unit hauling a single trailer, the combined lengths of which exceeds 70 feet;
- (b) a motor tractive unit hauling two or more trailers; or
- (c) an articulated vehicle hauling one or more trailers, used or intended to be used for the carriage of goods and livestock separately or combined;

"school bus" means an omnibus that is used solely or principally for the carriage of children to and from school;

"semi-trailer" means the rear portion of an articulated vehicle;

"side car" means any car, box or other receptacle attached to the side of a motor cycle and for the support of which a third wheel is provided;

"side marker lamp" means a lamp or a combination of two lamps that, when fitted to the side of a vehicle, is capable of displaying light through an angle of 180 degrees, from the front to the rear of the vehicle, on the side on which it is fitted;

"tare" has the same meaning as is given to that word in the Traffic (Vehicle Weights) Regulations, 1963;

"trailer" means any vehicle without motive power of its own, designed for attachment to a motor vehicle for the purpose of being towed, but does not include a semi-trailer or side-car.

(2) Unless the context requires otherwise, a reference in these regulations to the visibility of a light, or to the capability of a light of illuminating and rendering a person in dark clothing easily discernable, is a reference to its visibility or that capability, under normal atmospheric conditions, during the hours of darkness.

109. In these regulations, a requirement of the mounted height of lamps, reflectors or devices, shall be taken by measurement from the centre of the lamp, reflector or device, to the level of the ground upon which the vehicle stands, when the vehicle is without a load.

Height of lamps and devices.

* Definitions altered by G.G. 21/9/71, p. 3501. See footnote * to regulation 102.

Steering gear.
Amended by G.G. 28/12/67, p. 3575; G.G. 16/12/70, p. 3786.

110. ⁵(1) Except in the case of a motor cycle or other motor vehicle that is steered by means of handlebars, and except as provided by subregulation (5) of this regulation, the steering wheel shall be located on the right hand side of the motor vehicle.

(2) In the case of a motor cycle or other motor vehicle that is steered by means of handlebars, the steering control may be central, but shall not be located on the left hand or near side of the vehicle.

(3) The vehicle shall be capable of being readily steered, with all steering arms and connections so designed as to eliminate danger of any accidental detachment or overlocking, and all steering connections shall be secured with bolts, fitted with nuts that are locked or pinned.

(4) Where the steering mechanism is placed in a position in which it may be affected by impact with any vehicle or obstacle it shall be suitably protected.

(5) Notwithstanding the provisions of subregulation (1) of this regulation a motor vehicle may have the steering wheel or control other than on the right hand side of the vehicle if—

- (a) it was licensed in the State prior to the 3rd day of June, 1947, and has been continually licensed since; or
- (b) it is a vehicle of the tractor (other than prime mover) type; or
- (c) it is the subject of a temporary authority issued by or a limited license or registration effected with, a licensing authority under the provisions of the Traffic (Licensing Authorities) Regulations 1965, as amended from time to time.

(6) A motor vehicle that is licensed or authorised to be used on a road under subregulation (5) of this regulation shall—

- (a) be equipped with the appropriate signalling devices prescribed by these regulations; and
- (b) have painted on the rear of that vehicle, in a conspicuous position on the right hand side, the words, "CAUTION—LEFT HAND DRIVE" in letters of not less than three inches in height, but where the motor vehicle has the steering wheel or control located at or near the centre of the vehicle, the licensing authority may dispense with the need for the sign required by paragraph (b) of this subregulation.

(7) Passenger cars and derivatives thereof manufactured on and after the 1st January, 1971, shall at the time of first registration have a steering column which shall comply with Australian Design Rule No. 10A—Steering Columns.

Turning circles.

111. A motor vehicle shall be capable of turning, in either direction, in a circle not exceeding eighty feet in diameter, as determined by reference to the extreme outer edge of the tyre track at ground level.

Driver's view.

112. A motor vehicle shall not be so constructed, loaded or equipped, nor may anything be fitted to it in such a manner, as to prevent the driver from having a sufficient view of traffic, on either side of the vehicle and in all directions in front of the vehicle, to enable him to drive the vehicle with safety.

Television receivers.

113. A television receiver, when placed in a vehicle, shall be installed so that—

- (a) no part of the screen, is directly or indirectly visible to the driver, from the driving position;
- (b) no part of the screen can distract the attention of the driver of any other motor vehicle; and
- (c) the controls, other than the sound volume control and the main switch, are not within the driver's reach.

⁵ The draft regulation 110 of the Australian Motor Vehicle Standards Committee has been extended.

114. An engine number shall be such as is legibly and durably stamped or engraved upon the main component of an engine to be installed in a vehicle, at the time of the engine's manufacture; and shall be located in such a position as to render it readily visible after the engine has been installed in the vehicle.

Engine number.
A.M.V.S.C.
Reg. 116.
Substituted
by G.G.
28/12/67,
p. 3575.

115. A motor vehicle that weighs more than six cwt., when unladen, shall be capable of being so worked, that it may travel either backward or forward.

Reverse gear.

116. A licensing authority may require that a motor vehicle or trailer shall be specially constructed, equipped or adapted, in a manner not provided for in these regulations, where the vehicle is to be used by a person who is suffering from a physical disability.

Physical disability of driver—special construction of vehicle.

[117 and 118. Added by G.G. 21/9/71, p. 3503. See footnote * to regulation 102.]

PART 2.—LIGHTING EQUIPMENT—LAMPS AND REFLECTORS.

201. A motor vehicle and a trailer shall be provided with lamps and reflectors in accordance with the requirements of this Part of these regulations.

Lamps.

202. Except for a motor cycle with or without a side-car or a three wheel motor vehicle that does not exceed a width of five feet, a motor vehicle shall be equipped with—

Headlamps.
Amended
by G.G.
28/12/67,
p. 3576.

- (a) two headlamps, one on each side, having their centres equidistant from the centre line of the vehicle, not less than two feet apart, at equal height from the ground, and being of approximately equal candle power;
- (b) four headlamps, in sets of two, one set located on each side of the vehicle, the corresponding lamps of each set having their centres equidistant from the centre line of the vehicle, not less than two feet apart, at equal height from the ground, and being of approximately equal candle power; or
- (c) two headlamps projecting light conforming with subparagraph (i), and two alternative headlamps projecting light conforming with subparagraph (ii), of paragraph (d) of subregulation (1) of regulation 204 of these regulations, so fitted that both sets of headlamps have their centres equidistant from the centre line of the vehicle, not less than two feet apart and at equal height from the ground and the lamps in each pair shall be of approximately equal candle power.

203. (1) A motor cycle shall be equipped with a headlamp which, when lighted, complies with the requirements of regulation 204, but where a motor cycle has an engine capacity not exceeding 200 c.c. and its lighting system is so designed and constructed that it is impracticable to comply with the requirements of regulation 204, the headlamp affixed shall be of a type that, when lighted, will illuminate and render easily discernible a person who is dressed in dark clothing and is straight ahead of the vehicle—

Headlamps on motor cycles and three-wheeled vehicles.
A.M.V.S.C.
Reg. 203.
Substituted
by G.G.
28/12/67,
pp. 3576-7.

- (a) where the engine capacity does not exceed 100 c.c., at a distance of 75 feet; or
- (b) where the engine capacity exceeds 100 c.c. but does not exceed 200 c.c. at a distance of 120 feet.

(2) A side-car attached to a motor cycle, shall be equipped with a lamp of a power not exceeding seven watts which, when lighted, shows a clear white light that is visible at a distance of 600 feet from the front of the vehicle and so fitted that no part of the vehicle or its equipment or loading or of any trailer or the equipment or loading of any trailer drawn by the motor cycle extends outwards for more than 12 inches from the centre of the lamp.

(3) A trailer that, together with its loading or equipment is 3 feet 6 inches or more in width and is drawn by a motor cycle (not being a motor cycle to which a side-car is attached), shall be equipped with lamps of a power not exceeding seven watts that, when lighted, show a clear white light visible at a distance of 600 feet from the front of the vehicle, one fitted on each side of the front of the trailer, so that no part of the trailer or any loading or equipment thereon extends outward more than 6 inches from the centre of the lamp.

(4) A three-wheeled motor vehicle, other than a motor cycle, shall—

(a) where the width of the vehicle or its equipment does not exceed 3 feet 6 inches, be equipped with one headlamp which, when lighted, complies with the requirements of regulation 204;

(b) where the width of the vehicle or its equipment exceeds 3 feet 6 inches but does not exceed 5 feet—

(i) be equipped with one headlamp which, when lighted, complies with the requirements of regulation 204 and with lamps of a power not exceeding seven watts which, when lighted, show a clear white light that is visible at a distance of 600 feet from the front of the vehicle, one fitted on each side of the vehicle at least 16 inches above the ground and so that no part of the vehicle or its equipment extends outward more than 6 inches from the centre of the lamp; or

(ii) be equipped with two headlamps which when lighted comply with the requirements of regulation 204; and

(c) where the width of the vehicle or its equipment exceeds 5 feet, be equipped with two headlamps conforming to the provisions of regulation 202,

but where the vehicle has an engine capacity not exceeding 200 c.c. and the lighting system is so designed that it is impracticable for that system to comply with the requirements of paragraphs (a) or (b) of this subregulation, the headlamps affixed to the vehicle shall be such as comply with subregulation (1) of this regulation.

(5) Notwithstanding any other provision of this regulation a motor cycle or a three-wheeled vehicle that is capable of being driven at a speed in excess of thirty miles per hour shall be equipped with a headlamp or headlamps that comply with the requirements of regulation 204.

Headlamps:
General
require-
ments.
A.M.V.S.C.
Reg. 204.
Substituted
by G.G.
28/12/67,
pp. 3578-9.

204. (1) Headlamps fitted to a motor vehicle shall be so fitted and constructed that—

(a) the centre of each headlamp is not higher than 4 feet 6 inches from the ground and, in the case of a motor vehicle first registered on or after the commencement of this regulation, not less than 2 feet from the ground;

(b) they show white light only and project the light in front of the vehicle;

(c) when on high beam, they project light in such a way that the part of the beam that is projected in a direction parallel to the longitudinal axis of the vehicle and one $\frac{1}{2}$ a degree downward from a plane that is through the headlamp and parallel to the plane on which the vehicle stands, has a luminous intensity of between 15,000 and 37,500 candela;

(d) when on low beam, they project light in such a way that—

(i) the part of the beam that is projected in a direction 2 degrees to the left of a vertical plane that is through the headlamp and parallel to the longitudinal axis of the vehicle and one $\frac{1}{2}$ a degree downward from a plane that is through the headlamp and parallel to the plane on which the vehicle stands, has a luminous intensity of between 3,750 and 10,000 candela; and

- (ii) the part of the beam that is projected 2 degrees to the left of a vertical plane that is through the headlamp and parallel to the longitudinal axis of the vehicle and $1\frac{1}{2}$ degrees downward from a plane that is through the headlamp and parallel to the plane on which the vehicle stands, has a luminous intensity of not less than 8,000 candela; and
 - (iii) no light of an intensity of greater than 5,000 candela is projected more than $2\frac{1}{2}$ degrees to the right of a vertical plane that is through the headlamp and parallel to the longitudinal axis of the vehicle;
- (e) the light is capable of illuminating and rendering easily discernible a person who is dressed in dark clothing and who is straight ahead of the vehicle, at a distance,—
- (i) when on high beam, of 300 feet; and
 - (ii) when on low beam, of 150 feet;
- (f) in the case of a motor vehicle (not being a motor vehicle of an engine capacity of 200 c.c. or less) first registered on or after the 1st January, 1934; the headlamps are controlled by a dipping device that will—
- (i) where the motor vehicle is fitted with one or two headlamps, extinguish the high beam of light projected from the lamp or lamps and at the same time bring the low beam into operation;
 - (ii) where the motor vehicle is fitted with four headlamps, in accordance with paragraph (b) of regulation 202, extinguish the high beam and, at the same time, bring into operation one lamp from each set that is adjusted to project light in accordance with paragraph (d) of this subregulation; and
 - (iii) where the motor vehicle is fitted with headlamps in accordance with paragraph (c) of regulation 202, extinguish the headlamps that are adjusted to the high beam and, at the same time, bring into operation the two alternative headlamps that are adjusted to the low beam.
- (2) Where a headlamp is not required by these regulations to be fitted with a dipping device, the beam of light projected from that lamp shall—
- (a) conform to the requirements of paragraph (d) of subregulation (1) of this regulation; and
 - (b) be capable, in conjunction with any other headlamp that is required to be fitted to the vehicle and to be alight at the same time, of illuminating and rendering easily discernible a person who is dressed in dark clothing and who is straight ahead of the vehicle, at a distance of 150 feet.
- (3) Where, in paragraphs (c) and (d) of subregulation (1) of this regulation, a reference is made to the luminous intensity of that part of a beam projected through a specified angle, the light is deemed to comply with those paragraphs if the luminous intensity of part of the beam projected to within $\frac{1}{4}$ degree of the specified angle has that intensity.

205. (1) An alternative headlamp shall comply with paragraphs (a) and (b) of subregulation (1) of regulation 204 and be capable of rendering easily discernible a person who is dressed in dark clothing and who is straight ahead of the vehicle, at a distance of 150 feet; and the beam of light projected from that lamp shall be in accordance with the requirements of paragraph (d) of that subregulation.

Alternative headlamps.
Amended by G.G. 28/12/67, p. 3579.

(2) Where a motor vehicle is equipped with two alternative headlamps, they shall be of approximately equal candle power and be fitted one on each side of the vehicle, equidistant from its centre line and at equal height from the ground, so that the centres of the lamps are not less than two feet apart.

Parking
lamps.
Amended
by G.G.
23/4/69,
p. 1292.

206. (1) Subject to the provisions of subregulation (3) of this regulation, a motor vehicle (other than a motor cycle) that is less than seven feet in width shall be equipped with two lamps, each of a power not exceeding seven watts, which, when lighted, show a clear white light, visible at a distance of 900 feet from the front of the vehicle and so fitted to the front of the vehicle that—

- (a) their centres are equidistant from the centre line of the vehicle;
- (b) the distance between their centres is not less than two feet; and
- (c) no part of the vehicle, or its load, or equipment projects more than 20 inches, laterally, from the centre line of the lamp on the side of the projection.

(2) A motor cycle with side-car attached shall be equipped with a parking lamp or lamps fitted to the forward part of the motor cycle.

(3)⁶ The provisions of subregulation (1) of this regulation are satisfied, if the vehicle is equipped with two clearance lamps which, when lighted, show an amber light to the front and which otherwise conform to, and are fitted in conformity with, that subregulation.

(4) A motor vehicle (other than a motor cycle) and a motor cycle with side car attached, first registered on or after the 1st January, 1970, shall have the lamps required pursuant to subregulations (1) or (2) of this regulation, so fitted that, when the headlamps required by these regulations are lighted, the former lamps will also be lighted or, if alight, remain lighted.

Rear lamps.

207. (1) Except as provided by subregulation (3) of this regulation, a motor vehicle (other than a motor cycle) and a trailer shall be equipped with one or more lamps of a power not exceeding seven watts, so fitted to the rear of the vehicle that—

- (a) none is higher than three feet six inches from the ground; or
- (b) in the case of a vehicle that, together with its load and equipment, is more than seven feet in width, none is higher than five feet from the ground.

(2) Where, pursuant to subregulation (1) of this regulation, only one lamp is fitted, it shall be fitted in the centre or on the right hand side, and, where more than one lamp is fitted, at least one shall be fitted on the right hand side of the vehicle.

(3) A motor vehicle (other than a motor cycle) and a trailer that is first registered on or after the 1st January, 1966, shall be equipped with at least two lamps of a power not exceeding seven watts, fitted symmetrically to the rear of the vehicle, with one on each side, at an equal height from the ground and so that—

- (a) none is higher than three feet six inches from the ground and each has the outer edge of its illuminated area not more than 16 inches from the extreme edge of the vehicle; or
- (b) in the case of a vehicle that, together with its load and equipment, is more than seven feet in width, none is higher than five feet from the ground and each has the outer edge of its illuminated area not more than six inches from the extreme outer edge of the vehicle.

(4) A motor cycle shall be equipped with a lamp of a power not exceeding seven watts, fitted to the rear of the cycle, so that the lamp is not more than three feet six inches from the ground.

(5) A rear lamp prescribed by subregulations (1), (2), (3) and (4) of this regulation shall, when lighted, show a clear red light to the rear, visible at a distance of 600 feet.

(6) Each letter, symbol or figure upon the number plate carried upon the rear of a motor vehicle or trailer, shall be illuminated, so as to be easily discernible at a distance of 60 feet, by a white light projected either by the rear lamps prescribed by this regulation, or by a separate lamp fitted to the vehicle.

⁶ This subregulation is not included in the draft regulation of the Australian Motor Vehicle Standards Committee.

(7) A rear lamp and a number plate lamp shall be so wired that, if already alight, it remains lighted, and, if not already alight, will be lighted, when any headlamp, alternative headlamp or parking lamp with which the motor vehicle is equipped is lighted.

208. (1) One or more reflectors shall be fitted—

Rear
reflectors.

- (a) symmetrically to each side of the rear of a motor vehicle (other than a motor cycle without a side-car) and of a trailer; and
- (b) to the rear of a motor cycle without a side-car.

(2) A reflecting lens fitted to a rear lamp required or permitted by these regulations, or any reflective material of not less than four square inches in area and at least one inch in width, is a reflector for the purposes of these regulations.

(3) A reflector prescribed by this regulation shall be such as projects a red reflection of the light projected by a lamp of any following vehicle, and shall be so fitted that—

- (a) its centre is not higher than three feet six inches from the ground, unless the vehicle is constructed solely, or principally, for the carriage of goods and is so designed or constructed that it would be impracticable to comply with that requirement, in which case the reflector may be fitted so that its centre is not higher than five feet from the ground; and
- (b) no part of the vehicle or its load or equipment, on the side on which the reflector is fitted, projects—
 - (i) more than nine inches, laterally, from the centre of the reflector, where the width of the vehicle or trailer, together with its load or equipment, is seven feet or more; or
 - (ii) 16 inches, laterally, from the centre of the reflector, where the width of the vehicle or trailer, together with its load or equipment, is less than seven feet.

209. (1) A motor vehicle, trailer, semi-trailer or pole-type trailer shall, except as provided in subregulations (2), (3) and (5) of this regulation, be equipped with at least one stop lamp fitted to the rear of the vehicle so that the lamp or, where there is more than one, one lamp is in the centre, or to the right hand side of the centre of the vehicle. Stop lamps.

(2) A motor vehicle, trailer, semi-trailer or pole-type trailer first registered on and after the 1st January, 1967, shall, except as provided in subregulations (3) and (5) of this regulation, be equipped with at least two stop lamps, fitted symmetrically to the rear of the vehicle, one on each side, having their centres equidistant from the centre line of the vehicle and at equal height from the ground.

(3) A vehicle is exempt from the requirement of subregulations (1) and (2) of this regulation if it is—

- (a) a motor cycle with an engine capacity of 200 c.c. or less; or
- (b) a motor vehicle manufactured on or before 1st January, 1934.

(4) The stop lamp or lamps prescribed by this regulation shall—

- (a) when lighted display a red light to the rear of the vehicle and be clearly visible in sunlight, at all distances up to 200 feet;
- (b) be so fitted that the lamp is or the lamps are not higher than five feet, or lower than 16 inches, from the level on which the vehicle stands; and
- (c) be lighted when the service (foot) brake is applied, and, also, when any device (other than the service brake) for the independent application of the brakes fitted to the semi-trailer portion of an articulated vehicle, or of the brakes fitted to a trailer being drawn by a motor vehicle, is operated.

(5) A stop lamp is not required on a trailer where—

- (a) the dimensions or construction of the trailer, or other towed vehicle, together with its load or equipment, are such as not to obscure a stop lamp fitted to the hauling motor vehicle, and the trailer or other towed vehicle has an unladen weight of not more than five cwt.; or
- (b) the trailer is a special type trailer, in respect of which a declaration is given to the Commissioner of Police, that the vehicle will be used only on short haul "over-the-road" operation in the vicinity of wharves, industrial installations, or within defined areas and will not be used during the hours of darkness.

Signal
lights.
A.M.V.S.C.
Reg. 210.
Substituted
by G.G.
28/12/67,
p. 3580.

210. (1) A motor vehicle, trailer or semi-trailer may be equipped with lamps that comply with regulations 902, 904 and 905 for indicating an intention to turn to the right or to the left.

(2) A motor vehicle (excluding an articulated vehicle, motor cycle or a tractor) first registered on or after the 1st January, 1961, shall be equipped with flashing lamp turn right or turn left signalling devices complying with the requirements of regulations 902, 904 and 905.

(3) An articulated vehicle or a trailer first registered on or after the 1st January, 1961, shall be equipped with flashing lamp turn right or turn left signalling devices complying with the requirements of regulations 902, 904 and 905.

(4) A motor cycle first registered on or after the 1st day of January, 1969, shall be equipped with flashing lamp turn right or turn left signalling devices complying with the requirements of regulations 902 and 904.

(5) Notwithstanding the foregoing provisions of this regulation, the Commissioner of Police may exempt—

- (a) a pole-type trailer;
- (b) any combination of prime mover and trailer not exceeding 24 feet in length; or
- (c) any specially constructed vehicle,
from the requirement of being equipped with flashing lamp turn right or turn left signalling devices, where—
 - (d) in his opinion, it would be impracticable to fit the signalling devices to such a vehicle;
 - (e) the vehicle is to operate under a special licence over a pre-determined route; or
 - (f) there is some other reason which, in his opinion justifies such an exemption.

Lights on
vehicles
under tow.

211. ⁷(1) Every motor vehicle under tow, during the hours of darkness, shall be equipped with—

- (a) a lighted lamp, showing a clear red light clearly visible to the driver of any following motor vehicle, fitted on the centre, or to the right hand or off-side of the centre, of that portion of the vehicle facing any following motor vehicle; and
- (b) a lamp or lamps showing a bright white light, so fitted as to render visible any red flag or other suitable object prescribed under the Road Traffic Code, 1965, to be displayed where a motor vehicle is towed with the aid of a rope, chain or wire.

(2) The requirements of this regulation are additional to the requirements of any other regulation relating to the fitting of lights to a motor vehicle.

(3) Lights, other than those required or permitted by these regulations to be fitted, shall not be displayed upon a towed vehicle, so as to be visible to the driver of a following vehicle.

⁷ Regulation 211 is additional to the draft regulations of the Australian Motor Vehicle Standards Committee.

PART 3.⁸—ADDITIONAL LAMPS AND REFLECTORS REQUIRED ON
LARGE VEHICLES.

301. (1) Notwithstanding the requirements of these regulations prescribing the fitting of lamps and reflectors to motor vehicles, generally, the vehicles mentioned in this Part shall be fitted with such additional lamps and reflectors, respectively, as are therein prescribed. Requirements for certain motor vehicles.

(2)⁹ Where a sidemarker lamp, fitted to a vehicle as prescribed by these regulations, displays a light of the colour, and in the position and direction, so prescribed for a clearance lamp or for a rear lamp, then, notwithstanding any other provision of these regulations, the requirement for the fitting of the clearance lamp or of the rear lamp is satisfied by the fitting of the sidemarker lamp.

302. Every motor vehicle (other than an articulated vehicle) that together with its load or equipment, is seven feet or more, in width, shall be equipped with clearance lamps, one fitted on each side at the front, and one fitted on each side at the rear, of the vehicle; and where the vehicle, together with its load or equipment exceeds 24 feet, in length, a side marker lamp shall be fitted at the rear end of each side of the vehicle. Rigid motor vehicles.

303. Every articulated vehicle, irrespective of its width, shall be equipped with— Articulated vehicles.

(a) clearance lamps—

- (i) one fitted on each side at or near the front of the prime mover;
- (ii) one fitted on each side at or near the front, and one on each side at or near the rear, of the semi-trailer; and
- (iii) where the semi-trailer, together with its load or equipment, exceeds 24 feet in length, one fitted on each side, midway between the front and rear side marker lamps;

and

(b) sidemarker lamps—

- (i) one fitted on each side at or near the front, and one on each side at or near the rear, of the trailer; and
- (ii) where the trailer, together with its load or equipment, exceeds 24 feet, in length, one fitted on each side, midway between the front and rear side marker lamps.

304. Every trailer (other than a pole-type trailer) that, together with its load or equipment, is seven feet or more, in width, or that projects more than six inches, laterally, beyond either side of the motor vehicle by which it is drawn shall be equipped with— Trailers.

(a) clearance lamps—

- (i) one fitted on each side at the front, and one on each side at the rear, of the trailer; and
- (ii) where the trailer, together with its load or equipment exceeds 24 feet, in length, one on each side, midway between the front and rear clearance lamps;

and

(b) sidemarker lamps—

- (i) one fitted on each side at or near the front, and one on each side at or near the rear, of the trailer; and
- (ii) where the trailer, together with its load or equipment, exceeds 24 feet, in length, one fitted on each side, midway between the front and rear side marker lamps;

but where a trailer, (being principally for the carriage of boats or for any other special purpose) is so constructed as to render compliance with this regulation impracticable, one clearance lamp and one side marker lamp shall be fitted on each side, at or near the centre of the trailer.

⁸ The whole of this Part is contained in draft regulation 301 of the Australian Motor Vehicle Standards Committee. That draft regulation is here renumbered as regulations 301-310, for more convenient reference.

⁹ This provision is substituted for that appearing in draft regulation 301 (3) (d) of the Australian Motor Vehicle Standards Committee.

Motor
vehicles
hauling
pole-type
trailers.

305. Every motor vehicle designed for drawing a pole-type trailer and fitted with a bolster or bolsters shall be equipped with—

- (a) clearance lamps—
 - (i) one fitted on each side of the front of the vehicle; and
 - (ii) fitted to the bolster or bolsters, as prescribed by paragraph (a) of regulation 306;
- (b) sidemarker lamps, one fitted on each end of the bolster or the rearmost bolster, as the case may be; and
- (c) white or amber reflectors, one fitted on the forward face, at each end of the bolster or foremost bolster, as the case may be.

Pole-type
trailers.

306. Every pole-type trailer, irrespective of its width or length, shall be equipped with—

- (a) clearance lamps—
 - (i) one displaying an amber light to the front and one displaying a red light to the rear, fitted to each end of the bolster; or
 - (ii) where there is more than one bolster, one displaying an amber light to the front, fitted to each end of the foremost bolster, and one displaying a red light to the rear, fitted to each end of the rearmost bolster;

or, in the alternative, one lamp displaying both an amber light to the front and a red light to the rear, fitted to each end of the bolster or the rearmost bolster as the case may be;
- (b) sidemarker lamps, one fitted on each end of the bolster or the rearmost bolster, as the case may be;
- (c) red reflectors, spaced at intervals of not more than four feet, over the entire length of the right hand and left hand faces of the pole;
- (d) white or amber reflectors, one fitted on the forward face, at each end of the bolster or foremost bolster, as the case may be; and
- (e) red reflectors, fitted to the rear face of the bolster or rearmost bolster, as the case may be, in conformity with regulation 208.

Cranes.

307.¹⁰ Every crane that forms part of, or is mounted on, a vehicle shall—

- (a) where the jib of the crane forms a forward part of, or protrudes forward of, the vehicle, be equipped with—
 - (i) an amber lamp fitted to the foremost part of the jib, so as to be visible from each side and the front, through an angle of 180 degrees; and
 - (ii) amber lamps, spaced at intervals of not more than six feet, over the entire length of the right hand and left hand faces of the jib;

and
- (b) where the jib of the crane forms an after part of, or protrudes to the rear of, the vehicle, be equipped with—
 - (i) a red lamp fitted to the rearmost part of the jib, so as to be visible from each side and the rear, through an angle of 180 degrees; and
 - (ii) red lamps, spaced at intervals of not more than six feet, over the entire length of the right hand and left hand faces of the jib.

¹⁰ Regulation 307 is additional to the provisions contained in draft regulation 301 of the Australian Motor Vehicle Standards Committee.

308. (1) Clearance lamps, whether fitted as prescribed, or in addition to those prescribed, by these regulations, shall display—

- (a) an amber colour to the front, where mounted at or near the front of a vehicle; and
- (b) a red colour to the rear, where mounted at or near the rear of a vehicle, other than a prime mover.

(2) Sidemarker lamps shall display an amber colour visible through 90 degrees, from the side to the front of a vehicle, and a red colour visible through 90 degrees, from the side to the rear of a vehicle.

(3) Reflectors shall reflect—

- (a) a white or amber colour where facing to the front of a vehicle; and
- (b) a red colour, where facing to the rear of a vehicle.

309. (1) Clearance lamps and side marker lamps shall be so fitted that—

- (a) no part of the vehicle, or its load or equipment, on the side to which the lamps are fitted, projects more than six inches, laterally, from the centre of any of them;
- (b) in the case of a semi-trailer or trailer, they are, as far as practicable, the same height above the level of the ground on which the vehicle stands;
- (c) in the case of a motor vehicle, semi-trailer or trailer, other than a pole-type trailer, the rear clearance lamps and rear side marker lamps are not more than 12 inches distant from the rearmost point of the side of the vehicle to which they are fitted and, except in the case of a motor vehicle, the front clearance lamps and front side marker lamps are not more than twelve inches distant from the foremost point of the side of the vehicle to which they are fitted; and
- (d) where fitted at or near the rear or on the side of a motor vehicle or trailer, none is less than two feet or more than five feet above the level of the ground on which the vehicle stands.

(2) In the case of a motor vehicle or trailer, not being a motor cycle or three-wheeled vehicle, clearance lamps mounted at or near the front of the vehicle or trailer shall be so fitted that their centres are not less than two feet six inches above the centre of the headlamp of the vehicle, and may be at any height up to the full height of the vehicle or trailer.

(3) Where a clearance lamp is required to display an amber colour to the front and a red colour to the rear, two separate lamps may be fitted to the vehicle, if the lamps comply with the requirements of these regulations, with regard to the colour of the light to be displayed and the position of the clearance lamp for which they are substituted.

(4) Clearance lamps and side marker lamps may be mounted in combination, if illumination as required in these regulations is given by both types of lamps.

(5) Reflectors, required on the bolster fitted to a motor vehicle or trailer, shall be so fitted that their centres are not more than five feet above the ground, and so that no part of the vehicle or its load or equipment, on the side to which the reflectors are fitted, projects more than nine inches laterally from the centre of a reflector.

310. Clearance lamps and side marker lamps shall be of a power not exceeding seven watts and, when lighted, shall be visible at a distance of 600 feet.

Colours of clearance lamps, side marker lamps and reflectors.

Mounting of clearance lamps, side marker lamps and reflectors. Amended by G.G. 16/12/70, p. 3787.

Visibility of clearance lamps and side marker lamps.

PART 4.—OPTIONAL LAMPS AND REFLECTORS.

Optional rearward facing lamps and reflectors.

401. In addition to the rear lamps or reflectors required by these regulations, there may be fitted to the rear of a motor vehicle or trailer no more than two lamps, which are—

- (a) lighted only when the vehicle is proceeding backwards;
- (b) amber or white in colour and at a maximum height of three feet six inches; and
- (c) where two lamps are used, of the same colour and symmetrically placed.

Optional forward facing lamps and reflectors. Amended by G.G. 28/12/67, p. 3581.

402. (1) In addition to the headlamp or lamps required by these regulations there may be fitted to the front of a motor vehicle, equipped with a dipping device, no more than two additional headlamps to which the provisions of regulation 204 do not apply and which are so fitted and of such a type that—

- (a) they are not higher than four feet six inches above the ground;
- (b) they are capable of showing white light only and of projecting the main beam in front of the vehicle; and
- (c) they are so connected electrically with the headlamps prescribed by these regulations that they are extinguished when the headlamps are in the dipped position, and can also be extinguished separately.

(2) In addition to any lamps required or permitted by these regulations there may be fitted to the front of a motor vehicle or trailer—

- (a) reflectors, symmetrically placed on opposite sides and equidistant from the centre line of the vehicle and at equal height from the ground; or
- (b) one reflector fitted to the right hand side of the vehicle;

and each reflector shall project to the front of the vehicle a white or amber reflection of the light projected by the lamp of a vehicle approaching from the opposite direction.

(3) In addition to the lamps prescribed or permitted under these regulations—

- (a) an omnibus may be equipped with a lamp or lamps which when lighted illuminate with white light a sign indicating the route, destination or any other necessary information;
- (b) a motor vehicle, licensed for the carriage of not more than eight passengers for hire or reward, may be equipped with a lamp or lamps, for the lighting of any sign authorised or required to be displayed on the vehicle by any regulations relating to taxi-cars; and
- (c) a motor vehicle used as an ambulance, may be equipped with a lamp or lamps for the purpose of illuminating a sign displaying the word "AMBULANCE", or any other sign ordinarily displayed by an ambulance service.

(4) Where clearance lamps are required by these regulations to be fitted to a vehicle, there may also be affixed, to, or above, the roof of the cabin of the vehicle, not more than five additional lamps, each of a power not exceeding seven watts, displaying an amber light to the front and having their centres not less than five inches apart.

Interior lighting.

403. A motor vehicle, trailer or semi-trailer may be equipped with a lamp or lamps, to illuminate the interior of the vehicle, if it does not project any light other than such as is necessary for that purpose.

Flashing warning lights. Amended by G.G. 28/12/67, p. 3581.

404.* (1) An emergency vehicle and, with the authority of the Commissioner of Police, a special purpose vehicle may be equipped with a flashing lamp, in the manner and position approved by the Commissioner of Police, so that the lamp displays—

- (a) an amber light, in the case of an emergency vehicle conveying a traffic inspector on urgent official duties or a special purpose vehicle;

* Regulation 404 was further amended by G.G. 23/11/71, p. 4830, but the amendments are not included in this reprint, as they are still subject to disallowance by Parliament.

(b) a red light, in the case of an emergency vehicle, other than a police vehicle and a vehicle conveying a traffic inspector; and

(c) a blue light, in the case of a police vehicle;

for use in the circumstances limited by the Road Traffic Code, 1965, and not otherwise.

(2) In this regulation, the expressions, "emergency vehicle" and "special purpose vehicle" have the same meaning as they have in, and for the purposes of, the Road Traffic Code, 1965.

(3) A vehicle, fitted with flashing lamp signalling devices that are of the type referred to in regulation 904 and that show only amber light to the front of the vehicle, may also be fitted with equipment that will permit, when the equipment is switched on, all the lamps of the signalling devices to flash simultaneously at a rate of not less than 60 or more than 120 times per minute and at the same time indicate to the driver of the vehicle when in his normal driving position, that the equipment is in operation by means of a visual and audible tell-tale indicator.

405. (1) In addition to any compulsory headlamp or alternative headlamp there may be fitted to the front of a motor vehicle, not being a motor cycle—

Fog lamps.
Amended
by G.G.
28/12/67,
p. 3581.

(a) two fog lamps of approximately equal candle power placed—

(i) on opposite sides of, and equidistant from, the centre line of the vehicle;

(ii) at equal height from the ground; and

(iii) so that the centres of the lamps are not less than two feet apart; or

(b) one fog lamp, with which there is fitted symmetrically to the front of the vehicle and at equal height from the ground, two lamps of a power not exceeding seven watts, the centres of which are not less than three feet six inches apart.

(2) In addition to the compulsory headlamp, one fog lamp may be fitted to the front of a motor cycle.

(3) Where, in accordance with subregulations (1) and (2) of this regulation a fog lamp is fitted to a motor vehicle, then—

(a) the lamp shall be capable of showing only white or amber light;

(b) the beam of light from the lamp shall be deflected downwards or both downwards and to the left;

(c) the centre of the lamp shall not be higher than the centre of any compulsory headlamp or alternative headlamp fitted to the vehicle;

(d) the lamp shall be lighted under abnormal atmospheric conditions and in accordance with the provisions of the Road Traffic Code, 1965, only;

(e) when the lamp is alight, no other lamp of a power exceeding seven watts and capable of showing white light to the front of the vehicle shall be alight; and

(f) when only one fog lamp is affixed to the vehicle in accordance with paragraph (b) of subregulation (1) of this regulation and that lamp is alight, the other two lamps referred to in that paragraph shall also be alight.

406. A spot or search lamp may be fitted, or connected to, a motor vehicle, but it shall not be lighted except in accordance with the provisions of the Road Traffic Code, 1965.

Spot or
search
lamps.

Optional clearance and side marker lamps on rigid motor vehicle of 7 ft. or more in width.
A.M.V.S.C. Reg. 407.
Added by G.G. 28/12/67, p. 3581.

407. In addition to the rear clearance and side marker lamps that are required to be affixed to a vehicle by these regulations, additional rear clearance and side marker lamps that comply with the requirements of these regulations may be fixed to the rear of a rigid motor vehicle that is 7 feet or more in width and additional combination clearance side marker lamps may be fitted to the sides of the vehicle.

PART 5.—LAMPS AND REFLECTORS—GENERAL PROVISIONS.

Lamps—General requirements.

501. A lamp or reflector shall not be attached to a motor vehicle or combination of motor vehicle and trailer unless—

- (a) by its construction and adjustment, it so diffuses or directs its light, as to prevent any glare adversely affecting a person's vision; and
- (b) it is of a type prescribed or permitted by these regulations, or approved by the Commissioner of Police.

Lamps and reflectors to be provided unless vehicle exempted.

502. Unless specially exempted by the Commissioner of Police, a motor vehicle or trailer shall be provided with lamps or reflectors, or both lamps and reflectors, in accordance with these regulations.

Requirements in regard to reflectors.

503. (1) A reflector required to be fitted to a motor vehicle or trailer, in accordance with these regulations shall—

- (a) be such that, during the hours of darkness, it reflects the light of a headlamp complying with the provisions of regulation 202 and projected on it, so as to be clearly visible to the driver of the vehicle from which the light is projected, at a distance of 300 feet;
- (b) except as provided by paragraph (c) of regulation 306, be fitted in a vertical position and at right angles to the longitudinal axis of the vehicle; and
- (c) be unobscured and in a clean condition.

(2) A reflector required to be fitted to a motor vehicle or trailer in accordance with these regulations shall comply with the requirements of Australian Standard Interim Specification No. 355—1955, Retro Reflectors for Road Signs and Vehicles.

(3) Where reflective material is permitted to be fitted to a motor vehicle or trailer, it shall comply with the requirements of Australian Standard Interim Specification No. 354—1955, Retro Reflecting Materials for Road Signs and Vehicles.

Electric wiring.

504. (1) The wiring of a lamp prescribed by these regulations shall—

- (a) be stranded wire of a suitable size, material, and insulation;
- (b) be properly supported at intervals of not more than two feet, except in the case of a pole-type trailer so constructed that the length of the pole forward of the trailer frame can be adjusted;
- (c) be soldered and properly insulated at joints, unless the joint is made by a connector that provides adequate insulation and electrical contact;
- (d) be located in such a position that it cannot become overheated, cannot come into contact with moving parts, or constitute a fire hazard due to its proximity to the fuel system; and
- (e) be protected from chafing, with the edges of every hole in any metal through which the wiring passes rolled or bushed with a grommet of rubber or other suitable insulating material.

- (2) A trailer shall be equipped with an electrical conductor that—
- (a) is of a suitable size and material;
 - (b) is independent of the trailer coupling; and
 - (c) provides a return path between the electrical lighting circuit, including any signalling circuit, of the trailer and that of any vehicle hauling it.

PART 6.—BRAKING EQUIPMENT.

601. (1) Subject to the provisions of subregulation (2) of this regulation a motor vehicle, other than a motor cycle, shall be equipped with an efficient braking system comprising brakes fitted to all road wheels, either with two separate methods of actuation, or with a separate emergency hand-brake system, so arranged, in both cases, that the emergency hand-brake is capable of acting on at least two wheels or wheel assemblies, and that, in the event of failure of any one part of the actuating mechanism, effective braking remains on not less than two wheels or wheel assemblies.

Brakes.
Amended
by G.G.
24/2/70,
p. 547.

(2) Notwithstanding the provisions of subregulation (1) of this regulation, where a vehicle complies with the performance requirements of regulation 604, then,—

- (a) if it was first registered before 1st January, 1930, it may have two independent, efficient braking systems, each of which acts on not less than half the number of road wheels or wheel assemblies, or, where the vehicle has less than four wheels or wheel assemblies, acts on two wheels or wheel assemblies; and
- (b) if the vehicle is a tractor, grader or other self-propelled mobile plant incapable of exceeding 25 miles per hour and is equipped with one efficient wholly mechanical braking system, acting on at least two wheels or wheel assemblies, and the actuating mechanism has a ratchet or locking device capable of holding it in any selected position,

it complies with the requirements of this regulation.

(3) The brake tubing, brake hose, brake cables, rods and other linkage shall, in every case,—

- (a) be so constructed as to ensure adequate, reliable and continued functioning;
- (b) be so fitted to the vehicle as to prevent chafing, kinking, or other mechanical damage, under normal motion of the parts to which they are attached; and
- (c) in the case of brake tubing and brake hose, conform to the British Standards Specification of the Society of Automotive Engineers or such other standards specified for hydraulic brake hose, air brake hose or vacuum brake hose as the Commissioner of Police may approve.

(3a) Notwithstanding the provisions of subregulation (3) of this regulation, all motor vehicles manufactured on or after the 1st January, 1970, that are equipped with hydraulic brake hoses shall be so equipped with hydraulic brake hose that complies with Australian Design Rule No. 7—Hydraulic Brake Hoses.

(4) A braking system shall be so constructed that—

- (a) the service foot-brake acts directly on the road wheels and not through the transmission;
- (b) the emergency hand-brake is operated by a separate lever fitted with a ratchet or locking device capable of holding it in any selected position, and is applied by direct mechanical action without the intervention of any hydraulic, electrical or pneumatic device; and
- (c) both braking systems described in paragraphs (a) and (b) of this subregulation are so arranged that, when either system is operated, the brakes are equally applied to all the wheels of an axle.

(5) A braking system shall be so constructed that provision is made for the adjustment or taking up of the ordinary wear of the brakes and for adequately securing or locking the adjustment device over the whole of its effective range.

(6) Subject to the provisions of subregulations (10), (11) and (12) of this regulation, where a motor vehicle is fitted—

- (a) with an air operated braking system, it shall be equipped with at least one air storage reservoir; or
- (b) with a vacuum operated braking system, it shall be equipped with at least one vacuum storage reservoir.

(7) Subject to the provisions of subregulations (10), (11) and (12) of this regulation a motor vehicle, of which the aggregate weight is six tons or more, and an omnibus, shall, if fitted with an air assisted or vacuum assisted braking system, be equipped with not less than one storage reservoir for air or vacuum, as the case may require.

(8) The storage reservoir with which the motor vehicle is equipped in accordance with subregulations (6) and (7) of this regulation shall—

- (a) be of adequate size and capacity to ensure that, in the event of the engine stopping or the source of supply of air or vacuum failing, not less than two applications of the service brake, each complying with the brake performance requirement prescribed by regulation 604, can be made;
- (b) be of adequate strength and, in the case of an air reservoir, be provided with a drain, plug or other means to permit the removal of water or other foreign matter that may accumulate, at the lowest point of the reservoir;
- (c) be provided with such a visible or audible warning signal or both as will readily indicate to the driver, while in his proper driving position, any loss or lack of air or vacuum sufficient to prevent the vehicle from being stopped in the distance prescribed by regulation 604; and a gauge indicating pressure or vacuum within the reservoir does not satisfy the requirements of this paragraph; and
- (d) be safeguarded by a check valve or equivalent device such as will, in the event of failure or leakage in its connection to the source of compressed air or vacuum, ensure that the air or vacuum supply in the reservoir is not depleted by the failure or leakage.

(9) Subject to the provisions of subregulations (11) and (12) of this regulation, a motor vehicle used to tow a trailer, semi-trailer or pole-type trailer required to be equipped with brakes, shall be equipped with means of providing that, in case of a breakaway of the tow, the service brakes of the motor vehicle remain operative and capable of stopping the motor vehicle, in the distance prescribed by regulation 604.

(10) On and after the 1st January, 1967, the requirements—

- (a) of subregulations (6), (7) and (8) of this regulation shall apply to omnibuses; and
- (b) of subregulations (6), (7), (8) and (9) of this regulation shall apply to every motor vehicle of which the aggregate weight is six tons or more and which is—
 - (i) first registered on or after that date; and
 - (ii) first fitted with air or vacuum operated or air or vacuum assisted brakes on or after this date.

(11) Notwithstanding the provisions of subregulation (4) of this regulation, emergency brakes applied by spring action, after the release of air pressure or vacuum holding them off, may be fitted to a motor vehicle, and, in that event,—

- (a) the brakes shall be so fitted and arranged that they will act directly on, and be applied equally to, all the wheels of any axle on which they are used;

- (b) the lever or control by which the brakes are made to apply shall be fitted with a device that will lock the lever or control against inadvertent operation and shall be so located as to enable the driver to apply or release the brakes from the normal driving position;
- (c) the brakes, when not deliberately brought into use, shall be held off by the normal air or vacuum supply in the vehicle and shall be applied by the near instantaneous discharge of the air or vacuum by which they are held off, through the operation of the lever or control mentioned in paragraph (b) of this subregulation;
- (d) a separate air or vacuum reservoir, complying with the provisions of paragraphs (b) and (d) of subregulation (8) of this regulation, to provide at least two releases of the spring brakes when the normal air or vacuum supply is not available, shall be provided, together with a lever or control so located as to enable the driver to release and apply the brakes from the normal driving position;
- (e) the brakes shall not operate, automatically, on loss of stored air or vacuum supply, before the pressure or vacuum in the system has fallen below the level at which the low level warning signal operates;
- (f) where the brakes are fitted to a motor vehicle used to tow a trailer, semi-trailer or pole trailer, they shall not operate, automatically, before the breakaway brakes operate, and their application shall not cause the normal brakes of the trailer, semi-trailer or pole trailer to operate; and
- (g) the brakes shall be capable of stopping the vehicle in the distances specified in Table B to regulation 604.

(12) On and after the 1st July, 1967, the requirements of subregulations (6), (7), (8) and (9) of this regulation shall, where relevant, apply to every motor vehicle.

602. A motor cycle shall have two adjustable, independent and efficient service braking systems, one capable of acting directly on the front wheel and the other on the rear wheel.

Brakes on motor cycles.

603. (1) Subject to the provisions of subregulations (6) and (8) of this regulation, a trailer and a semi-trailer shall be equipped with an efficient brake so designed, constructed and maintained that it is capable of acting upon all wheels.

Brakes on trailers.
Amended by G.G. 23/12/67, p. 3582; G.G. 30/7/69, p. 2183.

(2) The brake tubing and brake hose fitted to a trailer or semi-trailer shall be such as comply with the requirements of regulation 601.

(3) Subject to the provisions of subregulation (5) of this regulation, a trailer exceeding a gross weight of two tons and a semi-trailer and pole-type trailer shall—

- (a) be equipped with brakes of such a character as to be applied automatically and promptly, upon its breaking away from the towing vehicle and be so constructed as to maintain application of the brakes, in the event of a breakaway, for at least 15 minutes;
- (b) if fitted with an air or vacuum operated brake system, be equipped with such a storage reservoir for air or vacuum, as the case may require, as complies with the requirements of regulation 601; and
- (c) if fitted with an air operated brake system and manufactured or first registered after 1st January, 1960, be equipped with a system so designed that the air supply reservoir is safeguarded against back flow of air through the supply line.

(4) The storage reservoir with which a trailer is equipped in accordance with paragraph (b) of subregulation (3) of this regulation, shall be provided with such a visible or audible warning signal or both as will readily indicate to the driver, while in his proper driving position, any loss or lack of air or vacuum sufficient to prevent the vehicle from being stopped, in the distance prescribed by regulation 604; and a gauge indicating pressure or vacuum within the reservoir does not satisfy the requirements of this subregulation.

(5) Where a vehicle to which subregulation (3) of this regulation applies—

(a) is registered, for the first time, after the commencement of these regulations; or

(b) is used after the 1st January, 1967,

it shall be so equipped as to comply with the provisions of that subregulation.

(6) A brake is not required to be fitted to—

(a) a trailer that has a tare weight of less than ten cwt. and an aggregate weight of less than one ton;

(b) a caravan-trailer or a plant trailer that has a tare weight not exceeding one ton; or

(c) any other trailer exempted from that requirement by the Commissioner of Police, either generally by notice published in the *Gazette* or specially by notice in writing to the owner, but in either event so long only as the trailer is used in conformity with the conditions imposed by the Commissioner in the notice exempting the trailer from that requirement.

(7) Where brakes are required by these regulations to be fitted to a vehicle, over-run brakes are not a braking system for the purposes of that requirement except that over-run brakes of a make and type approved by the Commissioner are deemed to be an efficient braking system where fitted to a trailer of which the aggregate weight does not exceed two tons.

(8) A trailer of an aggregate weight not exceeding two tons that has two axles may be fitted with brakes that operate on the wheels fitted to one of those axles only.

Performance
ability of
brakes.

604. The performance ability of a brake shall be such that the vehicle to which the brake is fitted is capable, at all times and, except in the case of an omnibus, under any condition of loading, of being stopped on a dry, smooth, level road free from loose material, by one sustained application of the brake control, within the distance, at the speed, specified—

(a) by Table A to this regulation, in the case of a service foot-brake, according to the class of vehicle; and

(b) by Table B to this regulation, in the case of an emergency hand-brake, according to the class of vehicle,

or capable of being decelerated at the sustained rate in each case so specified, according to the class of vehicle.

TABLE A.

Class of Vehicle	Speed when brakes applied (m.p.h.)					Equivalent "overall" deceleration in feet per second per second (nearest ½ ft.)
	15 ft.	20 ft.	30 ft.	40 ft.	50 ft.	
Motor vehicles or combinations of a motor vehicle and trailer, under 50 cwt. gross weight	16	27	60	107	167	16
Motor vehicles or combinations of a motor vehicle and trailer, 50 cwt. gross weight or over	18.5	33.5	75	134	208	13
Motor vehicles or combinations of a motor vehicle and trailer, not having brakes on all wheels	25	44.5	100	178	278	9.5
Motor vehicles or combinations of a motor vehicle and trailer, with maximum speed of 15-20 m.p.h.	28	50				8.5
Motor vehicles or combinations of a motor vehicle and trailer, with maximum speeds under 15 m.p.h.						8
An unladen omnibus	17	30.5	68.5	122	190	14

TABLE B.

Class of Vehicle	Feet to Stop from 20 m.p.h.	Deceleration in feet per second per second
Motor vehicles or combinations of a motor vehicle and trailer, under 50 cwt. gross weight	67	6.5
Motor vehicles or combinations of a motor vehicle and trailer, 50 cwt. gross weight or over	90	5
An unladen omnibus	67	6.5

PART 7.—PROVISION OF MUDGUARDS.

701. (1) Subject to subregulation (2) of this regulation, every motor vehicle shall, unless the forward portion of the vehicle is so designed or constructed that it fulfils all the conditions set out in paragraphs (a) and (b) of this subregulation, have a mudguard or mudguards for all the wheels on the foremost axle of the vehicle firmly fitted to it; and each mudguard shall be so constructed and fitted that—

Mudguards
for wheels
on foremost
axle.

- (a) as far as practicable, it catches or deflects downwards any stones, mud, water or other substance thrown upwards by the rotation of the wheels; and
- (b) in the case of a motor vehicle, other than a motor cycle, it is capable, either alone or in conjunction with other components of the vehicle body or chassis, of preventing direct contact with the upper half of the wheel, in the event of a forward collision.

(2) The provisions of this regulation do not apply to a vehicle of which the construction or use is such, that, in the opinion of the Commissioner of Police, it is unnecessary or impracticable to provide a mudguard or mudguards.

702. (1) Subject to subregulation (2) of this regulation, every motor vehicle and every trailer and semi-trailer shall have a mudguard or mudguards, for all wheels on the rearmost axle of the vehicle, firmly fitted to it.

Mudguards
for wheels
on rearmost
axle.

(2) Where a vehicle is so constructed that its body or equipment catches or deflects downwards any stones, mud, water or other substance thrown upwards, ahead of, or above, the wheel or wheels on the rearmost axle, but does not adequately catch or deflect downwards such of those substances as are thrown upwards to the rear, a section only of mudguard may be fitted to the body or equipment at the rear of the wheel or wheels on the rearmost axle, if that section complies, as to width and the lowest edge height requirement, with the provisions of regulation 703.

(3) The provisions of this regulation do not apply to—

- (a) a motor vehicle with an extended rear body overhang, of the passenger car type, or to a utility, station wagon, or panel van with similar extended rear end overhang, or to a caravan or trailer with a low level floor extended at the rear, or to a vehicle of which the body overhang, although not falling within the meaning of a mudguard, in regulation 101, is adequately equipped with a fitting or device to bring it within that meaning;
- (b) a pole-type trailer that is used solely or principally for work in a forest;
- (c) a fork lift truck;
- (d) a motor vehicle that is used solely for the purpose of hauling a trailer, semi-trailer or pole-type of trailer; or
- (e) any other vehicle of which the construction or use is such that, in the opinion of the Commissioner of Police, it is unnecessary or impracticable to provide a mudguard or mudguards.

- Width of mudguard. Amended by G.G. 16/12/70, p. 3787.
703. Where a mudguard is required to be fitted to a motor vehicle, trailer, or semi-trailer, under regulation 702,—
- (a) the width of the mudguard shall—
 - (i) be not less than the overall width of the wheel or wheels for which it is provided; or
 - (ii) be not less than 15 inches, if the motor vehicle, trailer or semi-trailer has a body of the tray type of which the width, together with any equipment or load thereon, is seven feet or more;
 - (b) the mudguards shall give protection at a point the height of which above the level ground shall not exceed—
 - (i) in the case of passenger cars and derivatives thereof, one-half; or
 - (ii) in the case of other motor vehicles and trailers, one-third, of the distance such point is rearward of the centre line of the rear axle; and
 - (c) the mudguard shall be continuous from the point defined in subparagraph (b) to a point 30° forward of the centre line of the rear axle.
- Condition of mudguard. 704.¹¹ Every mudguard shall be in good order and condition, and free from cracks, tears and sharp or jagged edges.
- Visibility of mudguards. 705. The portion of the external surface of a rear mudguard, that is, fitted to, and visible to the rear of, a motor vehicle, trailer or semi-trailer that, together with its equipment, is seven feet or more in width and has a body of the tray type, shall be white or silver in colour and be maintained so as to be clearly visible.
- Visibility of tray. 706. A horizontal band, having a uniform depth of at least three inches, white or silver in colour and clearly visible, shall be displayed by painting or otherwise across the full width of the rear-most portion of the tray of a motor vehicle, trailer or semi-trailer that, together with its equipment is seven feet or more in width and has a body of the tray type.

PART 8—TYRES AND RIMS.

- Provision of pneumatic tyres or flat rims. 801. Except where otherwise approved by a licensing authority, a motor vehicle, trailer, or semi-trailer shall—
- (a) have pneumatic rubber tyres having an inflation pressure not exceeding one hundred pounds per square inch, on all wheels; and
 - (b)¹² in the case of a tractor or other agricultural implement or machine fitted with metal wheels, have flat rims, on all wheels, without flanges, spikes, bars or projections.
- Requirements for tyres. Amended by G.G. 16/12/70, p. 3789.
802. (1) Every tyre fitted to a motor vehicle shall—
- (a) be free from any apparent defect likely to render the use of the vehicle unsafe or to cause, or result in, injury to any person or damage to any goods in or upon the vehicle;
 - (b) unless specifically exempted by the Commissioner of Police, have a tread pattern of a depth not less than 1/16th of an inch on all parts of its surface which normally come into contact with the road surface; and
 - (c) together with the rim, be of a size and capacity sufficient to carry the total weight of the vehicle and its loading.
- (2) Tyres shall not—
- (a) be fitted with cleats or any other gripping device of a type likely to cause damage to roads, bridges or culverts, other than by normal wear and tear; or
 - (b) if treated by regrooving, be fitted to a passenger car or to a commercial vehicle of a tare of less than 30 cwt.

[(3) and (4) Added by G.G. 21/9/71, p. 3501. See footnote * to regulation 102.]

¹¹ Regulation 704 is additional to the draft regulations of the Australian Motor Vehicle Standards Committee.

¹² Paragraph (b) of regulation 801 is additional to draft regulation 801 of the Australian Motor Vehicle Standards Committee.

803. The weight borne by a tyre or rim fitted to a vehicle shall not at any time exceed the weight carrying capacity recommended for that tyre or rim by the Tyre and Rim Association of Australia.

Weight carrying capacity for tyres and rims.

804. Where a vehicle first registered after the 1st January, 1969, is fitted with two or more axles, the method of suspension shall be such that the weight of the vehicle is reasonably equally distributed to all of the wheels of the vehicle and so that all of the wheels are in substantial contact with the road surface under normal road conditions.

Proper suspension for distribution of weight of vehicle.
(Not in A.M.V.S.C. regs.)
Added by G.G. 28/12/67, p. 3583.

805. (1) Every passenger car and derivative thereof manufactured on and after the 1st July, 1970, shall comply with Australian Design Rule No. 20—Safety Rims.

Safety rims.
Added by G.G. 24/2/70, p. 547.
Amended by G.G. 16/12/70, p. 3788.

(2) [*Revoked by G.G. 16/12/70, p. 3788.*]

PART 9—SIGNALLING DEVICES.

901. Where the distance from the centre of the steering wheel to the outer extremity on the right hand side of a motor vehicle or its load exceeds 24 inches, or where the construction, equipment or load of a motor vehicle or of a trailer drawn by it, is such that it would prevent the driver of the vehicle, while remaining in his proper driving position, giving a clear signal of his intention to turn or diverge to the right, or to stop or slow down, by use of his arm and hand, a signalling device complying with the requirements of these regulations shall be fitted to the vehicle.

Signalling devices—requirements.

902. Every signalling device shall be so constructed and fitted that—

- (a) signals are clearly visible in sunlight, at all distances up to 200 feet;
- (b) when illuminated, it is not glaring or dazzling to other road users;
- (c) when not in operation, it is not likely to mislead the driver of any other vehicle or any person controlling traffic;
- (d) it is readily operable by the driver from his proper driving position; and
- (e) it is mounted so that any signal given by it can be observed by the driver in his normal driving position directly or by means of a fixed mirror, or its operation is indicated by means of a tell-tale indicator that is visible and audible to the driver.

Requirements of signalling devices, generally.
Amended by G.G. 28/12/67, p. 3583.

903. In addition to the requirements of regulation 902, individual signalling devices shall be so constructed and fitted that—

- (a) where a stop signal is used on the right hand side of a vehicle, by means of a replica of a human hand,—
 - (i) the hand is not less than six inches long, and the width not less than half the length, with the palm of the hand turned to the front, the thumb adjacent to the vehicle and the fingers extended and pointing upwards;
 - (ii) the colour of the hand, or of any reflectors or reflectorised material fitted to it, is white or amber; and
 - (iii) if illuminated, the hand is lit by a steady white or amber light;
- (b) where a turn right signal is used on the right hand side of a vehicle, by means of a replica of a human hand,—
 - (i) the hand is not less than six inches long, and the width not less than half the length, with the palm of the hand turned to the front, the thumb uppermost and the fingers extended and pointing to the right;

Construction and fitting of signalling devices.
Amended by G.G. 28/12/67, p. 3583.

- (ii) the colour of the hand, or of any reflectors or reflectorised material fitted to it, is white or amber; and
- (iii) if illuminated, the hand is lit by a steady white or amber light;
- (c) where a turn left signal is used on the left hand side of a vehicle, by means of a replica of a human hand, the fingers point to the left and the device otherwise conforms to that described in paragraph (b) of this regulation;
- (d) where a turn right signal is used on the right hand side of a vehicle, by means of an illuminated indicator, it is so constructed and fitted that—
 - (i) it is of amber colour;
 - (ii) it is at least six inches long, and of a width being not less than one inch and not exceeding one quarter of the length;
 - (iii) at least six inches of the length of the indicator is visible both to the front and rear of the vehicle while a signal is being given; and
 - (iv) the height from the ground is not more than six feet six inches, or less than one foot eight inches; and
- (e) where a turn left signal is used on the left hand side of a vehicle by means of an illuminated indicator, it conforms to that described in paragraph (d) of this regulation.

Flashing
lamp Turn
Right and
Turn Left
signalling
devices.
Amended
by G.G.
28/12/67,
p. 3584.

904. Flashing lamp turn right and turn left signalling devices shall be so constructed and fitted that—

- (a) each lamp of the device on the right hand side of a vehicle is paired by a similar lamp symmetrically positioned on the left hand side of the vehicle;
- (b) the lamps of each pair are—
 - (i) not less than 30 inches apart, except in the case of a motor cycle where the front lamps shall be not less than 12 inches nor more than 30 inches apart and the rear lamps shall be not less than 12 inches apart;
 - (ii) not more than 20 inches from the extreme outer edge of the vehicle; and
 - (iii) not higher than six feet, or lower than 16 inches from the ground;
- (c) the switching on of a flashing light is followed by the appearance of the light within a maximum period of one second and the light flashes regularly at the rate of not less than 60, or greater than 120, per minute; and
- (d) [*Deleted by G.G. 28/12/67, p. 3584.*]
- (e) [*Deleted by G.G. 28/12/67, p. 3584.*]
- (f) all lamps on the same side of a vehicle flash in phase and are operated by the same control switch.

Fitting of
flashing lamp
devices in
certain cases.

905. (1) Where flashing lamp signalling devices are fitted to rigid vehicles not exceeding 24 feet in length, they shall be so fitted that—

- (a) there is one lamp on each side of the vehicle capable of showing a white or amber light clearly visible from the front of the vehicle and an amber light clearly visible from the rear of the vehicle; or
- (b) there are four or more lamps of which—
 - (i) two are mounted on or towards the front of the vehicle, facing forward, and two are mounted on or towards the rear of the vehicle, facing rearward; and
 - (ii) the forward facing lamps are capable of showing a white or amber light and the rearward facing lamps are capable of showing an amber light or, in the case of a vehicle first registered before 1st January, 1960, of showing a red light.

(2) Where flashing lamp signalling devices are fitted to articulated vehicles, or rigid vehicles exceeding 24 feet in length, there shall be four or more lamps, capable of showing an amber light, so fitted that—

- (a) there are two lamps at or towards the rear of the vehicle with an illuminated area facing to the rear;
- (b) there are two lamps at or towards the front of the vehicle, or in the case of an articulated vehicle, on the forepart of the vehicle, with an illuminated area facing to the rear or facing both to the rear and forward; and
- (c) where the signalling devices required by paragraph (b) do not have an illuminated area facing forward, there are two lamps at or towards the front or forepart of the vehicle with an illuminated area facing forward.

(3) The requirement of paragraph (a) of subregulation (1) of this regulation, concerning clear visibility to the front and rear of a vehicle is met, if the flashing signal lamp on the right or left of the vehicle is visible from any point, up to the maximum required distance from the lamp, on a line through the centre of the lamp and parallel to the longitudinal axis of the vehicle.

PART 10.—OTHER EQUIPMENT.

1001. (1) Every motor vehicle shall be so constructed that inflammable material is unable to fall on to an exhaust pipe, starter motor, generator or other electrical equipment. Drip trays.

(2) A drip tray fixed beneath the carburettor shall be so constructed that any overflow of petrol is not retained in the tray.

1002. (1) A motor vehicle first registered on or after 1st January, 1942, shall be equipped with a windscreen of safety glass. Safety glass.
Amended
by G.G.
16/12/70,
p. 3733.

(2) Subject to the provisions of subregulation (3) of this regulation a motor vehicle first registered on or after 1st February, 1955, shall be equipped with safety glass of a type approved by the Commissioner of Police, wherever glass is used in windows, windscreens or interior partitions; and a replacement of a window, windscreen or interior partition in any motor vehicle shall be of safety glass.

(3) Any transparent material other than glass used in windows or interior partitions of a motor vehicle shall be of a kind that does not shatter.

(4) Windscreens shall not be surface tinted.

(5) All motor vehicles manufactured on or after the 1st day of July, 1971, shall whenever glass is used in windscreens be equipped with safety glass complying with Design Rule No. 8.

(6) The provisions of this regulation do not apply to motor cycles.

1003. (1) Windows shall be sound and properly fitted and every movable window shall have a suitable contrivance for the purpose of opening and closing it. Windows.
Amended
by G.G.
28/12/67,
p. 3584.

(2) Not less than half the number of windows of a vehicle shall be capable of being opened or the vehicle provided with an alternative method of ventilation to the satisfaction of the licensing authority.

1004. (1) A motor vehicle shall be fitted with a horn or alarm, in good working order, capable of giving sufficient warning of the presence of the vehicle. Warning
device.
Amended
by G.G.
28/12/67,
p. 3584.

(2) A siren, repeater horn, bell, exhaust whistle, compression whistle or other device capable of producing a sound resembling that emitted by any of those things shall not be attached to a vehicle, other than an ambulance, police vehicle, fire brigade vehicle or other vehicle to which the fitting of any such device has been approved by the Commissioner of Police.

(3) In this regulation, "repeater horn" means a device that emits audible sounds varying in tone or frequency on a regular time cycle

Windscreen
wiper.

1005. (1) Except as provided in subregulation (3) of this regulation, a motor vehicle fitted with a windscreen shall be equipped with a device that is capable of effectively removing rain, snow or other moisture, from the portion of the windscreen immediately in front of the driver of the vehicle, and the device shall—

- (a) be so constructed and positioned that it can be operated or controlled by the driver while retaining his correct driving position;
- (b) in the case of a motor vehicle first registered on or after 1st January, 1935, be operated by electrical, pneumatic or other continuous mechanical means; and
- (c) sufficiently clear the windscreen as to afford the driver a clear view of the road in front of the vehicle.

(2) Except as provided in subregulations (3) and (4) of this regulation, a motor vehicle fitted with a windscreen and first registered on or after 1st January, 1958, shall be equipped with a device or devices, capable of effectively removing rain, snow or other moisture from the portion of the windscreen immediately in front of the driver and from a corresponding area of windscreen to the left of the vertical centre line of the windscreen, and the device or devices as the case may be shall—

- (a) comply with the provisions of subregulation (1) of this regulation; and
- (b) if operated by engine manifold vacuum, be provided with a vacuum reservoir or pump to maintain their effective operation, while the vehicle is in motion.

(3) The requirements of subregulations (1) and (2) of this regulation do not apply to a motor cycle or a motor vehicle, equipped with a windscreen, so constructed as to permit the driver, while retaining his correct driving position, to obtain adequate vision of the roadway ahead of the vehicle, over the top, below or to the side of the windscreen, in the event of vision through the windscreen being obscured.

(4) The requirements of subregulation (2) of this regulation do not apply to a motor vehicle equipped with a windscreen, so constructed that the windscreen does not extend to the left beyond the longitudinal centre line of the vehicle.

Rear vision
mirror.

1006. (1) A motor vehicle, including a motor cycle, shall have a mirror or mirrors that are so designed and fitted as to be capable of reflecting to the driver, while retaining his normal driving position, a view of the approach of a vehicle overtaking his own, from either side.

(2) The mirror or mirrors shall be fitted to the outside of the vehicle with a maximum projection of six inches beyond the sides of the vehicle, its load, or its equipment, excluding signalling devices, where—

- (a) the vehicle is designed for the carriage of goods or is a public passenger vehicle designed to carry not less than eight passengers; or
- (b) the view through the rear window of the vehicle is so obscured, by the manner in which the vehicle is constructed, equipped or loaded, the fact that it is drawing a trailer or other vehicle, or for any other reason, that the driver could not, by means of a mirror fitted to the inside of the vehicle, obtain a view of an overtaking vehicle.

(3) Every rear vision mirror fitted to vehicles of two tons gross vehicle weight and over shall be at least 24 square inches in area.

[(4) Added by G.G. 21/9/71, p. 3500. See footnote * to regulation 102.]

Fittings for
licence
plates.

1007. A device of a type approved by the Commissioner of Police shall be securely fastened to a motor vehicle or trailer, other than a motor cycle, in such a manner as to enable the prescribed number plate to be fitted—

- (a) to the rear of the vehicle or trailer, in the centre or to the right hand side of the centre, so that no part of the plate is more than four feet from the ground; and

- (b) to the front of the vehicle, forward of, and parallel to, the front axle, so that no part of the plate is more than four feet from the ground and is in the centre of the front of the vehicle or to the right hand side of the centre.

1008. An efficient silencing device, so constructed that all exhaust from the engine is projected through the device, in such a manner as to effectively prevent the creation of undue noise, shall be securely fitted to the engine. Silencer.

1009. (1) Every—

- (a) passenger car and derivative thereof manufactured on and after the 1st January, 1969; and
 (b) other motor vehicle except—
 (i) a motor cycle;
 (ii) a specially constructed motor vehicle; or
 (iii) a motor vehicle of which the gross weight exceeds 10,000 lb., manufactured on and after the 1st January, 1970,

Seat belts and anchorages. Substituted by G.G. 24/2/70, pp. 549-50. Amended by G.G. 16/12/70, p. 3788.

shall be equipped with seat belts and anchorages for the front seat positions.

(2) Every motor vehicle other than—

- (a) a motor cycle;
 (b) a specially constructed motor vehicle; or
 (c) a motor vehicle of which the gross weight exceeds 10,000 lb.,

manufactured on and after the 1st January, 1971, shall be equipped with seat belts and anchorages for the rear seat positions.

(3) Seat belts required to be fitted to a motor vehicle pursuant to this regulation shall conform to the standards and specifications of Australian Design Rule No. 4.

(4) Seat belt anchorages required to be fitted to a motor vehicle pursuant to this regulation shall conform to the standards and specifications of Australian Design Rule No. 5A.

[(5) Revoked by G.G. 16/12/70, p. 3788.]

1010. (1) Each seat of a motor vehicle shall be soundly constructed and securely fixed to the structure of the motor vehicle.

(2) Every passenger car manufactured on or after the 1st January, 1971, and every derivative of a passenger car manufactured on or after the 1st January, 1972, shall be equipped with seat anchorages complying with Australian Design Rule No. 3 for seat anchorages for motor vehicles.

Seats and seat anchorages. Substituted by G.G. 16/12/70, p. 3788. Amended by G.G. 20/5/71, p. 1695.

1011. (1) A motor vehicle that is first registered on or after 1st January, 1969, and that is required by these regulations to be fitted with a windscreen wiper or wipers shall be equipped with a device or devices capable of directing water onto that part of the exterior of the windscreen that is within the area swept by the wiper or wipers when operating.

- (2) The device referred to in subregulation (1) of this regulation shall—
 (a) be fitted to the vehicle in a manner that will enable the driver to operate it while sitting in his normal driving position; and
 (b) have a container or reservoir for the fluid to be used in the device of a capacity of not less than one quart.

Windscreen washers. A.M.V.S.C. Reg. 1011. Added by G.G. 28/12/67, p. 3584.

1012. Every pipe or tube fitted to a vehicle and through which fluids flow shall be mechanically secured to the fittings on which they terminate so that there is no leakage.

Pipes and tubings. A.M.V.S.C. Reg. 1012. Added by G.G. 28/12/67, p. 3585.

Fuel tanks.
A.M.V.S.C.
Reg. 1013.
Added
by G.G.
28/12/67,
p. 3586.
Amended by
G.G. 24/3/69,
p. 987.

1013.* A tank containing liquid fuel for the use of the motor vehicle to which it is fitted, shall, where the vehicle has an aggregate weight exceeding four tons, is designed for the carriage of goods and is manufactured on or after the 1st January, 1970—

- (a) be mounted so that no part of the tank or its fill pipe projects beyond the width of the motor vehicle or forward of its front axle;
- (b) be soundly constructed and securely mounted upon, or attached to, the vehicle;
- (c) have a fill pipe that is—
 - (i) so located that the fill point is external to the structure of the vehicle and any spillage from that point will not fall on to any other equipment of the vehicle;
 - (ii) so located that the outlet into the tank will prevent the tank from being filled with liquid to a capacity exceeding 95 per centum of the capacity of the tank;
 - (iii) so located and designed as to minimise the possibility of its being torn loose in the event of accident;
 - (iv) of sufficient size and form that permits the filling of the tank without spillage at the rate of 20 gallons per minute; and
 - (v) fitted with a captive cap or plug that will prevent spillage or leakage of the fuel within the tank;
- (d) have an air vent of a type that does not allow spillage mounted either separately or combined with the captive cap or plug;
- (e) where the tank has a capacity in excess of 20 gallons, have a means of relieving the pressure in the tank, however occasioned, before that pressure causes a failure of any part of the tank or its equipment;
- (f) have suitable flanges or bosses for the attachment of all fittings and, where screwed fittings are used, have sufficient thread to ensure leak proof joints and have a drain fitting that—
 - (i) is located so as to ensure complete drainage of the tank when the drain plug is removed;
 - (ii) does not extend more than $\frac{3}{4}$ inch below the tank; and
 - (iii) is located and constructed in a manner so as to minimise the risk of the fitting being damaged; and
- (g) have a fitting located above the level of the fuel in the tank, when filled, through which the fuel may be withdrawn.

Door latches
and hinges.
Substituted
by G.G.
16/12/70,
p. 3791.

1014. Passenger cars and derivatives thereof manufactured on or after the 1st January, 1971, shall, if fitted with doors, be equipped with door latches and hinges complying with Australian Design Rule No. 2 for door latches and hinges, but the provisions of this regulation do not apply to folding or cargo type doors, doors giving access to compartments solely used for carriage of goods, or to doors to removable enclosures on open goods motor vehicles.

Demisting of
windcreens.
Added
by G.G.
16/12/70,
p. 3791.

1015. Passenger cars manufactured on and after the 1st January, 1971, and having a windscreen shall comply with Australian Design Rule No. 15 for demisting of windcreens.

Forward
body panel
latches.
Added
by G.G.
16/12/70,
p. 3791.

1016. Motor vehicles manufactured on and after the 1st January, 1971, having an exterior movable body panel forward of the windscreen that serves to cover an engine, luggage storage or battery compartment shall be provided with a latch system. A panel opening from the front which in any open position partially or completely obstructs the driver's forward view through the windscreen must be provided with a second latch position on the latch system or with a second latch system.

[1017 added by G.G. 21/9/71, p. 3502. See footnote * to regulation 102.]

* Deleted by G.G. 21/9/71, p. 3500. See footnote * to regulation 102.

PART 11—LOADING AND DIMENSIONS OF VEHICLES.

1101. (1) The length of a motor vehicle or trailer (not being an articulated vehicle), together with its load or equipment, shall not, in the case of—

- (a) an omnibus that is equipped with tandem rear axles and two steering axles and that operates over a route predetermined by the Commissioner, exceed 42 feet;
- (b) an omnibus, other than an omnibus referred to in paragraph (a) of this subregulation, that operates over a route predetermined by the Commissioner, exceed 37 feet;
- (c) any other omnibus, exceed 36 feet;
- (d) any other motor vehicle or trailer, exceed 31 feet.

Maximum length, width and height.
Amended by G.G. 28/12/67, p. 3587; G.G. 24/2/70, p. 548; G.G. 12/8/70, p. 2537.

(1a) The length of an articulated vehicle together with its load or equipment shall not exceed 45 feet, but if the distance between the front of any rigid portion of the vehicle to the centre of the rear axle or rear group of axles on that portion does not exceed 31 feet, the length of the vehicle together with its load or equipment may exceed 45 feet but not 50 feet.

(1b) Subject to any other restrictions contained in this regulation the length of a motor vehicle (not being an articulated vehicle) together with a trailer being drawn by that motor vehicle and the projecting parts of its load or equipment shall not exceed 50 feet; but if the length of the trailer draw bar does not exceed 16 feet, then the maximum length of the motor vehicle together with the trailer and the projecting parts of the load or equipment may exceed 50 feet but shall not exceed 55 feet.

(2) The maximum width of a motor vehicle, and of a trailer, pole trailer or other towed vehicle, together with its load or equipment, other than the rear vision mirror or mirrors or signalling devices required or permitted to be fitted in accordance with these regulations shall be eight feet two and one-half inches.

(3) The maximum height of a motor vehicle or trailer, together with its load or equipment, shall be—

- (a) 14 feet 6 inches, in the case of a double-deck omnibus; and
- (b) 14 feet, in the case of any other motor vehicle or a trailer.

(4) The provisions of subregulation (2) of this regulation do not apply to an implement used, or intended to be used, in agricultural or horticultural pursuits, while the implement is being driven, used or towed, during the hours between sunrise and sunset, in conformity with such special or general directions as the Minister may from time to time give, either directly or by notice in the *Government Gazette*.

1102. (1) A motor vehicle (other than an articulated vehicle) and a trailer having front and rear axles shall have a rear overhang of a length that—

- (a) in the case of an omnibus of 42 feet in length equipped with tandem rear axles and two steering axles, is not less than 10 feet or more than 10 feet 6 inches;
- (b) in the case of an omnibus exceeding 33 feet in length (other than an omnibus referred to in paragraph (a) of this subregulation), is not less than 8 feet or more than 10 feet 6 inches; or
- (c) in any other case, does not exceed 9 feet 6 inches; but the length of the rear overhang shall be further restricted—
 - (i) in the case of a vehicle of which the tare weight exceeds one-half of its aggregate weight to the same distance of the loading space forward of the line from which the rear overhang is measured;
 - (ii) in the case of a vehicle of which the tare weight does not exceed one-half of its aggregate weight, to 90 per centum of the distance of the loading space forward of the line from which the rear overhang is measured; and

Rear overhang.
A.M.V.S.C. Reg. 1102.
Substituted by G.G. 28/12/67, p. 3588.
Amended by G.G. 22/9/69, p. 2869.

- (iii) to 60 per centum of the distance measured horizontally and parallel to the longitudinal axis of the vehicle, from the centre line of the foremost axle to the line from which the rear overhang is measured,

whichever length is the least, but nothing in subparagraphs (i) and (ii) of this paragraph shall operate so as to prevent a vehicle of a tare weight not exceeding 2 tons manufactured before the 1st January, 1971, from having a rear overhang of any length that does not exceed 50% of the distance, measured horizontally and parallel to the longitudinal axis of the vehicle, from the centre line of the foremost axle of the vehicle to the line from which the rear overhang is measured.

- (2) The rear overhang of a semi-trailer shall not exceed—

(a) 50 per centum of the distance between the line from which the rear overhang of the hauling unit to which it is attached is measured and the line from which the rear overhang of the semi-trailer is measured; or

(b) 9 feet 6 inches,

whichever length is the lesser.

(3) The provisions of this regulation do not apply to a rigid mobile crane that is 31 feet or less in length or to an articulated mobile crane that is 45 feet or less in length.

Projecting loads.

1103. (1) The load or equipment, other than a rear vision mirror or approved signalling device, upon a motor vehicle, other than a motor cycle, or upon a trailer drawn by the vehicle, shall not project—

(a) more than four feet in front of the headlamps of the motor vehicle;

(b) more than four feet to the rear of the motor vehicle or trailer, as the case may be, except as provided in subregulation (4) of this regulation; or

(c) more than six inches beyond the extreme outer portion of either side of the vehicle or trailer as the case may be.

(2) The load or equipment upon a motor cycle without a sidecar attached shall not project more than six inches in front of the outer extremity of the front wheel, or more than one foot behind the outer extremity of the rear wheel, or project at all, beyond the extreme outer portion of the cycle on either side.

(3) The load or equipment upon, or any part of, a motor cycle with a sidecar attached shall not project—

(a) more than two feet in front of the outer extremity of the front wheel, or more than three feet behind the outer extremity of the rear wheel of the motor cycle; or

(b) at all, beyond the extreme outer portion of the vehicle on either side.

(4) Notwithstanding the provisions of subregulation (1) of this regulation it is not an offence to permit any load or equipment to project more than four feet to the rear of a motor vehicle or a trailer drawn by it, if—

(a) the overall length of the vehicle or of the combination of vehicle and trailer, as the case may be, together with its load or equipment is within the relevant limit fixed by regulation 1101;

(b) a red flag or other suitable red object, not less than twelve inches square, is carried at the extreme rear of the load or equipment and the flag or object is kept clearly visible to persons on the road in the near vicinity of the vehicle or trailer; and

(c) between the hours of sunset and sunrise, or when there is insufficient daylight to render a person dressed in dark clothing easily discernible at a distance of 300 feet, there is fitted to the extreme rear of the load or equipment—

(i) a lighted lamp showing a clear red light to the rear, visible at a distance of 600 feet; and

(ii) not less than two reflectors capable of projecting a red reflection of light from the lamp of any following vehicle.

(5) For the purposes of paragraph (b) of subregulation (1) of this regulation and subregulation (4) of this regulation, "equipment" includes the pole of a pole-type trailer.

(6) Where any portion of the load or equipment of a motor vehicle or of a trailer drawn by it projects in such a manner that it would not be readily visible to any person following immediately behind the vehicle, the driver of the vehicle shall—

- (a) mark the end of the load or equipment, by means of a red flag or other suitable red object not less than 12 inches square, so that it is clearly visible to persons in its vicinity; or
- (b) between the hours of sunset and sunrise or when there is insufficient daylight to render a person dressed in dark clothing easily discernible at a distance of 300 feet, cause a lighted lamp and reflectors as prescribed in paragraph (c) of subregulation (4) of this regulation to be fitted to the extreme rear of the load or equipment.

1104 (1) A motor vehicle and a trailer or other vehicle attached to it, shall have a ground clearance not less than that specified in the following table—

Distance Between Any Two Consecutive Axles.	Ground Clearance. Inches.
(a) Over 12 feet but not over 22 feet	8
(b) Over 22 feet but not over 24 feet	9
(c) Over 24 feet but not over 26 feet	10
(d) Over 26 feet but not over 28 feet	11
(e) Over 28 feet but not over 30 feet	11½
(f) Over 30 feet but not over 32 feet	12½

(2) For the purposes of this regulation "ground clearance" means the minimum vertical distance, measured not closer than three feet to any axle, from the underside of a motor vehicle or trailer or other vehicle drawn by a motor vehicle, to the surface of the road, when the motor vehicle, trailer or other vehicle is standing on a flat, level section of road, under any conditions of loading.

(3) In the case of a trailer or semi-trailer, the ground clearance specified in this regulation shall be increased by three inches, unless the lowest point on any cross-section, within the limits defined in subregulation (2) of this regulation, is the under-surface of a longitudinal member or members constituting the frame or chassis of the trailer or semi-trailer and the under-surface is free from any projections, steps or irregularities.

1105. No part of the trailer unit of an articulated vehicle, not being a vehicle to which a pole-type trailer is attached, or its load shall project more than six feet radially forward of the axis of the pivot pin.

Maximum projection forward of the pivot pin, of the rear portion of an articulated vehicle.

1106. (1) A motor vehicle or trailer shall not be altered from the manufacturer's specifications, or from its form on the occasion of its first registration in regard to chassis frame, wheels, suspension, steering, brakes, axles, engine, body structure or exhaust system without the prior approval of the licensing authority.

Chassis body or equipment extensions or alterations.

Amended by G.G. 24/2/70, p. 548; G.G. 16/12/70, p. 3791.

(1a) Equipment fitted to a vehicle whereby compliance with any prescribed Design Rule is achieved shall be maintained in good repair and any replacement equipment or part thereof fitted to such a vehicle shall be so manufactured and so fitted to the vehicle as also to comply with the prescribed Design Rule.

¹³(2) A person shall not change or alter the body or equipment of a motor vehicle in such a way as adversely to affect the safe operation of the vehicle.

¹³The provisions of regulations 1106 (2) and (3), 1107 and 1108 are additional to the draft regulations of the Australian Motor Vehicle Standards Committee.

¹³(3) The owner of a licensed or registered motor vehicle shall, wherever any alteration is made to the vehicle or its equipment affecting the accuracy of any particulars of the description in the license or certificate of registration of the vehicle, give immediate notification of the alteration to the licensing authority.

Particulars of vehicles to be supplied.
Amended by G.G. 16/12/70, p. 3791.

1107.¹³ (1) Every manufacturer or distributor of motor vehicles shall, on demand, supply to a licensing authority known particulars of—

- (a) the construction;
 - (b) the weight; and
 - (c) the manufacturer's gross vehicle weight (where applicable),
- of any new type of motor vehicle imported into the State or manufactured within the State.

(2) Every vehicle for which any Australian Design Rules are applicable at the time of manufacture shall, unless specially exempted by the Commissioner of Police, be fitted with a plate approved by the Australian Motor Vehicle Certification Board indicating compliance with those Design Rules.

Front, side and tail boards to be fitted to certain vehicles.

1108.¹³ (1) Where a vehicle is used for the transport of loose materials or small objects that cannot be individually secured, then the vehicle shall be equipped with front, side and tail boards of a sufficient height to prevent the load or any portion of the load from falling from the vehicle.

(2) Subregulation (1) of this regulation does not apply to a vehicle that is carrying bricks securely tied in lots or packages and notwithstanding the provisions of that subregulation, the Minister may, subject to such terms and conditions as he may impose, issue to any person a permit to use a vehicle carrying a load of bricks or other material on a body of a type approved by the Minister, although not equipped with front, side and tail boards.

PART 12.—DANGER AND ANNOYANCE. USE OF VEHICLES.

Avoidance of danger, smell, smoke, etc.

1201. All parts and fittings of a vehicle shall be maintained in such condition as to be unlikely—

- (a) to cause danger or annoyance to any person by smell, the projection of an undue amount of smoke, or by being in a poor state of repair; or
- (b) ¹⁴to render the use of the vehicle unsafe.

Lubrication, fuel control and exhaust.
Amended by G.G. 28/12/67, p. 3589.

1202. (1) The lubrication and the working mixture of the motor of a motor vehicle shall be so controlled that no undue amount of smoke is projected from the exhaust or from any other part and oil or grease is not dropped on to the roadway.

(2) The outlet of the exhaust of a motor shall not be so fitted as to project the exhaust directly on to the roadway and is not permitted to escape at any point along the left side of the vehicle in such a manner as to cause danger or unreasonable annoyance to any person.

(3) A motor vehicle that is powered with a petrol engine and is first registered on or after the 1st July, 1970, shall be constructed or fitted so that the crank case gases do not escape into the atmosphere.

Noise and vibration.

1203. A vehicle shall be so constructed and loaded and its equipment so adjusted that—

- (a) no undue or avoidable noise or vibration is caused; and
- (b) the driver, when the motor vehicle is stationary, is able to stop the action of any of its equipment, so far as may be necessary for the prevention of noise.

¹³ The provisions or regulations 1106 (2) and (3), 1107 and 1108 are additional to the draft regulations of the Australian Motor Vehicle Standards Committee.

¹⁴ The provisions of paragraph (b) of regulation 1201 are additional to the provisions of the draft regulations of the Australian Motor Vehicle Standards Committee.

1204. A motor vehicle shall not be equipped with—

Dangerous fittings.

- (a) an object or fitting, not technically essential to the vehicle, that protrudes from any part of the vehicle in a manner likely to increase the risk of bodily injury to a person;
- (b) an object or fitting technically essential to the vehicle unless its design, construction and condition and the manner in which it is fitted to the vehicle are such as to reduce to a minimum the risk of bodily injury to a person;
- (c) an object or fitting which, because of its pointed nature or sharp edge, is likely to increase the risk of bodily injury to a person;
- (d) a door handle which is likely to hook or catch on to a person or object; or
- (e) a bumper bar, the end of which is not turned towards the body of the vehicle to a sufficient extent to avoid the risk of hooking or grazing.

PART 13.—TRAILER COUPLINGS AND SAFETY CHAINS.

1301. (1) A trailer shall be securely fastened to the motor vehicle drawing it, by a coupling so fitted as to prevent, as far as is possible, any lateral swing of the trailer, while the motor vehicle and trailer are in motion.

Trailer coupling. Amended by G.G. 16/12/70, p. 3790.

(2) ¹⁵A coupling fitted for the first time, on and after 1st January, 1960, shall have clearly stamped, moulded or branded on it—

- (a) the name or trade mark of the manufacturer; and
- (b) the maximum gross weight which the coupling is designed to tow.

(3) A coupling used as a connection between a passenger car or derivative thereof and a trailer first registered on or after the 1st January, 1971, and of a laden weight not exceeding 5,000 lb., shall be a ball coupling complying with Australian Standard D18-1968 for Ball Couplings for Automotive Purposes provided that the coupling body shall have a loading capacity equal to the static weight of the trailer together with its maximum load.

1302. (1) Where a trailer, not being a pole-type trailer, is attached to a motor vehicle by means of a coupling and drawbar that controls the movement of the trailer, the coupling and drawbar, between the motor vehicle and the trailer, shall be so constructed and fitted that—

Trailer couplings—general specifications.

- (a) it permits an adequate amount of angular movement between the alignment of the motor vehicle and the trailer while in motion;
- (b) the strength of the coupling and drawbar is sufficient to take the gross weight, inclusive of the load, if any, of the trailer while being towed;
- (c) the coupling is equipped with a manually operated mechanism so constructed as to prevent accidental disengagement of the unit while in operation;
- (d) the positive locking mechanism prescribed by paragraph (c) of this subregulation is so designed that it can be disconnected regardless of the angle of the trailer to the towing motor vehicle; and
- (e) the brackets, or other means of securing the forward portion of the couplings to the motor vehicle and the rearward portion of the coupling and the drawbar to the trailer, are of sufficient strength to take the gross weight, inclusive of load, if any, of the trailer while being towed.

¹⁵ The provisions of regulation 1301 (2) are additional to the draft regulations of the Australian Motor Vehicle Standards Committee.

(2) In addition to the coupling prescribed by, and fitted in accordance with the requirements of, paragraphs (a) to (e) inclusive of subregulation (1) of this regulation, a safety connection, consisting of two chains, to hold the trailer in tow, in the event of failure or accidental detachment of the trailer coupling, shall be so fitted to a substantial portion of the motor vehicle and to the frame or other substantial portion of the trailer that—

- (a) it is not liable to accidental disconnection and permits all normal angular movements of the coupling, without more slack than is necessary;
- (b) the chains are as short as practicable and fitted in a crossed over position so as to prevent the forward end of the drawbar from striking the ground in the event of accidental disconnection of the coupling;
- (c)¹⁶ the forward ends of the chains are attached as near to the pivot of the coupling as practicable; and
- (d)¹⁶ the chains conform to the size prescribed in column 2 of the Table to this subregulation, for the corresponding gross weight of the towed trailer, caravan or other vehicle, inclusive of the load, if any, as is specified in column 1 of the Table.

The Table.

Item.	Column 1. Gross Weight.	Column 2. Minimum size of chain
1.	Up to but not exceeding 10 cwt.	$\frac{1}{4}$ inch diameter
2.	Exceeding 10 cwt. but not exceeding 25 cwt.	$\frac{3}{8}$ inch diameter
3.	Exceeding 25 cwt. but not exceeding 60 cwt.	$\frac{1}{2}$ inch diameter
4.	Exceeding 60 cwt.	$\frac{5}{8}$ inch diameter

(3)¹⁶ Where hooks, known as ramshorns, are used for attaching the chains referred to in subregulation (2) of this regulation, the initial bend of the hook, at the point of attachment, shall be upwards and be constructed of material of a diameter at least $\frac{1}{8}$ inch greater than the diameter of the chains prescribed in paragraph (d) of subregulation (2) of this regulation.

(4)¹⁶ Where rings and shackles are used for attaching the chains referred to in subregulation (2) of this regulation, the rings and shackles shall be made of steel of a diameter at least as great as the diameter of the chains prescribed in paragraph (d) of subregulation (2) of this regulation.

(5)¹⁶ The provisions of subregulations (2), (3) and (4) of this regulation do not apply to a towed vehicle fitted with breakaway equipment in accordance with regulation 603.

Restriction on weight of towed vehicles. Substituted by G.G. 28/12/67, p. 3589.

1303. The aggregate weight of a trailer or other vehicle that is being towed by a motor vehicle—

- (a) designed for the carriage of passengers;
- (b) designed for the carriage of both passengers and goods and generally known as a utility; or
- (c) that is a tractor (not prime mover type), shall not exceed—
- (d) in the case of a trailer or vehicle not required by these regulations to be fitted with brakes the tare weight of the motor vehicle by which it is being towed; and
- (e) in the case of a trailer or vehicle equipped with brakes in accordance with these regulations, one and one-half times the tare weight of the motor vehicle by which it is being towed.

[Part 14 *]

¹⁶ The provisions of regulation 1302 (2) (c) and (d) and 1302 (3), (4) and (5) are additional to the draft regulations of the Australian Motor Vehicles Standards Committee.

* See footnote 2 to regulation 102.

PART 15—GENERAL PROVISIONS FOR PUBLIC PASSENGER CARRYING VEHICLES.

1501. (1) Effective means of ventilation shall be provided for omnibuses, independently of windows and door openings, but, in the case of a vehicle other than an omnibus, the equipment of a vehicle with suitable "no draught" or "vent" windows is a sufficient compliance with this subregulation.

Ventilation.

(2) Each window adjacent to a passenger seat in an omnibus shall be movable and be fitted with a suitable contrivance or finger grip for the purpose of opening and closing it.

1502. (1) Every omnibus shall be provided with and carry, in such a position as to be readily available for use,—

Fire extinguishers.

- (a) an efficient fire extinguisher of a capacity not less than one quart or the equivalent, if of a pressure type approved by the licensing authority; or
- (b) not less than two efficient fire extinguishers each having a capacity not less than one quart, if of a non-pressure type, approved by the licensing authority.

(2) A fire extinguisher fitted to an omnibus in accordance with this regulation shall be approved by, and be effectively maintained to the satisfaction of, the licensing authority.

1503.¹⁷ (1) An omnibus, operating on a route, the whole or major portion of which route lies outside the metropolitan area shall be equipped with a comprehensive and serviceable first-aid kit, carried in a position on the vehicle so as to be readily available for use.

First aid kit.

(2) For the purpose of this regulation "metropolitan area" has the same meaning as is given it in the Traffic (Licensing Authorities) Regulations, 1965, as amended from time to time.

1504.¹⁷ (1) An omnibus shall be fitted with an efficient speedometer that—

Speedometer.
Amended
by G.G.
28/12/67,
p. 3590.

- (a) is serviceable at all times;
- (b) indicates to the driver, within a margin of accuracy of plus or minus ten per cent., the speed at which the omnibus is being driven; and
- (c) is illuminated whenever necessary for the driver's purpose.

(2) The provisions of subregulation (1) of this regulation do not apply to a school bus that—

- (a) is not designed with a speedometer; and
- (b) is licensed at the time of coming into operation of this subregulation,

until on and after the 1st January, 1968.

PART 16.—SPECIAL PROVISIONS FOR OMNIBUSES AND SCHOOL BUSES.

1601. (1) An omnibus, other than a school bus, shall have a longitudinal aisle with a width of not less than 15 inches, and a double deck omnibus shall have such an aisle on each deck; but in the case of a single deck omnibus that is to operate under circumstances which do not necessitate frequent stops for the purpose of taking up or setting down passengers en route, the Commissioner of Police may approve the use of an omnibus that has no longitudinal aisle or has a longitudinal aisle with a width of twelve inches or more.

Aisle and
aisle width.
Amended
by G.G.
28/12/67,
p. 3590.

(2) A school bus that is constructed with a longitudinal aisle shall have an aisle that is not less than 12 inches in width.

¹⁷ The provisions of regulations 1503 and 1504 are additional to the draft regulations of the Australian Motor Vehicle Standards Committee.

Entrance
and exit.

1602. (1) An omnibus with a longitudinal aisle, shall have at least one means of entrance and exit on the left hand side and it shall be—

- (a) kept clear of any obstruction;
- (b) at least 22 inches in width;
- (c) at least six feet in height from the lowest step to the top of the entrance and exit; and
- (d) except in the case of an omnibus referred to in subregulation (2) of this regulation, fitted with a suitable handgrip to each side.

(2) An omnibus not having a longitudinal aisle, and fitted with seats all of which are arranged in transverse rows, shall, as far as practicable, have a means of entrance and exit to each such row, by a door fitted to the left hand side of the omnibus, being—

- (a) not less than 22 inches in width, when measured at the height of the seat; and
- (b) not less than four feet six inches in height, from the floor level to the top of the door.

(3) In the case of a double deck omnibus, having a doorless opening connecting the lower deck with a rear platform, the provision of access to the platform from outside the omnibus by means of an opening, of not less than 36 inches in width, on the left hand side of the omnibus, and complying in other respects with the requirements of that subregulation, is sufficient compliance with the requirements of subregulation (1) of this regulation.

(4) Means of entrance or exit, other than an emergency exit or a driver's door, shall not be provided on the right hand side of an omnibus.

(5) A double deck omnibus that does not comply with the requirements of subregulation (3) of this regulation shall have two entrances, one at the front and one at the rear, complying with the provisions of subregulation (1) of this regulation.

Head room
(interior
height).
Amended
by G.G.
28/12/67,
p. 3590.

1603. (1) An omnibus with a longitudinal aisle, other than a double deck omnibus, shall be so constructed that the height inside the omnibus from any point on the floor on the centre line of the aisle to the roof is—

- (a) not less than six feet, where the omnibus is to be operated in a service necessitating frequent stops, for the purpose of taking up or setting down passengers, and is to be used for the carriage of both seated and standing passengers;
- (b) not less than five feet six inches, where the omnibus is to be operated in a service not necessitating frequent stops, for the purpose of taking up or setting down passengers, and is to be used for the carriage of seated passengers only;
- (c) not less than five feet, in the case of a school bus with a tare of 30 cwt. or greater; and
- (d) not less than four feet six inches in the case of a school bus with a tare of less than 30 cwt.

(2) An omnibus fitted with seats arranged in transverse rows, without the provision of a longitudinal aisle, shall be so constructed that the height inside the omnibus, from any point on the floor, on the longitudinal centre line of the omnibus, to the roof, is not less than four feet nine inches.

(3) A double deck omnibus shall be so constructed that the height inside the omnibus from any point on the floor, on the centre line of the aisle, of either deck, to the roof of the deck, is not less than five feet six inches.

(4) Paragraphs (a) and (b) of subregulation (1), and subregulation (2) of this regulation, apply to an omnibus first registered on or after 1st January, 1963, only.

1604. (1) An omnibus shall have safe and convenient steps firmly and appropriately fitted at each entrance. Steps.

(2) The lower step shall—

- (a) be not more than 16 inches, nor less than 10 inches, from the ground to the tread of the step, when the vehicle is unladen and is standing upon level ground; and
- (b) have a tread that is not less than the width of the entrance and not less than nine inches, in transverse depth.

(3) The tread of steps other than the lower step shall be not less than nine inches in transverse depth and shall have a clear width of not less than 18 inches.

(4) Where interior lighting does not afford adequate illumination of the steps of an omnibus, a light, such as will adequately illuminate the steps, shall be provided on either side or immediately above the well of the step.

1605. (1) Where, in an omnibus, the driving position is not sufficiently enclosed, a suitable guard rail or panel shall be fitted about the driving position, to prevent a passenger from coming into contact with the driver or control levers of the vehicle and from obstructing the driver's view to the front and either side of the vehicle. Guard rails and safety partitions.

(2)¹⁸ An omnibus shall have an effective safety partition fitted at the entrance and exit to the vehicle, between the well of the step and the foremost seat on the left hand side, behind the well of the step.

1606. A mirror or mirrors of such dimensions, and so fitted, as to be capable of reflecting to the driver, whilst retaining his normal driving position, a view of such doors, door approaches and parts of the passenger compartment, generally, as are not directly visible to him, shall be provided within every omnibus. Inside mirror.

1607. A sufficient number of hand straps or hand grips shall be provided for the convenience and safety of passengers in an omnibus. Hand straps.

1608. The floor of an omnibus shall be—

- (a) finished with a non-slip surface;
- (b) of sound construction; and
- (c) sealed so as to prevent fumes from the engine from entering the interior of the vehicle. Floor.

1609. (1) The fuel tank and the fuel tank filler pipe of an omnibus shall not be located in its interior, in the engine compartment or in any separate compartment provided for the driver. Fuel tank and filler pipe.

(2) The fuel tank filler pipe shall be situated so that it is not less than three feet from either side of any entrance or exit referred to in regulation 1602 or any emergency exit referred to in regulation 1610 and shall be so arranged that any overflow or leakage of fuel cannot accumulate in or upon the omnibus.

(3)¹⁹ Petrol or other volatile spirit shall not be carried on an omnibus except in the operating tanks provided for that purpose.

1610. (1) A single deck omnibus, other than such as is mentioned in subregulation (2) of this regulation, shall have— Emergency exits.

- (a) at least one means of emergency entrance and exit at the extreme rear of the passenger compartment, of a minimum area of 1,100 square inches and having no dimensions less than one foot nine inches; or

¹⁸ The provisions of regulation 1605 (2) are additional to the draft regulations of the Australian Motor Vehicle Standards Committee.

¹⁹ The provisions of regulation 1609 (3) are additional to the draft regulations of the Australian Motor Vehicle Standards Committee.

(b) at least one means of emergency entrance and exit fitted in the roof of the rear half of the passenger compartment, of a minimum area of 1,100 square inches and having no dimension less than one foot nine inches and, unless a door accessible to passengers is fitted in each side of the vehicle, a further means of emergency entrance and exit, of not less than two feet by one foot nine inches in dimensions, is located in the rear half of the passenger compartment on the side of the vehicle opposite that in which the door is fitted.

(2) In the case of a single deck omnibus that has its engine fitted at the rear, there shall be means of emergency entrance and exit as prescribed by paragraph (b) of subregulation (1) of this regulation, but the means of emergency entrance and exit fitted in the roof shall be fitted as near as practicable to the centre of the passenger compartment.

(3) In the case of a double deck omnibus, there shall be, at the rear, at least two means of emergency entrance and exit, each having minimum dimensions of four feet six inches by one foot nine inches, one situated above, and the other below, the level of the upper deck, but if—

- (a) the omnibus is fitted with a rear platform in accordance with subregulation (3) of regulation 1602;
- (b) access to the platform extends rearward to the left hand rear corner of the omnibus, and is extended transversely across the rear of the omnibus for a distance of not less than 18 inches; and
- (c) there is at the rear of the omnibus at least one means of emergency entrance and exit, situated above the level of the floor of the upper deck, complying in other respects with the requirements of this subregulation,

the requirements of this subregulation are satisfied.

(4) A means of emergency entrance and exit shall—

- (a) be kept clear of obstruction;
- (b) be capable of being opened from both inside and outside; and
- (c) be indicated by a prominent notice, inside and outside, displaying the words "Emergency Exit", with a description of operation, where necessary.

(5)²⁰ An emergency exit of the push in and push out type may be used, if it is of a type and construction approved by the Commissioner of Police.

(6)²⁰ Where an emergency exit is too high to be easily reached by a person standing on the ground, a suitable hand grip shall be fitted beneath the emergency exit.

Seats for
passengers.

1611. Seats for passengers in omnibuses shall be so constructed and fitted that—

- (a) a space of not less than 16 inches, measured along the front of the seat, is provided for each passenger, and each seat is not less than 14 inches in depth, or, in the case of a school bus, 12 inches;
- (b) where seats face to the front of the omnibus, the shortest horizontal space between the inside back of one seat and the back of the seat in front is not less than 26 inches, or, in the case of a school bus, 23 inches and, where the seats face one another, the shortest distance between the inside back of one seat and that of the opposite seat is not less than 48 inches, or, in the case of a school bus, not less than 40 inches;
- (c) a floor space of not less than eight inches, measured from the vertical plane at the front edge of the seat, is provided in front of each seat;
- (d) the height from the floor to the top of each seat is not less than 16 inches, or, in the case of a school bus, not less than 15 inches;

²⁰ The provisions of regulation 1610 (5) and (6) are additional to the draft regulations of the Australian Motor Vehicle Standards Committee.

- (e) each seat has a back so constructed that reasonable comfort and adequate support will be provided for passengers;
- (f) each passenger seat is soundly constructed and securely fixed to the structure of the omnibus; and
- (g) at least two-thirds of the seats are arranged transversely.
1612. The driver's seat of an omnibus shall be— Driver's seat.
- (a) so constructed that a person cannot occupy any portion of the seat on the right hand side of the driver;
- (b) soundly constructed and securely fitted to the vehicle; and
- (c) designed and so placed that the driver is comfortable and has proper control of the vehicle.
1613. Interior doors or doors that open inwards shall not be fitted to an omnibus, but the prohibition does not apply to a door, commonly known as a "Jack-Knife" door, so constructed that no part of the door opens inwards beyond the lowest step. Interior doors.
1614. An omnibus shall be equipped with a passenger stop signal, within convenient reach of every passenger, so as to provide communication with the driver. Passenger stop signal.
- 1615.²¹ A signalling device to enable the driver of an omnibus to indicate his intention of stopping the vehicle and his intention to turn to the right, which complies with the requirements of these regulations, shall be attached to the omnibus. Signalling device for driver.
1616. (1) The cushions and linings in an omnibus shall be— Furniture and appointments.
- (a) of sound material;
- (b) unless comprising sponge rubber, suitably sprung; and
- (c) covered with leather or an approved substitute that is non-absorbent and not readily inflammable.
- (2) All hand and guard rails shall be securely fitted.
1617. The interior of an omnibus shall be equipped with such lamps as give sufficient light for the reasonable convenience of the passengers. Interior lighting.
1618. In addition to the requirements of these regulations, a double deck omnibus shall be so constructed that— Special requirements for double deck omnibuses.
- (a) there is a suitable stairway to the upper deck of not less than 16 inches in width, fitted with a guard rail and guard panel;
- (b) the height of the floor of the upper deck does not exceed nine feet from the ground and is so constructed and drained as to prevent water entering the lower deck;
- (c) the upper deck is enclosed on all sides; and
- (d) the construction or seating capacity of the upper deck is such as will not interfere with the equilibrium or safety of the vehicle.
- 1619.²² (1) The destination of an omnibus, other than a school bus, when plying for hire, shall be clearly and conspicuously exhibited on the destination sign fitted to the vehicle, and be capable of being read, in daylight or when illuminated at night, at a distance of 90 feet. Painting numbers and signs.
- (2) A school bus shall have—
- (a) the exterior of the body painted in a predominantly orange colour, relieved with green, and the roof of cream or white; and
- (b) the words "SCHOOL BUS" conspicuously painted on both the front and rear, in letters of not less than four inches in height.
- (3) An omnibus shall be finished suitably by painting or other similar process.

²¹ The provisions of regulation 1615 in draft regulations of the Australian Motor Vehicle Standards Committee relate to a signalling device for the driver covered by Part 9 of these regulations.

²² The provisions of regulations 1619, 1620, 1621 and 1622 are additional to the draft regulations of the Australian Motor Vehicle Standards Committee.

Construction and alteration of chassis. 1620.²² (1) The chassis of an omnibus shall be of good construction and of suitable type.

(2) The construction of an omnibus shall not be altered or modified unless and until the approval in writing of the licensing authority has been obtained.

(3) An omnibus shall not be constructed unless and until its chassis has been submitted for inspection by the licensing authority, together with the necessary blue-prints, where required, and a plan of the proposed body and seating arrangements.

Cleaning of omnibus. 1621.²² An omnibus shall be kept in a clean and hygienic condition, and the floors shall be washed at least once a week with a disinfectant solution.

Number of passengers to be carried. Amended by G.G. 28/12/67, p. 3591. 1622.²² (1) The number of passengers an omnibus, other than a school bus, is licensed to carry, is that number which is one and a half times the seating capacity of the vehicle, and that number shall be painted on the interior of the vehicle, in letters and numerals of at least one inch in height.

(2) The number of passengers that a school bus is licensed to carry is that number which is—

(a) in the case of a school bus that has an interior height of 5 feet or more, one and one-half times the seating capacity of the vehicle; and

(b) in the case of a school bus that has an interior height of less than 5 feet, equivalent of the seating capacity of the vehicle.

PART 17.—SPECIAL CONDITIONS FOR PARTICULAR CLASSES OF VEHICLES.

Ventilation. 1701. Where a vehicle is constructed principally for the carriage of goods, effective means of ventilation shall be provided for the driver, independently of the door and window openings, but the fitting to the vehicle of suitable "no draught" or "vent" windows is a sufficient compliance with these regulations.

Forward control, rear engine and underfloor engine type vehicles—protection for driver. 1702. Where an omnibus is so constructed that the chassis construction or the placement of the engine or other rigid components of the vehicle do not, in the opinion of the licensing authority, provide adequate protection for the driver and driving controls of the vehicle, additional protection shall be provided to the satisfaction of the licensing authority, immediately in front of the driver and the driving controls.

Holders where no windscreen. 1703. Where a trailer or motor vehicle is subject to registration and has no windscreen, a holder for the registration label shall be fitted to the left hand side of the motor vehicle or trailer, in such a position as to be clearly visible to a person facing the holder from a distance of 20 feet.

Steam vehicles—brakes. 1704. (1) Where a motor vehicle is propelled by steam, the engine of the vehicle is, for the purpose of regulation 601, deemed to be an independent braking system, if the engine is capable of being driven in reverse and is incapable of being disconnected from the driving wheel, except by the sustained effort of the driver.

(2) Where a road roller propelled by steam is used solely for road-making purposes, the equipment of the road roller with at least one effective braking system capable of stopping and holding the vehicle, is sufficient compliance with the provisions of regulation 601.

Articulated vehicle. 1705. The semi-trailer of an articulated vehicle shall be securely joined to the prime mover.

²² The provisions of regulations 1619, 1620, 1621 and 1622 are additional to the draft regulations of the Australian Motor Vehicle Standards Committee.

1706. (1) A sleeper berth of a sleeper cab motor vehicle shall— Sleeper
berths.
- (a) be located within, or immediately adjacent to, the cab and, unless completely and securely separated from the remainder of that space, not be located within the cargo space or, at all, within a trailer, whether it forms part of an articulated vehicle or not;
 - (b) be so constructed that an occupant is unlikely to be thrown out, in the event of the sudden deceleration of the vehicle;
 - (c) be so constructed as to provide internal dimensions, generally rectangular in shape, of at least 75 inches, in length, and, throughout that length, 21 inches, in width, and 21 inches, in height above the mattress, except that the corners of horizontals may be rounded to radii not exceeding 10½ inches; and
 - (d) be properly equipped as sleeping quarters, with springs and a mattress or, alternatively, with an innerspring, air or cellular rubber mattress, at least four inches, in thickness, together with usual and necessary bed-clothing and be so constructed as to permit the ready removal of mattress and bed-clothing.

(2) Unless it forms part of the cab, with a doorway or opening, between the berth and the driver's position, of at least 18 inches in height and 36 inches in width or, in the case of berths installed prior to the 31st December, 1962, with an opening of sufficient area to contain an ellipse having a major axis of 24 inches and a minor axis of 16 inches, a sleeper berth shall be so designed, constructed and maintained as to provide an occupant with two exits, one at each side of the vehicle, of at least 18 inches in height and 21 inches in width, capable of being used by him, without assistance.

(3) Unless it is located within, or forms part of, or affords direct entrance to, the cab of the vehicle, a sleeper berth shall be provided with means of communication between an occupant and the driver, whether by telephone, speaker tube, buzzer, pull-cord or any other electrical or mechanical means.

(4) A sleeper berth shall not be so located as—

- (a) to permit the ready entrance of gases from the vehicle's exhaust system;
- (b) to be overheated by the vehicle's exhaust system; or
- (c) in the event of a defect in the vehicle's fuel system, to enable fuel to leak into or upon it.

(5) A sleeper berth shall be provided with louvres or such other adequate means of ventilation as will reasonably exclude dust and rain.

1707.²³ A caravan of the trailer type shall be so designed, constructed and equipped that—

- (a) the chassis and body are of adequate strength and rigidity to ensure safe towing and stability under all road conditions;
- (b) it is, without movable contents, heavier at the forward end;
- (c) when equipped with springs of the leaf-type,—
 - (i) the springs are of suitable strength and design with a distance not greater than 36 inches between eye centres; and
 - (ii) the distance between the spring eyes is greater than the distance between the spring hangers;
- (d) when fitted with leaf springs and the caravan is unladen, there is a clearance of at least four inches between the axle and the chassis;
- (e) spring "U" bolts do not protrude below the lower edge of the rims of the wheels;
- (f) the springs are as widely spaced as practicable and in no case are more than 14 inches inside the outer alignment of the body;

Construction
of trailer-
caravans.

²³ The provisions of regulation 1707 are additional to the draft regulations of the Australian Motor Vehicle Standards Committee.

- (g) the draw-bar is of sufficient strength to withstand all road shocks and extends backward, from the forward end of the caravan body, at least as far as it extends forward;
- (h) where the draw-bar is single and centrally located, it is reinforced by radius rods or bars connected from the forward end of the draw-bar;
- (i) where a water tank is fitted, it is so placed that the rear extremity of the tank is not more than 18 inches to the rear of the axle and as near to floor level as practicable; and
- (j) the entrance door is on the left side or the rear end, and, in the case of a caravan equipped with fuel burning facilities or living or sleeping accommodation, is capable of being opened outward.

Compression ignition engines.
Added by G.G. 28/12/67, p. 3591.

1708. A motor vehicle that is powered with a compression ignition engine and is first registered after the 1st January, 1971, shall be fitted with a locking device that will prevent the engine from starting accidentally or through inadvertence.

Lavatories and wash basins on motor vehicles and trailers.
Added by G.G. 16/12/70, p. 3789.

1709. Every motor vehicle or trailer registered on or after 1st January, 1971, which is equipped with any closet, urinal, lavatory basin, or sink shall comply with the following requirements:—

- (a) no vehicle shall be equipped with a closet or urinal the contents of which can be discharged directly on to the road and, except in the case of a living van, every closet pan or urinal pan shall empty into a tank carried by the vehicle, such tank being efficiently ventilated by means of a pipe the outlet of which is outside the vehicle;
- (b) every tank into which a closet pan or urinal pan empties and, where no such tank is fitted, every closet and urinal, shall contain non-inflammable and non-irritant chemicals of such character and in such quantity as to form at all times an efficient deodorant and germicide in respect of the contents of the tank, closet or urinal as the case may be; and
- (c) no lavatory basin or sink shall drain into any closet or urinal or into any tank into which a closet or urinal empties.

Rear and protection.
Added by G.G. 16/12/70, p. 3790.

1710. Every semi-trailer manufactured on and after 1st July, 1971, shall be provided with an approved continuous rear bumper which shall be so constructed and located that—

- (a) with the vehicle unladen, the contact surface of the bumper is not more than 24 inches from the ground;
- (b) the bumper contact surface is located not more than 24 inches forward of the rear of the vehicle and is painted white;
- (c) the ends of the bumper extend to within 12 inches of each side of the vehicle, unless the rearmost point of the tyres is within 24 inches of the rear of the vehicle, in which case the tyres shall be considered as meeting the requirements over their width;
- (d) the member which is, or directly supports the bumper contact surface is of material having no less strength than steel tubing of 4 inches outside diameter and 5/16th inch wall thickness; and
- (e) the structure supporting the member prescribed in (d) can transmit no less force than that member can sustain, and provides a continuous force path to vehicle members of a strength consistent with the forces to be sustained,

but the provisions of this regulation shall not apply to a semi-trailer so constructed that—

- (f) cargo access doors, tailgates or other such structures when closed afford comparable protection; or
- (g) a vertical plane tangential to the rearmost surface of the rear wheels is 6 inches or less from a parallel vertical plane containing the rearmost point of the semi-trailer.

PART 18—SPECIAL PROVISIONS FOR MOTOR CYCLES.

1801. (1) A side-car shall not be so attached to a motor cycle, or be of such weight or dimensions, as to prevent the driver—

Side-car.

- (a) driving the vehicle with safety; and
- (b) having a sufficient view to the front, rear and either side of the vehicle.

(2) A side-car shall not be fitted to the right hand side of a motor cycle.

1802. For the purpose of enabling the prescribed number plate to be securely fitted to the cycle, a device of a type approved by the licensing authority shall be fitted—

Fittings for number plates.

- (a) to the front of a motor cycle, on the mudguard or in some other suitable position, so that the centre of the plate is not more than three feet and not less than one foot from the ground; and
- (b) to the rear of the cycle, so that the centre of the plate is not more than three feet and not less than one foot from the ground.

1803. A holder for the registration label shall be fitted to the handlebar, on the left hand side of a motor cycle, in a position as near as practicable to the top of the steering head.

Holder for label.

1804.²⁴ A motor cycle shall not be used for the carrying of a passenger on a pillion, unless—

Pillions and footrests.

- (a) a suitable pillion seat, in a serviceable condition,—
 - (i) fixed to a steel base, having suitable lugs that are bolted to the rear mudguard or carrier, behind the rear of the rider's seat; or
 - (ii) being a properly constructed extension to the rider's seat; and
- (b) a suitably constructed and located foot-rest on each side, are securely fitted to the motor cycle.

[1805. *Added by G.G. 21/9/71, p. 3502. See footnote * to regulation 102.*]

[Part 19.*]

PART 20—VEHICLES DRAWN BY ANIMAL POWER.

2001. For the purposes of this Part of these regulations—

Interpretation.

“trailer” means a trailer attached to a vehicle drawn by animal power; and

“vehicle” means a vehicle drawn by animal power.

2002. (1) A two-wheeled vehicle shall be equipped on opposite sides with two lamps, capable of showing a bright white light to the front, and a red light to the rear, of the vehicle.

Front and rear lights.

(2) A four-wheeled vehicle, or a vehicle having more than four wheels other than a pole-type jinker, shall be equipped—

- (a) on opposite sides at the front, at a height of not more than six feet from the ground, with two lamps capable of showing a bright, white light to the front; and
- (b) at the rear of the vehicle in the centre or to the right hand side of the centre, at a height of not more than five feet from the ground, with a lamp capable of showing a bright, red light to the rear.

(3) A pole-type jinker shall be equipped—

- (a) on opposite sides, at the front, at a height of not more than six feet from the ground, with two lighted lamps capable of showing a bright, white light visible to the front of the jinker; and
- (b) upon the rear end of the pole of the jinker, with a lamp capable of showing a bright red light to the rear.

²⁴ The provisions of regulation 1804 are additional to the draft regulations of the Australian Motor Vehicle Standards Committee.

* See footnote 3 to regulation 102.

Rear
reflectors.

2003. (1) In addition to the rear light prescribed by regulation 2002, there shall be symmetrically fitted to each side of the rear of a vehicle or trailer a reflector, that—

- (a) is so placed that it is not higher than five feet from the ground; and
- (b) is capable of projecting a red reflection of light from the lamp of any following vehicle.

(2) The provisions of subregulation (1) of this regulation do not apply to a vehicle or trailer to which a reflector as prescribed by regulation 2005 is affixed.

Front
clearance
lamps.

2004. (1) A vehicle, other than a trailer, that, together with its load or equipment is seven feet or more in width, shall be equipped on each side of the front of the vehicle with a lamp capable of showing a white light, only, to the front of the vehicle.

(2) The lamps prescribed by subregulation (1) of this regulation shall be fitted, so that no part of the vehicle or its load or equipment on the side of the vehicle to which the lamp is fitted, projects more than six inches, laterally, from the centre of the lamp.

(3) The provisions of this regulation do not apply to a vehicle, of which no part, including its load or equipment on either side, projects more than six inches laterally from the centre of a lighted lamp, fitted pursuant to regulation 2002.

(4) Where a vehicle drawing a trailer that, together with its load or equipment, is seven feet or more in width, or that projects six inches or more on either side, beyond the width of the vehicle by which it is drawn, then, in addition to any other requirements of this Part with respect to lights on vehicles, a lamp, capable of showing a white light, only to the front, shall be fitted to each side of the front of the trailer, in such a manner that no part of the trailer, its load or equipment, on the side to which the lamp is fitted, projects more than six inches laterally from the centre of the lamp.

Rear
clearance
lamps or
reflectors.

2005. A vehicle that, together with its load or equipment is seven feet or more in width shall have a lamp or reflector fitted to each side at the rear of the vehicle, or, in the case of a vehicle and trailer, at the rear of the trailer; and the lamp or reflector shall—

- (a) be so placed that it is not higher than five feet from the ground, and no part of the vehicle or, in the case of a vehicle drawing a trailer, no part of the trailer, and no part of any load or equipment on either vehicle or trailer, projects, on the side on which the lamp or reflector is fitted, more than six inches laterally from the centre of the lamp or reflector; and
- (b) be capable of showing a clear red light to the rear and no other light.

Require-
ments in
regard to
reflectors.

2006. A reflector required to be fitted to a vehicle or trailer in accordance with regulations 2003 and 2005 shall—

- (a) have a diameter of not less than one and one-quarter inches and, if not circular, be of a size that a circle one and one-quarter inches in diameter might be described on its surface;
- (b) be such that, at any time during the hours of darkness, when light from a headlamp, complying with the provisions of these regulations applicable to motor vehicles, and placed at a distance not exceeding 300 feet, is projected directly on to the reflector, the reflector gives a red reflection that is clearly visible to the driver of the vehicle to which the headlamp is fitted;
- (c) if rectangular, be fitted in a vertical position; and
- (d) be unobscured and in a clean condition.

Light on
projecting
load.

2007. (1) Where the load of a vehicle projects more than four feet beyond the rearmost portion of the vehicle, or where the load of a pole-type jinker projects beyond the rear end of the pole, a lamp capable of showing a clear red light shall be fitted upon the extreme rear of the load.

(2) The light required by this regulation to be fitted is in addition to the rear light required by regulation 2002, and a person shall not place the rear light required by regulation 2002 upon the extreme end of the load.

2008. A vehicle, or a combination of vehicles together with its load or equipment shall not exceed forty feet in length, eight feet in width or twelve feet six inches in height. Maximum dimensions.

2009. (1) No part of a vehicle or its load shall project— Projecting loads.
 (a) past the head of a horse or other animal drawing the vehicle;
 (b) more than four feet backward of the body of a two-wheeled vehicle, or more than four feet backward of the body, or the rear wheels, of a four-wheeled vehicle; or
 (c) more than one foot from the outside of the wheels or body of the vehicle.

(2) Notwithstanding the foregoing provisions of this regulation, a load, not exceeding 26 feet in length, may project more than four feet to the rear of a vehicle, if a red flag, of not less than 12 inches square, or a red metal disc, of not less than nine inches in diameter, is carried at the extreme rear end of the load and the flag or disc is kept clearly visible to persons on the road, in the near vicinity of the vehicle.

2010.²⁵ (1) An efficient brake capable of stopping and holding the vehicle shall be fitted in some convenient part of the vehicle, but a vehicle having two wheels and drawn by an animal attached to the vehicle by harness, that is suitable and sufficient to keep the animal attached to the vehicle, is deemed to be equipped with an efficient brake. Brakes.

(2) Notwithstanding the provisions of this regulation, the use of a nave brake is prohibited on an animal-drawn vehicle, exceeding one ton in weight.

[Parts 21-29.*]

PART 30—SPECIAL PROVISIONS FOR PEDAL CYCLES.

3001. (1) Where ridden during the hours of darkness, a bicycle shall have— Lamps and reflectors.
 (a) a lighted lamp, fitted to, and showing a bright white light to, the front; and
 (b) a lighted lamp showing a clear red light to the rear, and a reflector, both fitted as prescribed by this regulation.

(2) The rear lamp shall be fitted upon—

- (a) the rear stay on the right hand side of the bicycle;
- (b) the rear of any rear mudguard; or
- (c) the right hand side of the rear axle,

and subject to the provisions of subregulation (6) of this regulation, the reflector shall also be fitted in one of those positions.

(3) The rear lamp or reflector shall not be fitted in a position that is higher than the rim of the wheel where it passes between the stays.

(4) The rear lamp or reflectors shall be so fitted that no part of the bicycle projects more than 20 inches to the rear of it.

(5) The reflectors shall—

- (a) have a diameter of not less than one and one-quarter inches and, if not circular, be of such a size that a circle one and one-quarter inches in diameter might be described upon its surface;

²⁵ The provisions of regulation 2010 are more extensive than the draft regulation 2010 of the Australian Motor Vehicle Standards Committee.

* See footnote 4 to regulation 102.

- (b) be such that, at any time during the hours of darkness, when light from a headlamp, complying with the provisions of these regulations applicable to motor vehicles, and placed at a distance not exceeding 300 feet, is projected directly on to the reflector, the reflector gives a red reflection that is clearly visible to the driver of the vehicle to which the headlamp is fitted;
- (c) if rectangular, be fitted in a vertical position, facing squarely to the rear; and
- (d) be unobscured and in a clean condition.
- (6) Notwithstanding the foregoing provisions of this regulation, a reflector thereby prescribed may be in the form of a reflecting lens fitted to the rear lamp.
- Rear half of rear mudguard to be painted white. 3002. Where a bicycle has a rear mudguard, the rear half of that mudguard shall be painted white.
- Brake. 3003. A bicycle shall have an efficient brake, capable of stopping and holding it, fitted to a convenient part of the bicycle.
- Bell. 3004. (1) A bicycle shall have an efficient bell, so positioned as to enable the bell to be operated by the rider from his normal riding position.
- (2) A device or instrument capable of making a sound other than a bell, shall not be fitted to a bicycle.
- Handlebar not to exceed prescribed width. Amended by G.G. 28/12/67, p. 3592. 3005. The handlebar of a bicycle shall extend not less than 9 inches nor more than $11\frac{1}{4}$ inches on either side of the cycle, measured from the centre of the uppermost end of the vertical stem fitted to the handlebar and the uppermost points of the handlebar shall not be more than 12 inches above a line projected horizontally from the uppermost point of the saddle or other surface used for seating on the bicycle.
- Overall width of equipment. 3006. The overall width of any equipment or load carried on a bicycle shall not exceed $22\frac{1}{2}$ inches.
- Part 40. Substituted by G.G. 28/12/67, pp. 3593-4. Application. **PART 40—BASIC GUIDE FOR SPECIAL CONDITIONS RELATING TO ROAD TRAINS.**
4001. A road train shall comply with the provisions of these regulations generally and particularly with the provisions of the regulations in this Part.
- Maximum length. 4002. (1) The overall length of a road train shall not exceed 145 feet.
- (2) A road train shall comprise not more than—
- (a) a motor tractive unit and three trailers; or
- (b) an articulated vehicle and one trailer.
- Dimensions. 4003. (1) A motor tractive unit of a road train that does not comprise an articulated vehicle, shall not—
- (a) exceed 40 feet in length;
- (b) exceed 31 feet over that part measured from the front of the unit to the centreline of the rear axle; and
- (c) have a rear overhang exceeding 10 feet 6 inches.
- (2) An articulated vehicle that is comprised in a road train shall not—
- (a) exceed 55 feet 6 inches in length;
- (b) exceed 45 feet over that part measured from the front of the vehicle to the centreline of the rear axle or group of axles of the semi-trailer;

- (c) exceed 31 feet over that part measured from the front of the semi-trailer to the centreline of the rear axle or group of axles; and
 - (d) have a rear overhang of the semi-trailer portion exceeding 10 feet 6 inches.
- (3) A trailer that is comprised in a road train shall—
- (a) not exceed 40 feet in length (excluding the tow-bar and coupling);
 - (b) not have a wheel base exceeding 29 feet;
 - (c) where it exceeds 35 feet in length, be fitted with tandem axles at the rear; and
 - (d) where it is used in combination with two other trailers, be not less than 24 feet in length.
- (4) A road train or a component vehicle together with any load or equipment thereon, other than any rear vision mirror or signalling device required or permitted to be fitted in accordance with these regulations, shall not exceed 8 feet 2½ inches in width.

4004. The braking system of a road train shall, in addition to complying with the requirements of Part 6, be so constructed that the service brakes are capable of being operated by a single control device. Brakes.

4005. A road train shall be equipped with a tachograph of a type approved by the Commissioner of Police. Tachographs.

4006. A road train shall have affixed to it— Warning signs.

- (a) on the rear of the rearmost vehicle, in the highest practicable position that is not more than 10 feet from the ground; and
- (b) on the front of the hauling vehicle,

a sign bearing the words, "ROAD TRAIN", in non-reflectorised black letters of not less than 8 inches in height, on a reflectorised yellow background.

[PART 50—Revoked by G.G. 16/12/70, p. 3785.]