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ROAD TRAFFIC ACT 1974-1981.

VEHICLE STANDARDS REGULATIONS 1977.

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ROAD TRAFFIC ACT 1974-1981.

VEHICLE STANDARDS REGULATIONS 1977.

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ROAD TRAFFIC ACT 1974-1981.

VEHICLE STANDARDS REGULATIONS 1977.

PART 1.—PRELIMINARY AND GENERAL PROVISIONS.

101. These regulations may be cited as the Vehicle Standards Regulations 1977. Citation.
102. (1) The Road Traffic (Vehicle Weights) Regulations 1975, published in the *Government Gazette* on the 29th May, 1975 and all amendments thereto are revoked. Revocation.
- (2) The Vehicle Standards Regulations 1975, published in the *Government Gazette* on the 29th May, 1975 and all amendments thereto are revoked.
103. These regulations are divided into Parts, as follows:— Arrangement.

CONSTRUCTION AND EQUIPMENT.

- Part 1.—Preliminary and General Provisions.
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- 103A. (1) In so far as these regulations apply to vehicles, with the exception of subregulation (6) of Regulation 1403, 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 those things on roads. Application.
- (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 licence 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.
104. (1) In these regulations, unless the contrary intention appears—
- “aggregate mass”, in relation to a vehicle means the maximum permitted laden mass of the vehicle, calculated or determined in accordance with Part 14 of these regulations;
- “alternative headlamp” means a lamp which is lighted in a place of a headlamp by a dipping device; Interpretation.
Amended by
G.G. 11/5/79,
p. 1222;
G.G. 4/9/81,
p. 3833;
G.G. 2/2/82,
p. 406.

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- "articulated vehicle" means a motor vehicle hauling a semi-trailer;
- "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;
- "axle" means the axis of rotation of wheels whether power driven or freely rotating and whether in one or more segments which are nominally in line and regardless of the number of wheels carried thereon;
- "bicycle" means any two-wheeled vehicle, not being a scooter, that is designed to be propelled solely by human power; and includes a three-wheeled vehicle so designed, other than one which is not intended for use on a road;
- "braking system" includes all the mechanism by which a brake on a motor vehicle is operated;
- "centre of an axle or an axle group" means a transverse line extending the full width of the vehicle located—
- (a) in the case of one axle at the centre of that axle;
 - (b) in the case of an axle group with two axles—
 - (i) where both axles are fitted with equal numbers of tyres, midway between those two axles;
 - (ii) where one axle is fitted with twice the number of tyres as the other, one third of the way from the axle fitted with the greater number of tyres towards the axle fitted with the lesser number of tyres; and
 - (c) in the case of an axle group with three or more axles, midway between the extreme axles of the group;
- "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;
- "converter dolly trailer" means a unit consisting of an axle or axle group, a lower half of the fifth wheel coupling and a draw-bar, which is designed and used for attachment towards the front of a semitrailer;
- "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 sideward 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;
- "draw bar length" means the horizontal distance from the centre line of the towing pivot to the centre of the leading axle or axle group of the trailer;
- "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;
- "gross combination mass", in relation to a road train or an articulated vehicle or a motor vehicle towing a trailer means the maximum permitted laden mass of the combination vehicle, calculated or determined in accordance with Part 14 of these regulations;
- "ground clearance" means the minimum vertical distance from the underside of a motor vehicle or trailer or other vehicle drawn by a motor vehicle, except the tyres, wheels and wheel hubs, to the surface of a road, when the motor vehicle, trailer or other vehicle is standing on a flat level surface under any conditions of loading;

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- "hours of darkness" means the hours falling between sunset and sunrise;
- "laden mass" in relation to a vehicle, means the mass of the vehicle and its load borne by the surface on which it is standing or running, as ascertained in accordance with the provisions of regulation 1403;
- "left hand side" means that side of the vehicle to the left of the longitudinal centre line thereof when viewed from the rear;
- "loadmeter" means a portable mechanical or electronic device capable of ascertaining the mass supported on part of a motor vehicle;
- "load sharing system" means an axle group suspension system that utilises hydraulic, pneumatic, mechanical or other means as approved by the Board to effect substantially equal sharing by all the ground contact surfaces of an axle group of the total load carried by that axle group and has effective damping characteristics on all axles of the group;
- "manufacturer's gross combination mass" means the value recorded by the Board as the maximum of the sum of the laden mass of the vehicle plus the laden mass of vehicles being towed as a trailer or semi-trailer recommended by the manufacturer, by specification or otherwise, as the maximum laden mass at which that vehicle, or a vehicle of the same make and class or series, or a similar class or series, should be operated;
- "manufacturer's gross vehicle mass" means the mass of a goods vehicle recorded by the Board as the maximum laden mass recommended by the manufacturer, by specification or otherwise, at which that vehicle or a vehicle of the same make and class or series, or a similar class or series, should be operated;
- "manufacturer's warranted maximum rim load" in relation to a rim means the load recorded by the Board as the maximum mass recommended by the manufacturer, by specification or otherwise, as the maximum load at which that rim or a rim of the same make and class or series, or of a similar class or series, should be operated;
- "manufacturer's warranted maximum tyre load" in relation to a tyre means the load recorded by the Board as the maximum recommended by the manufacturer, by specification, or otherwise, as the maximum load at which that tyre or a tyre of the same make and class or series, or of a similar class or series, should be operated;
- "moped" means a motor cycle with a propelling engine having a piston displacement not exceeding 50 ml and a maximum speed not exceeding 60 km/h, and which is also capable of being propelled as a pedal cycle;
- "motor cycle" means any motor vehicle that has two wheels, or where a sidecar 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;
- "multi axle group" means a group of more than three consecutive axles, of which the centres of those axles located at the extremities of the group are included between parallel, transverse, vertical planes spaced more than 3.2 metres apart, extending the full width of the vehicle, incorporating a load sharing system;
- "multi-purpose passenger car" means a motor vehicle designated principally for the conveyance of not more than eight persons, and which is constructed either on a truck chassis or with special features for off road operation;
- "non load sharing axle group" means an axle group of two or more consecutive axles on the same vehicle or component part of a combination vehicle, other than a twin steer axle group, which does not incorporate an approved load sharing system;
- "omnibus" means any motor vehicle equipped to seat more than 8 adult persons (including the driver) used for the carriage of passengers for hire or reward;

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"overall axle spacing" in relation to a vehicle means the distance between the centre of the foremost axle and the centre of the rearmost axle on a vehicle or on a combination of vehicles;

"Part" means a Part of these regulations;

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

"passenger car derivative" means a motor vehicle of the kind known as a coupe utility, or panel van 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 in the said passenger car;

"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 vehicle that is a tractive unit designed for hauling a semi-trailer;

"rear overhang" means the distance measured horizontally and parallel to the longitudinal axis of the vehicle between the rearmost point of the vehicle and its loading and equipment, and the line from which the rear overhang is measured, which is a transverse line extending the full width of the vehicle and which is defined in these regulations as the centre of an axle or axle group, but where the rear axle group includes—

(a) a retractable axle; or

(b) a steerable axle within a group where all axles within that group are not steerable,

the centre of the axle group shall be found without regard to the presence of the retractable axle or steerable axle;

"regulation" means one of these regulations;

"retractable axle" means an axle which has a means of adjustment to enable it to be raised or lowered to substantially vary the axle load distribution between the axles of any axle group;

"right hand side" means that side of the vehicle to the right of the longitudinal centre line thereof when viewed from the rear;

"road train" means—

(a) a motor vehicle towing two or more trailers; or

(b) an articulated vehicle towing one or more trailers.

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

"semi-trailer" means a vehicle that has an axle or axle group towards the rear part of the vehicle and which is so constructed that by partial imposition the front part can be attached to the vehicle drawing it in such manner as to cause a substantial part of the mass of the unit to be borne by the vehicle drawing it; and the term includes a pole-type trailer;

"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;

"single axle" means either one axle or two axles with centres between parallel, transverse, vertical planes less than one metre apart with an approved suspension system or three axles with centre of those axles located at the extremities of the group included between parallel, transverse, vertical planes less than 2.0 metres apart with an approved suspension system;

"specification" includes any catalogue, handbook or other written matter issued by the manufacturer relating to any motor vehicle, plant, machinery or equipment;

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"tandem axle group" means a group of two consecutive axles other than a twin steer axle group of which the centres of adjacent axles are included between parallel, transverse, vertical planes, spaced more than one metre apart and not more than 2.0 metres apart, extending the full width of the vehicle, incorporating a load sharing system;

"tare" means the unladen mass of the vehicle including 10 litres of fuel and any equipment required to be carried upon or fitted to the vehicle by these regulations;

"the Act" means the Road Traffic Act 1974;

"tractor" has the same meaning as "Tractor (other than prime mover type)" and "Tractor plant" in the First Schedule in the Act;

"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;

"triale group" means a group of three consecutive axles, of which the centres of those axles located at the extremities of the group are included between parallel, transverse, vertical planes, spaced not less than 2.0 metres apart and not more than 3.2 metres apart, extending the full width of the vehicle, incorporating a load sharing system;

"twin steer axle group" means a combination of two single tyred axles contained within two transverse, vertical, parallel planes not less than 1 metre and not more than 2.0 metres apart and connected to the same steering mechanism;

"tyre section width" means the nominal linear distance between the exteriors of the sidewalls of an inflated tyre;

"wide profile tyre" means a single tyre intended by the manufacturer to perform the function of dual tyres and having a tyre section width of not less than 450 mm;

"widespread tandem axle group" means a group of two consecutive axles other than a twin steer axle group the centre of which are located outside two transverse, vertical, parallel planes 2.0 m apart incorporating a load sharing system;

(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.

(3) A reference, however expressed, in these regulations to the date on which a vehicle is first registered shall be construed as a reference to the date of the first occasion after the manufacture of the vehicle on which the vehicle was so licensed or registered under the laws of this or any other State or Territory of the Commonwealth or overseas country as to permit its use on roads.

(4) Unless the context otherwise requires, words and expressions used in these regulations have the same respective meanings as are given them, in and for the purpose of the Act.

(5) In these regulations—

(a) the expression "mass supported on a tyre" or similar expression means the total mass transmitted to the road by the tyre, including the mass of the tyre; and

(b) the expression "mass supported on an axle or on an axle group" (whether by reference to a single axle, a tandem axle group, a widespread axle group, a triaxe group, a twin steer axle group, a multi axle group, a non-load sharing axle group or one axle of an axle group) or similar expression, means the total mass transmitted to the road by the axle or the axle group, including the mass of any wheels, tyres and other attachments or fittings attached or fitted to the axle or axles.

105. (1) Every person who commits an offence against any of these regulations, other than offences referred to in sub-regulations (2), (4), (5) and (6) of this regulation, is liable—

(a) for a first offence to a penalty not exceeding \$200; and

(b) for a subsequent offence, to a penalty not exceeding \$400.

Penalties.
Substituted by
G.G. 25/5/79,
p.p. 1384-87.
Amended by
G.G. 4/1/80,
p. 3.

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(2) Any person who commits an offence against subregulation (19) of regulation 1401 or subregulation (6) of regulation 1403 of these regulations is liable—

(a) for a first offence, to a penalty of \$500; and

(b) for a subsequent offence, to a penalty of not less than \$1 000 irreducible in mitigation notwithstanding the provisions of any Act and not more than \$3 000.

(3) For the purpose of subregulations (4), (5) and (6) of this regulation the expression "percentage excess mass" means the amount by which the mass supported on a tyre, axle, or axle group or the laden mass of a vehicle or a combination of vehicles or part of a combination of vehicles (as the case may be) exceeds the permissible maximum supported mass or laden mass under regulation 1401 of these regulations or under a permit issued pursuant to regulation 1402 of these regulations expressed as a percentage of that permissible maximum.

(4) Any person who commits an offence against paragraphs (a), (b), (c), (d), (e), (f), (g), (h), (j), (o), (r), (t), (w), (y), (aa), or (bb) of subregulation (4) of regulation 1401 or who commits an offence against paragraph (b) of subregulation (3) of regulation 1402 in relation to the maximum supported mass permitted on a tyre or a single axle (as the case may be) is liable to a penalty that is not less than the minimum penalty shown in column 2 of the table to this subregulation for the appropriate percentage of excess mass set out in column 1 and that penalty shall be irreducible in mitigation notwithstanding the provisions of any Act and not more than the appropriate maximum penalty shown in column 3 of that table.

Table.

Column 1. Percentage Excess Mass on Tyre or Axle.	Column 2. Minimum Penalty. \$	Column 3. Maximum Penalty. \$
Not more than 5 per centum	10	35
More than 5 per centum but not more than 10 per centum	30	110
More than 10 per centum but not more than 11 per centum	38	125
More than 11 per centum but not more than 12 per centum	46	140
More than 12 per centum but not more than 13 per centum	54	155
More than 13 per centum but not more than 14 per centum	62	170
More than 14 per centum but not more than 15 per centum	70	185
More than 15 per centum but not more than 16 per centum	78	200
More than 16 per centum but not more than 17 per centum	86	215
More than 17 per centum but not more than 18 per centum	94	230
More than 18 per centum but not more than 19 per centum	102	245
More than 19 per centum but not more than 20 per centum	110	260
Exceeding 20 per centum—		
for the first 20 per centum ..	110	260
and for each additional 1 per centum	8	15

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(5) Any person who commits an offence against subregulation (4) of regulation 1401 of these regulations other than an offence mentioned in subregulation (4) of this regulation or who commits an offence against paragraph (b) of subregulation (3) of regulation 1402 of these regulations in relation to the maximum supported mass permitted on a twin steer axle group tandem axle group, triaxle group, multi axle group or non load sharing axle group (as the case may be) is liable to a penalty that is not less than the minimum penalty shown in column 2 of the table to this subregulation for the appropriate percentage of excess mass on an axle group set out in column 1 and that penalty shall be irreducible in mitigation notwithstanding the provisions of any Act and not more than the appropriate maximum penalty shown in column 3 of that table.

Table.

Column 1. Percentage Excess Mass on Axle Group.	Column 2. Minimum Penalty. \$	Column 3. Maximum Penalty. \$
Not more than 5 percentum	10	75
More than 5 percentum but not more than 10 percentum	45	225
More than 10 percentum but not more than 11 percentum	61	255
More than 11 percentum but not more than 12 percentum	77	285
More than 12 percentum but not more than 13 percentum	93	315
More than 13 percentum but not more than 14 percentum	109	345
More than 14 percentum but not more than 15 percentum	125	375
More than 15 percentum but not more than 16 percentum	141	405
More than 16 percentum but not more than 17 percentum	157	435
More than 17 percentum but not more than 18 percentum	173	465
More than 18 percentum but not more than 19 percentum	189	495
More than 19 percentum but not more than 20 percentum	205	525
Exceeding 20 percentum—		
for the first 20 percentum ..	205	525
and for each additional 1 percentum	16	30

(6) Any person who commits an offence against subregulations (1), (2), (3) or (6) of regulation 1401 of these regulations or who commits an offence against paragraph (b) of subregulation (3) of regulation 1402 of these regulations in relation to the maximum laden mass permitted on a vehicle or on a combination of vehicles (as the case may be) is liable to a penalty that is not less than the minimum penalty shown in column 2 of the table of this subregulation for the appropriate percentage of excess mass on a vehicle set out in column 1 and that penalty shall be irreducible in mitigation notwithstanding the provisions of any Act and not more than the appropriate maximum penalty shown in column 3 of that table.

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Table.

Column 1. Percentage Excess Mass on Vehicle.	Column 2. Minimum Penalty. \$	Column 3. Maximum Penalty. \$
Not more than 5 percentum	10	75
More than 5 percentum but not more than 10 percentum	20	150
More than 10 percentum but not more than 12 percentum	44	226
More than 12 percentum but not more than 14 percentum	68	302
More than 14 percentum but not more than 16 percentum	92	378
More than 16 percentum but not more than 18 percentum	116	454
More than 18 percentum but not more than 20 percentum	140	530
More than 20 percentum but not more than 21 percentum	152	568
More than 21 percentum but not more than 22 percentum	164	605
More than 22 percentum but not more than 23 percentum	176	644
More than 23 percentum but not more than 24 percentum	188	682
More than 24 percentum but not more than 25 percentum	200	720
More than 25 percentum but not more than 26 percentum	212	758
More than 26 percentum but not more than 27 percentum	224	795
More than 27 percentum but not more than 28 percentum	236	834
More than 28 percentum but not more than 29 percentum	248	872
More than 29 percentum but not more than 30 percentum	260	910
Exceeding 30 percentum—		
for the first 30 percentum ..	260	910
and for each additional 1 percentum ...	24	60

Offences.
Amended by
G.G. 4/1/80,
p.3;
G.G. 2/2/82,
p. 406.

106. (1) A person shall not stand, use or drive a motor vehicle on a road, or permit or suffer a motor vehicle to be stood, driven or used on a road, 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;
- (c) the vehicle, or its load or any attachment is in such a condition as to be unlikely to occasion danger or unreasonable annoyance to any person or damage to any property; and
- (d) the mass supported by the vehicle or any part thereof conforms to these regulations.

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- (1a) Where a person stands, drives or uses a motor vehicle on a road and—
 (a) the loading of the vehicle does not conform to these regulations; or
 (b) the mass supported by the vehicle or any part thereof does not conform to these regulations,

the owner of that vehicle shall be deemed to have also contravened subregulation (1) of this regulation.

(2) All motor vehicles shall, where required by these regulations, comply with Australian Design Rules, unless specifically exempted by the Board.

(3) Where, pursuant to these regulations, every vehicle or every vehicle of a specified class is required at the time of first registration to comply with any provision of these regulations, that requirement for compliance shall be taken to continue in force for so long as the vehicle is used.

(4) Where, pursuant to these regulations, every vehicle or every vehicle of a specified class is required to have equipment or fittings of a specified kind complying with one of a number of Australian Design Rules determined by reference to the date of manufacture of the vehicle, a vehicle which has equipment or fittings of that kind complying with an Australian Design Rule applicable to vehicles manufactured after the date of manufacture of that vehicle shall be deemed to comply with the provisions of these regulations in relation to that equipment or those fittings.

107. (1) Where a member of the Police Force is of the opinion that—

- (a) a vehicle does not conform to the requirements of the Act, or these regulations, or is in such a condition as to occasion danger or unreasonable annoyance to any person, or damage to any property, he may order that—

- (i) the vehicle be not used thereafter; or
 (ii) the vehicle be not used on or after a specified date,

unless, after the making of the order, the vehicle has been submitted to the Board or an authorized vehicle examiner for examination, and found to be fit for use;

- (b) a vehicle—

- (i) is of a tare that does not conform with the tare shown on the licence issued in respect of that vehicle, or the tare required by these regulations to be painted on that vehicle; or

- (ii) requires repair, adjustment, or reconditioning, or the supply, fitting, or removal of any equipment, or any other attention,

he may order that the vehicle be not used on or after a specified date unless, after the making of the order, the vehicle has been submitted to the Board or an authorized vehicle examiner for examination, and found to be fit for use.

(2) Where, in respect of a vehicle, an order is made under subregulation (1) of this regulation—

- (a) where the driver of the vehicle is not the owner—

- (i) the member of the Police Force making the order shall cause a copy of the order to be served on the owner; and

- (ii) the driver of the vehicle shall bring the order to the notice of the owner; and

- (b) the member of the Police Force making the order shall attach to the vehicle a notice of the order prohibiting the use of that vehicle.

(2a) Where a vehicle in respect of which an order has been made under this regulation is submitted to an authorized vehicle examiner for examination that authorized vehicle examiner may, in respect of that vehicle, make any order that could be made under subregulation (1) of this regulation by a member of the Police Force, and where an authorized vehicle examiner makes such an order he shall attach notice thereof to the vehicle.

(3) A person shall not—

- (a) except for the purpose of submitting it to the Board or an authorized vehicle examiner for examination, use or permit or suffer the use of a vehicle during a period when the use of that vehicle is prohibited by an order;

Vehicles may be ordered off the road.
 Substituted by G.G. 11/5/79, pp. 1222-3.
 Amended by G.G. 10/10/80, p. 3462;
 G.G. 31/12/81, p. 4428;
 G.G. 2/2/82, p. 406.

(b) except where authorized by the Board to do so, wilfully remove, damage or obliterate a notice attached to a vehicle under this regulation.

(4) In this regulation "authorized vehicle examiner" means a person authorized in accordance with regulation 3A of the Road Traffic (Licensing) Regulations 1975, as amended, to examine and test vehicles.

108. [*Repealed by G.G. 11/5/79, p. 1223.*]

Power
to test
vehicles.
Amended by
G.G. 2/2/82,
p. 406.

109. (1) A member of the Police Force 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 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.

Height of
lamps and
devices.

110. 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.

Steering
gear.
Amended by
G.G. 4/2/82,
p. 406.

111. (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) Unless otherwise approved by the Board, any component of the steering system of a motor vehicle which is essential to the steering operation shall be designed to transmit energy by mechanical means only.

(5) 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.

(6) 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 licence or registration effected with, the Board under the provisions of the Road Traffic (Licensing) Regulations 1975 as amended from time to time.

(7) A motor vehicle that is licensed or authorised to be used on a road under subregulation (6) 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 seventy-five millimetres in height, but where the motor vehicle has the steering wheel or control located at or near the centre of the vehicle, the Board may dispense with the need for the sign required by paragraph (b) of this subregulation.

(8) 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.

(9) All passenger cars and derivatives thereof, manufactured on or after the 1st January, 1973, shall, at the time of first registration, have steering columns which comply with Australian Design Rule No. 10B—Steering Columns.

112. A motor vehicle shall be capable of turning, in either direction, in a circle not exceeding 25 m in diameter, as determined by reference to the extreme outer edge of the tyre track at ground level. Turning circle.
113. 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. Driver's view.
114. A television receiver, when placed in a vehicle, shall be installed so that—
 (a) no part of the screen, is directly 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. Television receivers.
115. An engine number shall be as 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.
116. A motor vehicle that weighs more than 300 kilograms, when unladen, shall be capable of being so worked, that it may travel either backward or forward. Reverse gear.
117. The Board 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.
Amended by
G.G. 2/2/82,
p. 406.
Requirements for automatic transmission.
118. All motor vehicles, except motor cycles, manufactured on or after January 1, 1972, and equipped with an automatic transmission shall comply at the time of first registration with Australian Design Rule No. 9 for Standard Controls for Automatic Transmissions.
119. (1) Every—
 (a) passenger car and derivative thereof manufactured on and after the 1st January, 1972; and
 (b) multi-purpose passenger car manufactured on and after the 1st January, 1974,
 shall, at the time of first registration, be equipped with head restraints that conform to Australian Design Rule No. 22 for Head Restraints. Head restraints.
- (2) Every—
 (a) Passenger car and derivative thereof; and
 (b) multi-purpose passenger car,
 manufactured on and after the 1st January, 1975, shall, at the time of first registration, comply with Australian Design Rule No. 22A for Head Restraints.
120. Any internal sun visor fitted to—
 (a) a passenger car or derivative thereof, manufactured on or after 1st January, 1972;
 (b) a multipurpose passenger car, manufactured on or after 1st January, 1973; or
 (c) a motor vehicle, except a motor cycle or specially constructed vehicle, manufactured on or after 1st July, 1973,
 shall at the time of first registration of the vehicle comply with Australian Design Rule No. 11—Internal Sun Visors. Internal sun visors.
121. All passenger cars, passenger car derivatives and multipurpose passenger cars manufactured on or after 1st January, 1973, and all other motor vehicles, except motor cycles and specially constructed vehicles, manufactured on or after 1st July, 1973, shall at the time of first registration, comply with Australian Design Rule No. 12—Glare Reduction in Field of View. Glare reduction.
122. Any instrument located in a passenger car or derivative thereof manufactured on or after 1st January, 1973, shall at the time of first registration of the vehicle comply with Australian Design Rule No. 18—Location and Visibility of Instruments. Location of instruments.

Instrument
panel.

123. Any instrument panel in a passenger car or derivative thereof, manufactured on or after 1st January, 1973, shall at the time of first registration of the vehicle comply with Australian Design Rule No. 21—Instrument Panels.

Chassis body
or equipment
extensions or
alterations.
Amended by
G.G. 4/2/82,
p. 406.

124. (1) A motor vehicle or trailer not being a passenger car or derivative thereof 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 Board.

(2) A passenger car or derivative thereof shall not without the prior approval of the Board be altered from—

- (a) the manufacturer's specifications; or
- (b) its form on the occasion of its first registration in respect of any part of its constructions, equipment or fittings which was effected, manufactured or constructed in accordance with an Australian Design Rule by—
 - (i) fitting an engine of greater displacement volume than an engine that was available as an option for the vehicle with the same braking system;
 - (ii) making modifications to braking systems which include the fitting of smaller diameter brake drums, or narrower brake drums or brake shoes which reduce the swept area of braking surface or which reduce the weight of the brake drum or disc;
 - (iii) fitting any wheel rim with more than a single weld around the circumference, or which does not conform to one of the dimensional standards for wheel rims set down in the Tyre and Rim Standards Manual issued by the Tyre and Rim Association;
 - (iv) widening the wheel track of front or rear wheels by more than twenty-five millimetres beyond the maximum specified by the vehicle manufacturer;
 - (v) fitting spacers between wheels and hubs additional to any provided by the vehicle manufacturer;
 - (vi) fitting wheel nuts which do not engage the thread of the wheel studs for at least the same length as the nuts provided by the vehicle manufacturer, or wheel nuts which do not match with the taper on the wheel;
 - (vii) fitting tyres other than those appropriate to the wheel rim as specified in the Tyre and Rim Standards Manual issued by the Tyre and Rim Association;
 - (viii) making modifications to an axle, axles or suspension which reduces the available suspension travel from static conditions to full bump position to less than two-thirds of that provided by the vehicle manufacturer;
 - (ix) making modifications to an axle, axles or suspension such that any part of the vehicle other than the tyre or rim will contact a road surface in the case of the deflation of any tyre;
 - (x) welding or heating any axle, stub axle, steering arm or steering knuckle support; or
 - (xi) lengthening or shortening the chassis frame, or the body structure in the case of a vehicle of mono (chassis-less) construction.

(3) Equipment fitted to a vehicle whereby compliance with any prescribed Australian 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 Australian Design Rule.

(4) 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.

(5) The owner of a licensed or registered motor vehicle shall, wherever an alteration is made to the vehicle or its equipment affecting the accuracy of any particulars of the description in the licence or certificate of registration of the vehicle, give immediate notification of the alteration to the Board.

125. (1) A manufacturer or distributor of motor vehicles shall, on demand, supply to the Board known particulars of—

Particulars of vehicles to be supplied.

- (a) the construction;
- (b) the unladen mass;
- (c) the manufacturer's gross vehicle mass; and
- (d) the manufacturer's gross combination mass,

Amended by G.G. 2/2/82, p. 406.

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 Board, be fitted with a plate approved by the Australian Motor Vehicle Certification Board indicating compliance with those Design Rules.

(3) The plate referred to in subregulation (2) of this regulation shall not be removed from the vehicle, defaced or modified without the approval of the Board.

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 1.5 metres, a motor vehicle shall be equipped with—

Headlamps.

- (a) two headlamps, one on each side, having their centres equidistant from the centre line of the vehicle, not less than 600 millimetres apart, at equal height from the ground, and being of approximately equal luminous intensity;
- (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 600 millimetres apart, at equal height from the ground and being of approximately equal luminous intensity; 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 600 millimetres apart and at equal height from the ground and the lamps in each pair shall be of approximately equal luminous intensity.

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) where the engine capacity does not exceed 100 c.c., at a distance of twenty-two metres; or
- (b) where the engine capacity exceeds 100 c.c. but does not exceed 200 c.c. at a distance of thirty-six metres.

(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 200 metres 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 300 millimetres from the centre of the lamp.

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

- (a) where the width of the vehicle or its equipment does not exceed one metre 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 one metre but does not exceed 1.5 metres—

- (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 180 metres from the front of the vehicle, one fitted on each side of the vehicle at least 400 millimetres above the ground and so that no part of the vehicle or its equipment extends outward more than 150 millimetres 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 1.5 metres, 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.

(4) 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 50 kilometres per hour shall be equipped with a headlamp or headlamps that comply with the requirements of regulation 204.

Headlamps:
General
requirements.

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 1.4 metres from the ground and, in the case of a motor vehicle first registered on or after the commencement of these regulations, not less than 600 millimetres 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 100 metres; and
 - (ii) when on low beam, of forty-five metres;
- (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 forty-five metres.

(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 forty-five metres; and the beam of light projected from that lamp shall be in accordance with the requirements of paragraph (d) of that subregulation.

Alternative headlamps.

(2) When a motor vehicle is equipped with two alternative headlamps, they shall be of approximately equal luminous intensity 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 600 millimetres apart.

206. (1) Subject to the provisions of subregulation (3) of these regulations, a motor vehicle (other than a motor cycle) that is less than 2.2 metres 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 200 metres from the front of the vehicle and so fitted to the front of the vehicle that—

Parking lamps.

- (a) their centres are equidistant from the centre line of the vehicle;
- (b) the distance between their centres is not less than 600 millimetres; and
- (c) no part of the vehicle, or its load, or equipment projects more than 500 millimetres, 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) 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 subregulation (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.

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—

Rear lamps.

- (a) none is higher than 1.1 metres from the ground; or
- (b) in the case of a vehicle that, together with its load and equipment, is more than 2.2 metres in width, none is higher than 1.5 metres 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 1.1 metres from the ground and each has the outer edge of its illuminated area not more than 400 millimetres 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 2.2 metres in width, none is higher than 1.5 metres from the ground and each has the outer edge of its illuminated area not more than 150 millimetres 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 1.1 metres 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 200 metres.

(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 20 metres by a white light projected either by the rear lamps prescribed by this regulation, or by a separate lamp fitted to the vehicle.

(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.

Rear
reflectors.

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

(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 twenty-five square centimetres in area and at least twenty-five millimetres 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 1.1 metres 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 1.5 metres 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 250 millimetres, laterally, from the centre of the reflector, where the width of the vehicle or trailer, together with its load or equipment, is 2.2 metres or more; or

(ii) 400 millimetres, laterally, from the centre of the reflector, where the width of the vehicle or trailer, together with its load or equipment, is less than 2.2 metres.

Stop lamps.
Amended by
G.G. 6/6/80,
p. 1673;
G.G. 2/2/82,
p. 406.

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.

(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 motor vehicle manufactured on or before 1st January, 1934 is exempt from the requirements of subregulations (1) and (2) of this regulation.

(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 sixty metres;
- (b) be so fitted that the lamp is or the lamps are not higher than 1.5 metres, or lower than 400 millimetres, 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 250 kilograms; or
- (b) the trailer is a special type trailer, in respect of which a declaration is given to the Board, 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.

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) Every—

- (a) motor cycle first registered on or after the 1st January, 1969, other than a motor cycle that is a moped; and
- (b) moped first registered on or after the 1st January, 1981,

shall be equipped with flashing lamp turn right or turn left signalling devices complying with the requirements of regulations 902, 904 and 905.

(5) All passenger cars, passenger car derivatives, and multipurpose passenger cars, manufactured on or after 1st January, 1973, and all other motor vehicles, except motor cycles and specially constructed vehicles, manufactured on and after 1st July, 1973, shall, at the time of first registration, comply with Australian Design Rule No. 6—Direction Turn Signal Lamps.

(6) Notwithstanding the foregoing provisions of this regulation, the Board may exempt—

- (a) a pole-type trailer;
- (b) any combination of prime mover and trailer not exceeding 7.5 metres 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 its 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 predetermined route; or
- (f) there is some other reason which, in its opinion justifies such an exemption.

Signal lights.
Amended by
G.G. 6/6/80,
p. 1673;
G.G. 2/2/82,
p. 407.

18

Lights on
vehicles under
tow.

211. (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 1975, 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.

Reversing
signal lamps.

212. Every—
- (a) passenger car and derivative thereof manufactured on or after 1st January, 1972;
 - (b) multipurpose passenger car manufactured on or after 1st January, 1973;
 - (c) motor vehicle, except motor cycles, specially constructed vehicles and vehicles exceeding 4.5 tonnes manufacturers gross vehicle mass manufactured on or after 1st July, 1973; and
 - (d) motor vehicle, except motor cycles and specially constructed vehicles, manufactured on or after 1st July, 1975,
- shall at the time of first registration, be equipped with reversing signal lamps complying with Australian Design Rule No. 1—Reversing Signal Lamps.

PART 3.—ADDITIONAL LAMPS AND REFLECTORS REQUIRED ON LARGE VEHICLES.

Requirements
for certain
motor
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.
- (2) 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.

Rigid motor
vehicles.

302. Every motor vehicle (other than an articulated vehicle) that together with its load or equipment, is 2.2 metres 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 7.5 metres in length, a sidemarker lamp shall be fitted at the rear end of each side of the vehicle.

Articulated
vehicles.

303. Every articulated vehicle, irrespective of its width, shall be equipped with—
- (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 7.5 metres in length, one fitted on each side, midway between the front and rear sidemarker 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 7.5 metres in length, one fitted on each side, midway between the front and rear sidemarker lamps;

304. Every trailer (other than a pole-type trailer) that, together with its load or equipment, is 2.2 metres or more, in width, or that projects more than 150 millimetres, 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 7.5 metres 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 7.5 metres in length, one fitted on each side, midway between the front and rear sidemarker 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 sidemarker lamp shall be fitted on each side, at or near the centre of the trailer.

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

(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.

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

(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 1.2 metres, 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.

307. Every crane that forms part of, or is mounted on, a vehicle shall— Cranes.

(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 1.8 metres, 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 1.8 metres, over the entire length of the right hand and left hand faces of the jib.

Colours of clearance lamps, sidemarker lamps and reflectors.

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;
- (b) a red colour, where facing to the rear of a vehicle.

Mounting of clearance lamps, sidemarker lamps and reflectors.

309. (1) Clearance lamps and sidemarker 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 150 millimetres, laterally, from the centre of any of them;
- (b) in the case of a caravan, 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 300 millimetres 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 300 millimetres 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 600 millimetres or more than 1.5 metres 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 750 millimetres 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 sidemarker 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 1.5 metres 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 250 millimetres laterally from the centre of a reflector.

Visibility of clearance and lamps and sidemarker lamps.

310. Clearance lamps and sidemarker lamps shall be of a power not exceeding seven watts and, when lighted, shall be visible at a distance of 200 metres.

PART 4.—OPTIONAL 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—

Optional
rearward
facing
lamps and
reflectors.

- (a) lighted only when the vehicle is proceeding backwards;
- (b) amber or white in colour and at a maximum height of 1.1 metres; and
- (c) where two lamps are used, of the same colour and symmetrically placed.

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—

Optional
forward facing
lamps and
reflectors.

- (a) they are not higher than 1.4 metres 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 authorized 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 120 millimetres apart.

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.

Interior
lighting.

404. (1) An emergency vehicle and, with the approval of the Board, a special purpose vehicle or a vehicle used by a person or persons authorized by the Commissioner of Transport under section 49 of the Transport Commission Act 1966¹ or regulation 37 of the Transport Commission Regulations 1967, may be equipped with a flashing lamp, or lamps in the manner and position approved by the Board, so that the lamp or lamps display—

Flashing
warning
lights.
Amended by
G.G. 2/2/82,
p. 407.

- (a) an amber light, in the case of an emergency vehicle conveying a traffic inspector on urgent official duties or a special purpose vehicle or a vehicle used by a person or persons authorized by the Commissioner of Transport under section 49 of the Transport Commission Act 1966¹ or regulation 37 of the Transport Commission Regulations 1967;
- (b) a red light, in the case of an emergency vehicle, other than a police vehicle and a vehicle conveying a traffic inspector; and

¹ Now Transport Act 1966-1981.

(c) a blue light, in the case of a police vehicle, for use in the circumstances limited by the Road Traffic Code 1975, 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 1975.

(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.

Fog lamps.

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—

- (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 600 millimetres 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 1.1 metres 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 1975, 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.

Spot or search lamps.

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 1975.

Optional clearance and sidemarker lamps on rigid motor vehicle of 2.2 m or more in width.

407. In addition to the rear clearance and sidemarker lamps that are required to be affixed to a vehicle by these regulations, additional rear clearance and sidemarker lamps that comply with the requirements of these regulations may be fixed to the rear of a rigid motor vehicle that is 2.2 metres or more in width and additional combination clearance sidemarker lamps may be fitted to the sides of the vehicle.

PART 5.—LAMPS AND REFLECTORS—GENERAL PROVISIONS.

Lamps—General requirements. Amended by G.G. 2/2/82, p. 407.

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 Board.

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

Lamps and reflectors to be provided unless vehicle exempted.
Amended by G.G. 2/2/82, p. 407.
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 100 metres;
- (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.

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

Electric wiring.

- (a) be stranded wire of a suitable size, material, and insulation;
- (b) be properly supported at intervals of not more than 600 millimetres, 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. 2/2/82, p. 407.

(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 40 kilometres 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 Board may approve.
- (4) 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.
- (5) 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.
- (6) 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.
- (7) Subject to the provisions of subregulations (11), (12) and (13) 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.
- (8) Subject to the provisions of subregulations (11), (12) and (13) of this regulation a motor vehicle, of which the aggregate mass is six tonnes or more, and an omnibus, shall, if fitted with 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.
- (9) The storage reservoir with which the motor vehicle is equipped in accordance with subregulations (7) and (8) 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.

(10) Subject to the provisions of subregulations (12) and (13) 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.

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

- (a) of subregulations (7), (8) and (9) of this regulation shall apply to omnibuses; and
- (b) of subregulations (7), (8), (9) and (10) of this regulation shall apply to every motor vehicle of which the aggregate mass is six tonnes 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.

(12) Notwithstanding the provisions of subregulation (5) 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 (9) 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-type 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-type trailer to operate; and
- (g) the brakes shall be capable of stopping the vehicle in the distances specified in Table B to regulation 604.

(13) On and after the 1st July, 1967, the requirements of subregulations (7), (8), (9) and (10) 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), (8) and (9) 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. 2/2/82, p. 407.

(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 mass of two tonnes 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 of less than 500 kilograms, and an aggregate mass of less than one tonne;
- (b) a caravan-trailer or a plant trailer that has a tare not exceeding one tonne; or
- (c) any other trailer exempted from that requirement by the Board 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 Board 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 Board are deemed to be an efficient braking system where fitted to a trailer of which the aggregate mass does not exceed two tonnes.

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

(9) A trailer with an aggregate mass not exceeding three tonnes and which has three axles may be fitted with brakes that operate on only the wheels fitted to two of those axles.

Performance
ability of
brakes.

604. Performance Ability of Brakes.

(1) Service Brakes—

(a) Other than Omnibuses

Every motor vehicle or combination of motor vehicle and trailer, not being an omnibus, shall be capable at all times under all conditions of loading, of being stopped on a dry, smooth, level road free from loose material, with one sustained application of the service (foot) brake control, within the distances specified in the Table A below from a speed of 30 kilometres per hour.

- (b) Every omnibus shall be capable at all times under unladen conditions, of being stopped on a dry, smooth, level road free from loose material, with one sustained application of the service (foot) brake control within the distance specified in the Table A below from a speed of 30 kilometres per hour.

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TABLE A

Categories of Vehicles	Metres to stop from 30 km/h	Equivalent "Overall" deceleration in metres per second per second (nearest 0.1m)
Vehicle or combination of vehicles under 2.5 tonnes gross weight	9	3.9 m/s ²
Any Omnibus (unladen)	12	2.9 m/s ²
Vehicles or combination of vehicles 2.5 tonnes gross weight or over	14	2.5 m/s ²
Vehicles or combination of vehicles with maximum speed 25-30 km/h	15	2.3 m/s ²
Vehicles or combination of vehicles with speeds under 25 km/h ....	....	2.3 m/s ²

(2) Emergency (Hand) Brake—Every motor vehicle, articulated vehicle or combination of motor vehicle and trailer shall be capable at all times, and under all conditions of loading, of being stopped on a dry, smooth, level road free from loose material upon application of the emergency (hand) brake control within the distances specified in Table B below, or shall be capable of being decelerated at a sustained rate corresponding to these distances:

TABLE B

Vehicle	Metres to stop from 30 km/h	Deceleration in metres per second per second
Under 2.5 tonnes gross weight	22	1.6 m/s ²
2.5 tonnes gross weight or over....	34	1 m/s ²

605. (1) Every passenger car manufactured on or after 1st January, 1977 and equipped with hydraulic service brakes, shall comply at the time of first registration, with Australian Design Rule No. 31—Hydraulic Braking Systems.

Brake systems.

(2) Every motor cycle manufactured on or after 1st March, 1976, shall, at the time of first registration, comply with Australian Design Rule No. 33—Motor Cycle Brake Systems.

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 fulfills 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 on wheels on foremost axle. Amended by G.G. 2/2/82, p. 407.

(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 Board, 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. Amended by G.G. 2/2/82, p. 407.

(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 104 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 trailer; or
- (e) any other vehicle of which the construction or use is such that, in the opinion of the Board, it is unnecessary or impracticable to provide a mudguard or mudguards.

Width of
mudguard.

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 380 millimetres, 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 2.2 metres 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.

Motor cycle
mudguards.

704. On every motor cycle that is first manufactured on or after 1st July, 1975—

- (a) the mudguard fitted to the rear wheel and the wheel of any side-car shall extend from a point vertically above the foremost part of the wheel rearward to a point not higher than the intersection of the arc of the mudguard with a line through the centre of the wheel at 45 degrees to a horizontal plane through the centre of the wheel when the rider is seated; and
- (b) the mudguard fitted to the front wheel shall extend not less than from a point vertically above the centre of the wheel rearward to a point not higher than the centre of the wheel when the rider is seated or to the point where suitable protection is afforded by the frame or other construction of the motor cycle when the rider is seated.

Condition of
mudguards.

705. Every mudguard shall be in good order and condition, and free from cracks, tears and sharp or jagged edges.

Visibility of
mudguards.

706. 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 2.2 metres 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.

PART 8.—TYRES AND RIMS.

801. Except where otherwise approved by the Board, a motor vehicle, trailer, semi-trailer, pole-type trailer or dolly trailer shall have either—

- (a) pneumatic rubber tyres having an inflation pressure not exceeding 825 kilopascals in the case of radial tyres and 700 kilopascals in the case of all other tyres; or
 - (b) metal tyres with a smooth surface without flanges, spikes, bars or projections,
- on all wheels.

Provision of pneumatic or flat metal tyres.
Amended by G.G. 2/2/82, p. 407.

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 Board, have a tread pattern of a depth not less than 1.5 millimetres on all parts of its surface which normally come into contact with the road surface.

Requirements for tyres.
Amended by G.G. 2/2/82, p. 407.

(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) be fitted to any passenger car, passenger car derivative, trailer, or other vehicle of a tare less than 1.5 tonnes, if treated by regrooving.

(3) In the event that tyres of different forms of carcass construction are fitted to the wheels, of a passenger car or derivative thereof, those on either side of the front and on either side at the rear shall be of the same form of carcass construction.

(4) In the event that the form of carcass construction of front and rear pairs of tyres is different such pairs of tyres shall be fitted to the vehicle only in the following combinations:—

Form of carcass construction on front wheels	Form of carcass construction on rear wheels
cross ply	belted bias
cross ply	radial ply
belted bias	radial ply

(5) The sum of the mass carrying capacity recommended for all tyres and rims with which the vehicle is equipped, shall be not less than the manufacturer's recommended maximum gross vehicle mass for that vehicle.

803. (1) The mass borne by a tyre or rim fitted to a vehicle shall not exceed—

- (a) the carrying capacity recommended for that tyre by the Tyre and Rim Association of Australia; or
- (b) the manufacturer's warranted maximum tyre load for that tyre or rim, at the maximum tyre pressure recommended for that tyre, but which shall not exceed—
 - (i) 825 kilopascals in the case of radial tyres; and
 - (ii) 700 kilopascals for all other tyres; or
- (c) such other pressure as may be approved for that tyre by the Board, pursuant to regulation 801.

Carrying capacity for tyres and rims.
Amended by G.G. 2/2/82, p. 407.

(2) All passenger cars and derivatives thereof manufactured on or after 1st January, 1974, shall, if fitted with passenger car tyres, comply with Australian Design Rule No. 23—New Pneumatic Passenger Car Tyres.

(3) All passenger cars and derivatives thereof and multipurpose passenger cars, manufactured on or after 1st January, 1973, shall, if fitted with passenger car tyres, comply with Australian Design Rule No. 24—Tyre Selection.

(4) All passenger cars and derivatives thereof and multipurpose passenger cars, manufactured on or after 1st January, 1975 and not using passenger car tyres, shall at the time of their first registration, comply with Australian Design Rule No. 24—Tyre Selection.

(5) Any passenger car or passenger car derivative or multipurpose passenger car manufactured on or after 1st January, 1973 and using passenger car tyres or any passenger car or passenger car derivative or multipurpose passenger car manufactured on or after 1st January, 1975 and not using passenger car tyres

may be fitted with retreaded tyres which comply with the appropriate Australian Standard and the tyre placard specified for that make and model of vehicle by Australian Design Rule No. 24—Tyre Placard lists tyres of either “L” or “S” speed rating.

Safety rims.

804. (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.

(2) Every multipurpose passenger car manufactured on or after the 1st January, 1973, shall comply with Australian Design Rule No. 20—Safety Rims.

PART 9.—SIGNALLING DEVICES.

Signalling devices—requirements.

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 600 millimetres, 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.

Requirements of signalling devices generally.

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

- (a) signals are clearly visible in sunlight, at all distances up to sixty metres;
- (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.

Construction and fitting of signalling devices.

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 150 millimetres 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 150 millimetres 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;
 - (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 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 150 millimetres long, and of a width being not less than 25 millimetres and not exceeding one quarter of the length;
 - (iii) at least 150 millimetres 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 two metres, or less than 500 millimetres; and
- (d) 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 (c) of this regulation.

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 the 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 750 millimetres apart, except in the case of a motor cycle where the front lamps shall be not less than 300 millimetres nor more than 750 millimetres apart and the rear lamps shall be not less than 300 millimetres apart;
 - (ii) not more than 500 millimetres from the extreme outer edge of the vehicle; and
 - (iii) not higher than two metres or lower than 400 millimetres 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) all lamps on the same side of a vehicle flash in phase and are operated by the same control switch.

Flashing lamp turn right and turn left signalling devices.

905. (1) Where flashing lamp signalling devices are fitted to rigid vehicles not exceeding 7.5 metres in length other than motor cycles, 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.

Fitting of flashing lamp devices in certain cases. Amended by G.G. 6/6/80, p. 1673.

(1a) Where flashing lamp signalling devices are fitted to motor cycles they shall be fitted so that there are four lamps, each capable of showing an amber light, of which two are mounted on or towards the front of the motor cycle, facing forward, and two are mounted on or towards the rear of the motor cycle, facing rearward.

(2) Where flashing lamp signalling devices are fitted to articulated vehicles, or rigid vehicles exceeding 7.5 metres 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.

Drip trays.

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.

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

Safety glass.
Amended by
G.G. 13/2/81,
p. 613;
G.G. 2/2/82,
p. 407.

1002. (1) A motor vehicle first registered on or after 1st January, 1942, shall be equipped with a windscreen of safety glass.

(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 Board, 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) Any film applied to the surface of the windscreen or a window of a motor vehicle shall, at every point on the film, have a reflectance in the visible light range of not more than 20 per cent and, where applied to the surface of a window other than the windscreen, a light transmission in the visible light range of not less than 35 per cent, when measured at an angle of incidence not more than 20 degrees from perpendicular to the surface but there shall not be any film on the surface of the windscreen below the upper 10 per cent of the surface of the windscreen.

(4a) Until 1 March 1983 the application of subregulation (4) of this regulation is limited to film applied on or after 1 September 1981, but on and from 1 March 1983 that subregulation has application irrespective of when the film was applied.

(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 other than subregulations (4) and (4a) do not apply to motor cycles.

Windows.
Amended by
G.G. 2/2/82,
p. 407.

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.

(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 Board.

Warning device.
Amended by
G.G. 2/2/82,
p. 407.

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.

(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 Board.

(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.

(5) All passenger cars and derivatives thereof, manufactured on or after 1st January, 1973, and all multipurpose passenger cars manufactured on or after the 1st January, 1974, having a windscreen shall, at the time of first registration, be equipped with a device or devices complying with Australian Design Rule No. 16—Windscreen Wipers and Washers.

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. Rear vision mirror.

(2) The mirror or mirrors shall be fitted to the outside of the vehicle with a maximum projecture of 150 millimetres 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 tonnes manufacturer's gross vehicle mass and over, except passenger cars and derivatives thereof, shall be at least 150 square centimetres in area.

(4) All passenger cars and derivatives thereof manufactured on and after 1st January, 1972, shall, at the time of first registration, be equipped with rear vision mirrors complying with Australian Design Rule No. 14—Rear Vision Mirrors.

(5) All multipurpose passenger cars, manufactured on and after 1st January, 1973, shall, at the time of first registration, be equipped with rear vision mirrors complying with Australian Design Rule No. 14—Rear Vision Mirrors.

(6) Any mirror fitted to a motor vehicle, manufactured on or after 1st July, 1973, and intended to provide the driver with a view of following or overtaking vehicles, shall be designed with a flat reflecting surface.

1007. A device of a type approved by the Board 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— Fittings for licence plates.
Amended by
G.G. 2/2/82,
p. 407.

- (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 1.3 metres 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 1.3 metres 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.

Motor vehicle
noise.

1009. (1) Every passenger car and derivative thereof manufactured prior to 1st January, 1974, must be fitted with an efficient exhaust system, the noise level of which shall not exceed that of the vehicle manufacturer's original system.

(2) Every—

- (a) passenger car and derivative thereof manufactured on and after the 1st January, 1974;
- (b) multi-purpose passenger car manufactured on and after the 1st January, 1974;
- (c) petrol engined vehicle, other than a motor cycle and a specially constructed vehicle, manufactured on and after the 1st July, 1974; and
- (d) motor vehicle, other than a specially constructed vehicle, manufactured on and after the 1st July, 1975,

shall, at the time of first registration, conform to Australian Design Rule No. 28—Motor Vehicle Noise.

(3) Every—

- (a) passenger car, derivative thereof, and multi-purpose passenger car manufactured on or after 1st January, 1981; and
- (b) other motor vehicle, except for specially constructed vehicles and motor cycles manufactured on or after 1st July, 1980,

shall at the time of first registration comply with Australian Design Rule No. 28A—Motor Vehicle Noise.

Seat belts and
anchorages.
Amended by
G.G. 8/5/81,
p. 1417.

1010. (1) Every motor vehicle other than—

- (a) a motor cycle;
- (b) an omnibus; or
- (c) a specially constructed vehicle,

shall, at the time of first registration, be equipped with seat belts conforming to the standards and specifications of the Australian Design Rule appropriate to that vehicle as set out in the following tables:—

Australian Design Rule No.	*4	4	4A	4B	4C
Class of Vehicle	Vehicle manufactured on or after—				
Passenger cars	1st January 1969	1st January 1971	1st January 1974	1st January 1975	1st January 1976
Passenger car derivatives	1st January 1969	1st January 1971	1st January 1974	1st January 1975	1st January 1976
Multipurpose passenger cars	1st January 1970	1st January 1971	1st January 1974	1st January 1975	1st January 1976
Other vehicles of manufacturer's gross vehicle mass less than 4.5 tonnes	1st January 1970	1st January 1971	1st July 1974	1st July 1975	1st July 1976

Australian Design Rule No.	32	32A
Class of Vehicle	Vehicle Manufactured on or after	
Other vehicles of manufacturer's gross vehicle mass exceeding 4.5 tonnes	1 July 1981	1 July 1981

Notes:—

1. *Seat belts required in the outboard front seating positions only.
2. If the requirements of a more recent Australian Design Rule for seat belts are met, then the requirements of an earlier rule in relation to the same class of vehicle will also be met.
3. Motor vehicles which comply with the requirements of ADR4A, ADR4B or ADR4C and which also comply with either ADR5A or ADR5B need not comply with the requirements of ADR32 or ADR32A.

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(2) Every motor vehicle other than—

- (a) a motor cycle;
- (b) an omnibus; or
- (c) a specially constructed vehicle,

shall, at the time of first registration, be equipped with seat belt anchorage points or seat belt anchorages conforming to the standards and specifications of the Australian Design Rule appropriate to that vehicle as set out in the following table:—

Australian Design Rule No.	*5A	5A	5B
Class of Vehicle	Vehicle manufactured on or after—		
Passenger cars and derivatives	1st January 1969	1st January 1971	1st January 1975
Other vehicles of manufacturer's gross vehicle mass less than 4.5 tonnes	1st January 1969	1st January 1971	1st July 1975

Notes:—

- *1. Anchorages required in the front seating position only.
- 2. If the requirements of Australian Design Rule No. 5B are met, then the requirements of Australian Design Rule No. 5A in relation to the same class of vehicle will also be met.

(3) Every passenger car, except those fitted with hinged or folding rear seats, manufactured on or after 1st July, 1976, and all passenger cars manufactured on or after 1st June, 1977, shall at the time of first registration, comply with Australian Design Rule No. 34—Child Restraint Anchorages.

1011. (1) Each seat of a motor vehicle shall be soundly constructed and securely fixed to the structure of the motor vehicle. Seats and seat anchorages.

(2) Every—

- (a) passenger car manufactured on or after 1st January, 1971;
- (b) passenger car derivative manufactured on or after 1st January, 1972;
- (c) multipurpose passenger car manufactured on or after 1st January, 1973; and
- (d) motor vehicle except motor cycles, omnibuses, specially constructed vehicles and vehicles exceeding 4.5 tonnes manufacturer's gross vehicle mass manufactured on or after 1st July, 1974;

shall, at the time of first registration, comply with Australian Design Rule No. 3—Seat Anchorages for Motor Vehicles.

1012. (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. Windscreen washers.

(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 1.1 litres.

1013. Every pipe or tube fitted to a vehicle and through which fluids flow shall be firmly secured to the fittings on which they terminate so that there is no leakage. Pipes and tubing.

1014. Every—

- (a) passenger car and derivative thereof manufactured on or after 1st January, 1971;
 - (b) multipurpose passenger car manufactured on or after 1st January, 1973;
 - (c) motor vehicle, except motor cycles, vehicles exceeding 4.5 tonnes manufacturer's gross vehicle mass, omnibuses and specially constructed vehicles, manufactured on or after 1st July, 1974; and
 - (d) motor vehicle, except motor cycles and omnibuses, manufactured on or after 1st July, 1975,
- Door latches and hinges.

shall, if fitted with doors, be equipped with door latches and hinges complying with Australian Design Rule No. 2—Door Latches and Hinges, but the provisions of this regulation do not apply to components on folding doors, roll-up doors and doors that are designed to be easily attached to, or removed from, motor vehicles manufactured for operation without doors.

Demisting of
windcreens.

1015. Every—

- (a) passenger car manufactured on or after 1st January, 1971;
- (b) passenger car derivative manufactured on or after 1st January, 1973;
- (c) motor vehicle, except motor cycles, omnibuses, specially constructed vehicles and vehicles exceeding 4.5 tonnes manufacturer's gross vehicle mass manufactured on or after 1st July, 1973; and
- (d) motor vehicle, except motor cycles, omnibuses and specially constructed vehicles, manufactured on or after 1st July, 1976,

shall comply with Australian Design Rule No. 15—Demisting of Windcreens.

Forward body
panel latches.

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.

Anti-theft
locks.

1017. (1) Every—

- (a) passenger car and derivative thereof, manufactured on or after 1st January, 1972; and
- (b) multipurpose passenger car manufactured on or after 1st January, 1973,

shall, at the time of first registration, be equipped with devices complying with Australian Design Rule No. 25—Anti-theft Locks.

(2) Every passenger car or passenger car derivative and all multipurpose passenger cars manufactured on or after 1st January, 1978, shall, at the time of first registration, be equipped with devices complying with Australian Design Rule No. 25A—Anti-theft Locks.

Child
restraining
devices.
Amended by
G.G. 2/2/82,
p. 407.

1018. (1) A motor vehicle shall not be equipped with a child-restraining device unless that device complies with the standard specified in Australian Standard E46-1970 or AS/1754-1975 "Child-Restraining Devices for Passenger Cars", or is otherwise approved by the Board.

(2) In this regulation "child-restraining device" means any set of components, not being a seat belt, designed to minimise the risk of bodily injury to a child in an accident by restraining the child and the restraining device itself.

Speedometers.

1019. (1) Every motor vehicle manufactured on or after 1st July, 1974 and capable of being driven at a speed in excess of 40 kilometres per hour on a level road shall be fitted with a speedometer which shall give an indication of the vehicle speed on a single scale calibrated in kilometres per hour.

(2) The instrument referred to in subregulation (1) of this regulation—

- (a) shall have such a degree of accuracy that the indicated speed is not less than the actual speed by more than 10% when the vehicle speed is greater than 50 kilometres per hour; and
- (b) shall be so fitted that it is readily visible to the driver.

Fuel tanks.

1020. Every motor vehicle, other than an omnibus or specially constructed vehicle, which—

- (a) was manufactured after 1st July, 1975;
- (b) uses liquid fuel; and
- (c) exceeds 4.5 tonnes manufacturer's gross vehicle mass,

shall, at the time of first registration, comply with Australian Design Rule No. 17.

Emission
control.

1021. (1) Every passenger car manufactured on or after the 1st January, 1972, shall comply at the time of first registration with Australian Design Rule No. 26—Vehicle Engine Emission Control.

(2) Every passenger car manufactured on and after the 1st January, 1974 shall, at the time of first registration, conform to Australian Design Rule 27—Vehicle Engine Emission Control.

(3) Every passenger car or derivative thereof equipped with petrol fuelled spark ignition internal combustion engine, manufactured on or after 1st July, 1976, except those with an engine displacement of less than 850 millilitres, shall, at the time of first registration, conform with Australian Design Rule 27A—Vehicle Emission Control.

(4) Every diesel powered motor vehicle, except specially constructed vehicles manufactured on or after 1st July, 1976, shall, at the time of first registration, conform with Australian Design Rule No. 30—Diesel Engine Exhaust Smoke Emissions.

(5) Every—

- (a) petrol fuelled motor vehicle manufactured on or after 1st July, 1978 except passenger cars, passenger car derivatives, multipurpose passenger cars, those with an engine displacement of less than 850 millilitres, motor cycles, specially constructed vehicles and vehicles with manufacturer's gross vehicle mass in excess of 4.5 tonnes;
- (b) petrol fuelled multipurpose passenger car manufactured on or after 1st January, 1979, except those with an engine displacement of less than 850 millilitres; and
- (c) petrol fuelled motor vehicle manufactured on or after 1st July, 1979, except passenger cars, passenger car derivatives, those with an engine displacement of less than 850 millilitres, motor cycles and specially constructed vehicles,

shall at the time of first registration comply with Australian Design Rule No. 36—Exhaust Emission Control for Heavy Duty Vehicles.

1022. (1) Every motor vehicle powered with a petrol engine and that is manufactured on or after the 1st July, 1970, shall be constructed or fitted so that the crank case gases do not escape into the atmosphere. Crank case and fuel system emissions.

(2) Every passenger car or derivative thereof, manufactured on or after 1st January, 1975, and equipped with a positive ignition internal combustion engine, shall be so constructed or fitted to control or reduce evaporative emissions from the fuel system to the atmosphere.

1023. Every passenger car manufactured on or after 1st January, 1977, shall at the time of first registration comply with Australian Design Rule No. 29—Side Door Strength. Side doors.

1024. (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. Front, side and tail boards to be fitted to certain vehicles.

(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 Board may, subject to such terms and conditions as it 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 Board although not equipped with front, side and tail boards. Amended by G.G. 2/2/82, p. 407.

1025. Cigarette lighters fitted to vehicles not exceeding 4.5 tonnes gross vehicle mass manufactured on or after 1st January, 1982, shall be capable only of activation when the engine ignition switch is in the "accessory" or "engine on" position. Cigarette lighters.
Inserted by G.G. 10/10/80, p. 3462.
Amended by G.G. 8/5/81, p. 1417.

PART 11.—LOADING AND DIMENSIONS OF VEHICLES.

1101. (1) Every vehicle first registered on or after the date on which these regulations take effect shall be supported by one or two axles or axle groups in accordance with this subregulation.

(a) A motor vehicle shall be supported towards the front end of the vehicle by either—

- (i) a steerable single axle; or
- (ii) a twin steer axle group, and, towards the rear end of the vehicle by either—
- (iii) a single axle;
- (iv) a tandem axle group; or
- (v) a triaxle group.

Axle group configurations permitted on vehicles.

Amended by G.G. 2/2/82, p. 407.

- (b) A semi-trailer shall be supported towards the rear end of the vehicle by either—
 - (i) a single axle;
 - (ii) a tandem axle group;
 - (iii) a triaxle group; or
 - (iv) a multi axle group.
- (c) Subject to paragraphs (d) and (e) of this subregulation every trailer (not being a semi-trailer or converter dolly trailer) shall be supported towards the front of the vehicle by either—
 - (i) a steerable single axle; or
 - (ii) a steerable tandem axle group,
 and towards the rear of the vehicle by either—
 - (iii) a single axle;
 - (iv) a tandem axle group; or
 - (v) a triaxle group.
- (d) Notwithstanding paragraph (c) of this subregulation, a trailer with an aggregate mass exceeding 4 tonnes, and not exceeding 16.5 tonnes may be supported, if the centre of the axle or axle group is within 0.5 metres of the centre of the loading space, by either—
 - (i) a single axle;
 - (ii) a tandem axle group; or
 - (iii) a triaxle group.
- (e) Notwithstanding paragraph (c) of this subregulation, a trailer with an aggregate mass not exceeding 4 tonnes may be supported by either—
 - (i) a single axle;
 - (ii) a tandem axle group;
 - (iii) a triaxle group; or
 - (iv) a non-load sharing axle group.
- (f) A converter dolly trailer shall be supported by either—
 - (i) a single axle;
 - (ii) a tandem axle group;
 - (iii) a triaxle group; or
 - (iv) a multi axle group.

Minimum axle
spacings.

- (2) On a motor vehicle, trailer, or a combination of a motor vehicle and trailer, and including any articulated vehicle, with an aggregate mass or gross combination mass in excess of 4 tonnes, the distance measured longitudinally along the vehicle—
 - (a) between the centre of adjacent axles, other than those forming part of a single axle or the same axle group (whether it is a twin steer axle group, a tandem axle group, a triaxle group, a multi axle group, a widespread tandem axle group or a non-load sharing axle group) shall be not less than 2.5 metres;
 - (b) between the centre of the two rearmost axles of any of the axle groups and the centre of the two leading axles of any following axle group (whether the groups be a tandem axle group, a widespread axle group, a triaxle group or a multi axle group) shall be not less than 4.3 metres; and
 - (c) between the centre of the foremost axle of a twin steer axle group and the rearmost axle of an adjacent tandem axle group shall be not less than 5.0 metres.
- (3) Where a vehicle with an aggregate mass exceeding 4 tonnes is fitted with—
 - (a) a group of two consecutive axles, other than a twin steer axle group, of which the centres of adjacent axles are included between parallel, transverse, vertical planes, spaced not less than one metre and not more than 2.0 metres apart, extending the full width of the vehicle; or

- (b) a group of three or more consecutive axles, of which the centres of those axles located at the extremities of the group are included between parallel, transverse, vertical planes, spaced not less than 2.0 metres and not more than 3.2 metres apart, extending the full width of the vehicle,

the axle group shall incorporate a load sharing suspension.

(4) To comply with the load sharing requirement for axle group maximum mass limits, all the axles within the group shall be related through a load sharing system utilizing the same springing media on each axle within the group; but where individual axles are not so related and are either separately or in combination fitted with disparate springing media, documentary evidence of the system's ability to satisfy the load sharing requirement shall be made available to the Board.

1102. (1) The length of a vehicle together with its load and equipment shall not—
- (a) in the case of an omnibus or a vehicle first constructed for the purpose of being used as an omnibus, exceed 12.2 metres;
 - (b) in the case of a semi-trailer exceed 12.5 metres in length, excluding any projection contained within an arc having a radius of 1.9 metres and centred at the point of articulation;
 - (c) in the case of any other motor vehicle or trailer, exceed 11 metres;
 - (d) in the case of an articulated vehicle exceed 17 metres.
- (2) The length of the draw bar of a trailer with an aggregate mass exceeding 4 tonnes first registered on or after the date on which these regulations take effect shall not exceed 5 metres.
- (3) 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 and equipment shall not exceed 17 metres.
- (4) The width of a vehicle shall not—
- (a) in the case of a two-wheeled motor cycle excluding the load and equipment exceed 1 metre;
 - (b) in the case of a motor cycle with a side-car attached excluding the load and equipment exceed 1.85 metres; and
 - (c) in the case of any other motor vehicle, trailer, pole trailer or other towed vehicle, together with its load and equipment, other than the rear vision mirror or mirrors or signalling devices required or permitted to be fitted in accordance with these regulations, exceed 2.5 metres.
- (5) The height of a motor vehicle or trailer together with its load and equipment, shall not exceed 4.3 metres.
- (6) The distance from the front of a motor vehicle with its load and equipment or a trailer with its load and equipment (not being an articulated vehicle or a semi-trailer) to the line from which the rear overhang is measured shall not—
- (a) in the case of an omnibus first registered on or after the date on which these regulations take effect exceed 8.3 metres plus the amount (if any) by which the overall length exceeds 11 metres;
 - (b) in the case of any other motor vehicle or trailer (not being a semi-trailer) first registered before the date on which these regulations take effect exceed 8.5 metres;
 - (c) in the case of any other motor vehicle or trailer (not being a semi-trailer) registered on or after the date on which these regulations take effect exceed 8.3 metres.
- (7)
- (a) The distance between the point of articulation of an articulated vehicle and the line from which the rear overhang is measured shall not exceed 8.5 metres;
 - (b) The semi-trailer portion of an articulated vehicle together with its load or equipment shall not project forward of an arc having a radius of 1.9 metres measured in the horizontal plane and centred at the point of articulation.

Maximum length.

Amended by G.G. 24/7/81, p. 3073.

Maximum draw bar length.

Maximum truck-trailer combination length.

Maximum width.

Maximum height.

Maximum forward projection.

Forward projection—articulated vehicles.

- Rear overhang. 1103. (1) Subject to subregulation (3) of this regulation any motor vehicle (other than an articulated vehicle), and a trailer with an aggregate mass in excess of 4 tonnes, shall have a rear overhang of a length that does not exceed—
- in the case of a vehicle of which the tare exceeds one-half of its aggregate mass, the distance of the loading space forward of the line from which the rear overhang is measured;
 - in the case of a vehicle other than a trailer defined in paragraph (d) of subregulation (1) of regulation 1101 of which the tare does not exceed one-half of its aggregate mass, 90 per centum of the distance of the loading space forward of the line from which the rear overhang is measured;
 - 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; or
 - 3.2 metres,
- whichever length is the least.
- (2) Nothing in subparagraphs (a) and (b) of subregulation (1) of this regulation shall prevent a vehicle of a tare not exceeding 2 tonnes from having a rear overhang of any length that does not exceed 50 per cent 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.
- (3) Notwithstanding the provisions of subregulation (1) of this regulation, where the length of a vehicle (other than an articulated vehicle or omnibus) or a trailer as defined by paragraph (c) of subregulation (1) of regulation 1101 (commonly known as a dog trailer) is greater than 9.5 metres, the maximum rear overhang of that vehicle or trailer may exceed 3.2 metres, but shall not exceed 3.7 metres.
- Rear overhang of semi-trailer. (4) The rear overhang of a semi-trailer shall not exceed—
- 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
 - 3.2 metres,
- whichever is less.
- Maximum projection of load and equipment. 1104. (1) Subject to regulation 1102 and regulation 1103, and subregulation (2) and subregulation (3) of this regulation the load and equipment upon a motor vehicle, other than rear vision mirrors and approved signalling devices shall not project more than—
- 1.2 metres in front of the headlamps of the motor vehicle;
 - 1.2 metres to the rear of the motor vehicle; or
 - 150 mm beyond the extreme outer portion of either side of the motor vehicle.
- (2) In the case of a motor cycle—
- the load or equipment shall not project more than 150 mm beyond the extreme outer portion of the vehicle on either side; and
 - the maximum longitudinal projection beyond the outer extremity of the wheels, of any part of the motor cycle and load or equipment thereon shall not exceed 150 mm in the case of the front wheel and 300 mm in the case of the rear wheel.
- (3) In the case of a motor cycle with a side-car attached
- the load or equipment shall not project more than 150 mm beyond the extreme outer portion of the vehicle on either side; and
 - the maximum longitudinal projection beyond the outer extremity of the wheels of any part of the motor cycle and load and equipment thereon, shall not exceed 600 mm in the case of the front wheel and 900 mm in the case of the rear wheel.
- Dangerous overhanging loads. (4) 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—
- mark the end of the load or equipment, by means of a red flag or other suitable red object not less than 300 mm 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 100 metres, fit to the extreme end of the load or equipment—

- (i) a lighted lamp showing a clear red light to the rear, visible at a distance of 200 metres; and
 (ii) not less than two reflectors capable of projecting a red reflection of light from the lamp of any following vehicle.

1105. (1) Subject to subregulation (2) and subregulation (3) of this regulation, a motor vehicle and any trailer or other vehicle attached to it shall have a ground clearance of not less than that specified in the following table—

Distance between two consecutive axles	Ground clearance measured not closer than 1 m to any axle (Millimetres)	Ground clearance measured at the midway point between any two consecutive axles (Millimetres)
(a) not over 3.7 metres	100	....
(b) over 3.7 metres but not over 6.7 metres	205	235
(c) over 6.7 metres but not over 7.3 metres	230	255
(d) over 7.3 metres but not over 7.9 metres	255	275
(e) over 7.9 metres but not over 8.5 metres	280	295
(f) over 8.5 metres but not over 9.1 metres	290	320
(g) over 9.1 metres but not over 9.8 metres	320	340

(2) Notwithstanding subregulation (1) of this regulation, in the case of a trailer or semi-trailer, the ground clearance specified in subregulation (1) of this regulation shall be increased by seventy-five millimetres unless the lowest point, measured not closer than one metre to any axle, 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.

(3) In addition to the provisions of subregulation (1) of this regulation the ground clearance shall be such that no part of the vehicle other than the tyre and rim will contact the road in the case of the deflation of any one tyre.

1106. The provisions of regulation 1102 of these regulations 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 in conformity with such special or general directions as the Board may from time to time give, either directly or by notice in the *Government Gazette*.

Special conditions for agricultural implements.
 Amended by G.G. 23/12/77, p. 4691;
 G.G. 2/2/82, p. 407.

1107. (1) Notwithstanding any other provision of these regulations, the Commissioner of Main Roads or a member of the Police Force or other person acting with the special or general approval of the Commissioner of Main Roads may issue a permit, upon payment of the fee prescribed in subregulation (2) of this regulation, permitting—

- (a) the carrying on a vehicle of such a load as will occasion any or all the dimensions of a vehicle and its load to exceed those prescribed in regulation 1102, regulation 1103, and regulation 1104 of these regulations, to the extent of such extra dimensions, on such road or roads, and subject to such conditions as may be specified in the permit; and
 (b) the use of a vehicle or a combination of vehicles to exceed the dimensions prescribed by regulation 1102 of these regulations or to exceed the configurations prescribed by subregulation (1) of regulation 1612 of the Road Traffic Code to the extent of such dimensions, the number of attached vehicles, on such road or roads, and subject to such conditions, as may be specified in the permit.

Special permits to exceed prescribed dimensions.
 Amended by G.G. 11/5/79, p. 1222;
 G.G. 2/2/82, p. 407.

(2) The fee payable for a permit pursuant to subregulation (1) of this regulation is—

- (a) for a specified single journey, \$5; and
 (b) in all other cases, \$10,

regardless of whether the permit authorises one or more of the prescribed dimensions to be exceeded.

(3) Where a vehicle is driven or used on a road pursuant to a permit issued under subregulation (1) of this regulation, the permit shall be—

- (a) carried within the vehicle at all times;
- (b) produced for inspection by a member of the Police Force, on demand; and
- (c) complied with in accordance with the terms and conditions specified in the permit.

(4) Where the provisions of subregulation (3) of this regulation are not complied with, the owner, and driver of the vehicle and any person who uses or permits or suffers a person to so drive or use the vehicle each commits an offence.

(5) A permit issued under this regulation does not authorise the carrying of a load on a vehicle contrary to the provisions of Part 14 of these regulations.

(6) Where a vehicle is driven or used on a road contrary to any conditions specified in a permit issued for that vehicle under this regulation, the Commissioner of Main Roads may direct the permit to be cancelled.

(7) A person shall not use or cause to be used a vehicle on which there is displayed a sign which indicates that the vehicle or combination of vehicles or its load exceeds the prescribed dimensions or is a road train, unless at the time that the vehicle is so used such a sign is required to be displayed on the vehicle pursuant to conditions specified in a permit issued under this regulation.

PART 12.—DANGER AND ANNOYANCE.

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) to render the use of the vehicle unsafe.

Lubrication, fuel control and exhaust.

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 onto the roadway.

(2) The outlet of the exhaust of a motor vehicle other than a passenger car or passenger car derivative shall not be so fitted as to project the exhaust directly onto the roadway or 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) The outlet of the exhaust of a passenger car or passenger car derivative shall not be so fitted as to project the exhaust directly onto the roadway and shall not be permitted to escape at any point on either side of the vehicle in front of the rear axle of the vehicle in such a manner as to cause danger or unreasonable annoyance to any person.

Noise and vibration.

1203. A vehicle shall be so constructed, loaded and any 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.

Dangerous fittings.

1204. A motor vehicle shall not be equipped with—

- (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 onto 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.

(2) A 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 mass 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 mass not exceeding 2.3 tonnes, 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 mass 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 draw the gross mass of the trailer and its load;
- (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 mass inclusive of load, if any, of the trailer while being towed.

(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) the forward ends of the chains are attached as near to the pivot of the coupling as practicable; and
- (d) the chains conform to the size prescribed in column 2 of the Table to this subregulation, for the corresponding gross mass of the towed trailer, caravan or other vehicle, inclusive of the load, if any, as is specified in column 1 of the Table.

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THE TABLE.

Item	Column 1 Gross Mass	Column 2 Minimum Size of Chain
1	Up to but not exceeding 0.5 tonne	6 mm diameter
2	Exceeding 0.5 tonne but not exceeding 1.25 tonnes	9 mm diameter
3	Exceeding 1.25 tonnes but not exceeding 3 tonnes	12 mm diameter
4	Exceeding 3 tonnes	15 mm diameter

(3) 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 three millimetres greater than the diameter of the chains prescribed in paragraph (d) of subregulation (2) of this regulation.

(4) 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) 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.

PART 14.—MASS LIMITS.

Restrictions on mass of vehicles.

Amended by
G.G. 11/5/79,
p. 1222;
G.G. 25/5/79,
pp. 1386-87;
G.G. 13/3/81,
p. 939;
G.G. 2/2/82,
p. 407.

1401. (1) The laden mass of a motor vehicle or a trailer (other than an articulated vehicle or semi-trailer) shall not exceed—

- (a) that prescribed as the aggregate mass of the vehicle determined in accordance with subregulations (7), (8), (9), (10) and (11) of this regulation;
- (b) the aggregate mass of the vehicle as set out in the licence issued for the vehicle;
- (c) the sum of the maximum supported mass prescribed by subregulation (4) of this regulation for each axle or axle group on the vehicle; or
- (d) the mass specified by subregulation (6) of this regulation.

Restriction on mass of towed vehicles.

(2) The laden mass of a trailer or other vehicle (other than a semi-trailer) that is being towed by a motor vehicle shall not exceed—

- (a) where an aggregate mass is not specified for the towing vehicle—
 - (i) in the case of a trailer or vehicle not required by these regulations to be fitted with brakes, the tare of the motor vehicle by which it is being towed,
 - or
 - (ii) in the case of a trailer or vehicle equipped with brakes in accordance with these regulations, one and a half times the tare of the motor vehicle by which it is being towed;
- (b) where an aggregate mass is specified for the towing vehicle—
 - (i) in the case of a trailer or vehicle not required by these regulations to be fitted with brakes, the tare of the motor vehicle by which it is being towed,
 - or
 - (ii) in the case of a trailer or vehicle equipped with brakes in accordance with these regulations, the laden mass of the motor vehicle by which it is being towed.

(3) Notwithstanding any other provision of this regulation, where a motor vehicle is used for the purpose of towing a trailer, trailers or semi-trailer the aggregate of the laden mass of the vehicles in the combination shall not exceed—

Restriction on mass of combination of vehicles.

- (a) that prescribed as the gross combination mass of the prime mover or the motor vehicle hauling a trailer determined in accordance with sub-regulations (12), (13) and (14) of this regulation;
 - (b) the gross combination mass of the prime mover or the motor vehicle hauling the trailer as set out in the licence for the vehicle;
 - (c) the sum of the maximum supported mass prescribed by subregulation (4) of this regulation for each axle or axle group on each vehicle in the combination;
 - (d) the mass specified by subregulation (6) of this regulation; or
 - (e) 38 tonnes,
- whichever is the least.

(4) On any vehicle—

- (a) the mass supported on any tyre shall not exceed either the carrying capacity of the tyre or of the rim to which that tyre is fitted, as prescribed by any regulation made under the Act;
- (b) the mass supported on a wide profile tyre is attached to an axle other than a steer axle shall not exceed 3.5 tonnes;
- (c) the mass supported on any single tyre (other than a wide profile tyre) shall not exceed 2.7 tonnes;
- (d) the mass supported on any axle or axle group shall not exceed the vehicle or axle manufacturer's gross axle load limit for that axle or axle group;
- (e) the mass supported on any single axle fitted with single tyres shall not exceed 5.4 tonnes;
- (f) the mass supported on any single axle fitted with dual tyres shall not exceed 8.5 tonnes;
- (g) the mass supported on a single axle other than a steer axle, fitted with wide profile tyres shall not exceed 7.0 tonnes;
- (h) the mass supported on any one axle of a tandem axle group fitted with single tyres shall not exceed 5.4 tonnes;
- (i) the mass supported on a tandem axle group fitted with single tyres shall not exceed 10.0 tonnes;
- (j) the mass supported on any one axle of a tandem axle group fitted with dual tyres shall not exceed 8.5 tonnes;
- (k) the mass supported on any tandem axle group fitted with dual tyres shall not exceed 16.5 tonnes;
- (l) the mass supported on any tandem axle group of which one axle is fitted with dual tyres and the other with single tyres shall not exceed 12.0 tonnes;
- (m) the mass supported on a tandem axle group fitted with wide profile tyres on both axles shall not exceed 14.0 tonnes;
- (n) the mass supported on a widespread tandem axle group or any one axle of a widespread tandem axle group shall not exceed the mass limits specified in paragraphs (h), (i), (j), (k), (l) and (m) of this sub-regulation for a tandem axle group with a similar arrangement of tyres;
- (o) the mass supported on any one axle on a twin steer axle group shall not exceed 5.4 tonnes;
- (p) the mass supported on a twin steer axle group with a load sharing system fitted shall not exceed 10.0 tonnes;

Tyre and axle mass limits.

- (q) the mass supported on a twin steer axle group where a load sharing system is not fitted shall not exceed 9.0 tonnes;
- (r) the mass supported on any one axle of a triaxle group fitted with dual tyres, shall not exceed 8.5 tonnes;
- (s) the mass supported on a triaxle group fitted with dual tyres shall not exceed 18.0 tonnes;
- (t) the mass supported on any one axle of a triaxle group fitted with single tyres shall not exceed 5.4 tonnes;
- (u) the mass supported on a triaxle group of which one or more axles is fitted with single tyres shall not exceed 15 tonnes;
- (v) the mass supported by a triaxle group fitted with wide profile tyres on all three axles shall not exceed 18.0 tonnes;
- (w) the mass supported on any one axle of a multi axle group fitted with dual tyres shall not exceed 8.5 tonnes;
- (x) the mass supported on a multi axle group fitted with dual tyres shall not exceed 18.0 tonnes;
- (y) the mass supported on one axle of a multi axle group fitted with single tyres shall not exceed 5.4 tonnes;
- (z) the mass supported on a multi axle group of which one or more axles is fitted with single tyres shall not exceed 15 tonnes;
- (aa) the mass supported on any one axle of a non load sharing axle group fitted with single tyres shall not exceed 4.6 tonnes;
- (bb) the mass supported on any one axle of a non load sharing axle group fitted with dual tyres shall not exceed 8.2 tonnes;
- (cc) the mass supported on a non load sharing axle group fitted with single tyres shall not exceed 9.1 tonnes;
- (dd) the mass supported on a non load sharing axle group of which one axle is fitted with single tyres and the other axles with dual tyres shall not exceed 11.2 tonnes;
- (ee) the mass supported on a non load sharing axle group fitted with dual tyres shall not exceed 13.2 tonnes.

Retractable
axle.

(5) Unless approved by the Commissioner of Main Roads, a retractable axle shall not be taken into account in assessing the maximum permissible axle loading of any axle or axle group which includes such a configuration.

Mass limits on
axle spacing.

(6) The laden mass of a vehicle or a combination of vehicle shall not exceed that specified in column 2 of the table of this regulation.

Column 1				Column 2
Overall axle spacing of the vehicle or combination of vehicles in metres				Maximum permitted laden mass in tonnes
3.0 or more but less than 3.5	....	....	....	18.0
3.5 or more but less than 4.0	....	....	....	19.8
4.0 or more but less than 4.5	....	....	....	21.6
4.5 or more but less than 5.0	....	....	....	23.4
5.0 or more but less than 5.5	....	....	....	25.2
5.5 or more but less than 6.0	....	....	....	27.0
6.0 or more but less than 6.5	....	....	....	28.8
6.5 or more but less than 7.0	....	....	....	30.6
7.0 or more but less than 7.5	....	....	....	32.4
7.5 or more but less than 8.0	....	....	....	34.2
8.0 or more but less than 8.5	....	....	....	36.0
8.5 or more but less than 9.0	....	....	....	37.8
Over 9.0 ....	....	....	....	38.0

(7) Prior to 1st July, 1982, the aggregate mass of a goods vehicle manufactured before the date on which these regulations take effect shall be determined— Aggregate mass.

- (a) where the manufacturer's gross vehicle mass does not exceed 2.5 tonnes, by adding to the manufacturer's gross vehicle mass 5 per centum;
 - (b) where the manufacturer's gross vehicle mass exceeds 2.5 tonnes, by adding to the manufacturer's gross vehicle mass 10 per centum;
 - (c) by adding the maximum supported mass prescribed by subregulation (4) of this regulation for each axle or axle group on the vehicle; but the limit prescribed by paragraph (d) of subregulation (4) of this regulation may be increased by 10 per centum; or
 - (d) 38 tonnes,
- whichever is the least.

(8) The aggregate mass of a goods vehicle first registered after the date on which these regulations take effect, other than a goods vehicle to which subregulation (7) of this regulation applies, and all goods vehicles for which an application for registration is made after the 30th June, 1982, may be determined by—

- (a) the manufacturer's gross vehicle mass for that vehicle;
 - (b) the sum of the maximum supported mass prescribed by subregulation (4) of this regulation for each axle or axle group on the vehicle; or
 - (c) 38 tonnes,
- whichever is the least.

(9) For vehicles registered before the date on which these regulations take effect, the aggregate mass for that vehicle shall be the aggregate weight or aggregate mass set out in the licence issued for that vehicle.

(10) Notwithstanding subregulation (7) and subregulation (8) of this regulation, the Board may determine a lesser aggregate mass equated with the practical carrying capacity of the vehicle.

(11) Where the manufacturer's gross vehicle mass of a goods vehicle is not recorded by the Board, the aggregate mass of the vehicle may be determined under subregulation (7) and subregulation (8) of this regulation by taking the recorded manufacturer's gross vehicle mass of a vehicle of similar construction.

(12) Prior to 1st July, 1982 the gross combination mass of a goods vehicle manufactured before the date on which these regulations take effect shall be determined— Gross combination mass.

- (a) by adding to the manufacturer's gross combination mass for that vehicle 10 per centum thereof;
 - (b) 38 tonnes; or
 - (c) in the case of a prime mover where the licence of the vehicle does not set out a gross combination mass for the vehicle, the aggregate weight set out in the licence for the vehicle,
- whichever is the least.

(13) The gross combination mass of a goods vehicle first registered after the date on which these regulations take effect, and all goods vehicles for which an application for registration is made after 30th June, 1982 shall be determined—

- (a) by the manufacturer's gross combination mass for that vehicle; or
 - (b) 38 tonnes,
- whichever is the least.

(14) Where the manufacturer's gross combination mass of a goods vehicle is not recorded by the Board, the gross combination of that vehicle may be determined under subregulation (12) or subregulation (13) of this regulation, by taking the recorded manufacturer's gross combination mass of a vehicle of similar construction.

Recognized
axles on
vehicles.

(15) For the purpose of paragraph (c) of subregulation (1), paragraph (c) of subregulation (3), paragraph (c) of subregulation (7), and paragraph (b) of subregulation (8) of this regulation—

(a) the only axles or axle groups which shall be considered are—

- (i) single axle;
- (ii) tandem axle group;
- (iii) triaxle group;
- (iv) multi axle group;
- (v) twin steer axle group;
- (vi) widespread tandem axle group; and
- (vii) non-load sharing axle group,
as defined in these regulations;

(b) in the case of a semi-trailer, only one axle or axle group of a type referred to in paragraph (a) of this subregulation located towards the rear of the vehicle shall be considered;

(c) in the case of a trailer supported by only one axle or axle group, provided that the axle or axle group is of a type referred to in paragraph (a) of this subregulation shall be considered;

(d) in the case of any other motor vehicle or trailer, including a trailer consisting of a converter dolly trailer and a semi-trailer (not being a vehicle referred to in paragraph (b) or (c) of this subregulation), towards the front of the vehicle and towards the rear of the vehicle, only one axle or axle group of a type referred to in paragraph (a) of this subregulation shall be considered.

(16) The mass supported by additional axles or axle groups not complying with subregulation (15) of this regulation shall be deemed to be supported by the nearest axle or axle group on the vehicle or component part of a combination of vehicles.

Modifications
to vehicles.

(17) Where a goods vehicle has been added to or modified, at any time after manufacture the owner thereof may apply to the Board for the determination of an aggregate mass or gross combination mass other than that previously determined in accordance with the provisions of this regulation; and having regard to the component parts, the addition to or modification of the vehicle, and on being satisfied the addition or modification is such as to vary the safe loading limits of the vehicle, the Board may determine and authorise an aggregate mass or gross combination mass in accordance with the limitations of this regulation.

Tare,
aggregate
mass and
combination
mass to be
displayed.

(18) Every goods vehicle shall have the tare of the vehicle and aggregate mass of the vehicle distinguished respectively, by the letters "T" and "A" and, in the case of a motor wagon and prime mover, other than a passenger car derivative or a tractor, in addition the gross combination mass of the vehicle distinguished by the letter "C" permanently marked on the right hand side of the vehicle, in block letters and numerals of at least 50 mm in height, and be maintained, so as to be clearly legible at a distance of 5 metres.

(19) A member of the Police Force, having in accordance with the provisions of these regulations, ascertained that the mass supported on a vehicle or any part of it exceeds the maximum mass permitted by the provisions of these regulations to be so supported may—

Off loading.

- (a) require the driver to discontinue using the vehicle until the load has been removed or adjusted to ensure that the vehicle complies with these regulations; or
- (b) require the driver to take the vehicle by a specified route to the nearest police station, or other suitable place and then to discontinue using the vehicle until the load has been removed or adjusted to the satisfaction of a member of the Police Force, to ensure the vehicle complies with these regulations.

and until that requirement has been complied with, a person shall not drive or use the vehicle or permit or suffer a person to drive or use the vehicle.

(19A) Where a driver who is required to discontinue using a vehicle under subregulation (19) of this regulation is not the owner of the vehicle, he shall bring the requirement to the notice of the owner.

(20) The provisions of subregulation (7) to (16) inclusive of this regulation do not apply to a station wagon or estate car.

(21) Nothing in this regulation authorises a person to drive, use, or permit the driving or using of a motor vehicle, on a road, in contravention of the provisions of any other regulation made under the Act.

1402. (1) Notwithstanding any other provision of these regulations, upon payment of the fee prescribed in subregulation (2) of this regulation, the Commissioner of Main Roads may issue a permit, specifying excess mass limits and conditions for the following—

Special permits to carry excess mass.

Amended by G.G. 11/5/79, p. 1222;

G.G. 4/1/80, pp. 3-4; G.G. 2/2/82, p. 407.

- (a) the laden mass of a vehicle which may exceed the aggregate mass prescribed for that vehicle, provided that the laden mass, does not exceed the manufacturer's gross vehicle mass for that vehicle;
- (b) the laden mass of a vehicle towing another vehicle or vehicles in combination which may exceed the gross combination mass of the towing vehicle, provided that the laden mass of the combination of vehicles does not exceed the manufacturer's gross combination mass of the towing vehicle;
- (c) the maximum supported mass prescribed by subregulation (4) and subregulation (6) of regulation 1401 of these regulations, which may be exceeded; and
- (d) the laden mass of a trailer prescribed by subregulation (2) of regulation 1401 of these regulations which may be exceeded.

(2) The fee payable for a permit issued pursuant to subregulation (1) of this regulation is—

- (a) an amount of \$4 per month or portion thereof, for each tonne or part thereof by which the maximum supported mass prescribed in subregulation (4) of regulation 1401 on any axle group is to be exceeded, or a fee of \$10.00 whichever is the greater amount; and
- (b) for a specified journey only, an amount of 1 cent per tonne kilometres or part thereof for the laden mass by which the maximum supported mass prescribed in subregulation (4) of regulation 1401 on any axle or axle group is to be exceeded, or a fee of \$3.00, whichever is the greater amount;
- (c) in all other cases, a fee of \$10.00.

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(3) A person shall not drive or use a vehicle on a road pursuant to a permit issued under subregulation (1) of this regulation, or permit or suffer a vehicle to be so driven or used, unless—

- (a) the permit is carried within the vehicle at all times while the vehicle is being so driven or used; and
- (b) the permit is complied with in accordance with the terms and conditions specified in the permit.

(4) Where a person drives or uses a vehicle in contravention of subregulation (3) of this regulation the owner of the vehicle shall be deemed to have also contravened that subregulation.

(5) A person driving or using a vehicle pursuant to a permit issued under subregulation (1) of this regulation shall produce the permit for inspection by a member of the Police Force on demand.

(6) Where subregulation (3) or (5) is contravened the Commissioner of Main Roads may, notwithstanding any other penalty provided, cancel the permit.

Ascertainment
of laden
masses or tare.
Amended by
G.G. 2/2/82,
p. 407.

1403. (1) Subject to subregulation (3) of this regulation the laden mass or tare of a motor vehicle or the mass supported on any part of a motor vehicle may be ascertained—

- (a) by weighing the vehicle or part of the vehicle on a registered public weighbridge or any weighbridge that has been verified under the provisions of the Weights and Measures Act 1915; or
- (b) by use of one or more loadmeters of a type known as the "Black and Decker Drive-on Loadometer", the "Hi-way Loadometer" or any other type approved by the Minister, and the mass ascertained less two per centum thereof shall be deemed to be the actual mass supported on that part of the motor vehicle.

(2) Where more than one loadmeter is used, the weight supported on that part of the vehicle shall be ascertained by aggregating the relevant readings of the loadmeters.

(3) Notwithstanding the provisions of subregulation (1) of this regulation, the laden mass or (in the case of a motor vehicle not carrying a load) the tare of a motor vehicle computed from an aggregation of the relevant supported masses, ascertained pursuant to the provisions of subregulation (1) of this regulation, shall be taken as being the laden mass or (as the case may be) the tare of the vehicle.

(4) Where the laden mass of, or the mass of the load carried by, or the mass supported on a motor vehicle, or the tare of a vehicle cannot be, or cannot conveniently be ascertained by any other means provided by this regulation—

- (a) if the load comprises assembled plant, machinery or equipment of any kind, the mass of that load may be ascertained by reference to the manufacturer's specification (if any) relating to that plant, machinery or equipment and the mass therein specified is deemed to be the mass of the plant, machinery or equipment; and
- (b) the tare of the vehicle may be ascertained by reference to the manufacturer's specification (if any) relating to that vehicle and the mass therein specified is deemed to be the mass of the vehicle.

(5) For the purposes of subregulation (4) of this regulation there is a presumption that any printed matter purporting to be a specification is a specification, in the absence of proof to the contrary.

(6) The driver or person in charge of a motor vehicle shall comply with any reasonable direction, given by a member of the Police Force, for the purpose of ascertaining any mass mentioned in this regulation.

(7) Where the driver or person in charge of a motor vehicle refuses or fails to comply with any direction of a member of the Police Force to drive that vehicle for the purpose of using loadmeters or any weighbridge, in accordance with subregulation (2) of this regulation, a member of the Police Force may drive that vehicle for that purpose and any purpose ancillary thereto.

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.
Amended by
G.G. 2/2/82,
p. 407.

- (a) an efficient fire extinguisher of a capacity not less than 1.1 litres or the equivalent, if of a pressure type approved by the Board; or
- (b) not less than two efficient fire extinguishers each having a capacity not less than 1.1 litres, if of a non-pressure type, approved by the Board.

(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 Board.

1503. (1) An omnibus, operating on a route, the whole or major portion of which route lies outside the Perth Region 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.
Amended by
G.G. 8/9/78,
p. 3302.

(2) For the purposes of subregulation (1) of this regulation "Perth Region" means the area comprised in the municipal districts of—

- the Cities of Fremantle, Melville, Nedlands, South Perth, Stirling, Subiaco;
- the Towns of Bassendean, Canning, Claremont, Cockburn, Cottesloe, East Fremantle, Gosnells, Mosman Park;
- the Shires of Armadale-Kelmscott, Bayswater, Belmont, Kalamunda, Kwinana, Mundaring, Peppermint Grove, Rockingham, Serpentine-Jarrahdale, Swan, Wanneroo.

1504. (1) An omnibus shall be fitted with an efficient speedometer that— Speedometer.

- (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.

Aisle and aisle
width.
Amended by
G.G. 2/2/82,
p. 407.

1601. (1) An omnibus, other than a school bus, shall have a longitudinal aisle with a width of not less than 380 millimetres 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 Board may approve the use of an omnibus that has no longitudinal aisle or has a longitudinal aisle with a width of 300 millimetres or more.

(2) A school bus that is constructed with a longitudinal aisle shall have an aisle that is not less than 300 millimetres in width.

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 550 millimetres in width;
- (c) at least 1.8 metres 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 550 millimetres in width, when measured at the height of the seat; and
- (b) not less than 1.4 metres 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 910 millimetres 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).

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 1.8 metres 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 1.68 metres, 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 1.5 metres in the case of a school bus with a tare of 1.5 tonnes or greater; and
- (d) not less than 1.375 metres in the case of a school bus with a tare of less than 1.5 tonnes.

(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 1.45 metres.

(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 1.68 metres.

(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 400 millimetres, nor less than 250 millimetres, 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 225 millimetres, in transverse depth.

(3) The tread of steps other than the lower step shall be not less than 225 millimetres in transverse depth and shall have a clear width of not less than 450 millimetres.

(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) 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— Floor.

- (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.

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

Emergency
exits.
Amended by
G.G. 2/2/82,
p. 407.

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

- (a) at least one means of emergency entrance and exit at the extreme rear of the passenger compartment, of a minimum area of 0.7 square metre and having no dimensions less than 530 millimetres; or
- (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 0.7 square metre and having no dimension less than 530 millimetres 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 600 millimetres by 530 millimetres 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 is propelled by fuel other than diesel fuel and 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 1.37 metres by 530 millimetres, 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 450 millimetres; 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) 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 Board.

(6) 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.

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

- (a) a space of not less than 400 millimetres measured along the front of the seat, is provided for each passenger, and each seat is not less than 355 millimetres in depth, or, in the case of a school bus, 305 millimetres;
- (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 660 millimetres, or, in the case of a school bus, 580 millimetres 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 1.2 metres, or, in the case of a school bus, not less than one metre;
- (c) a floor space of not less than 200 millimetres, 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 400 millimetres, or in the case of a school bus, not less than 380 millimetres;
- (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. 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.

Special
requirements
for double
deck
omnibuses.

1618. In addition to the requirements of these regulations, a double deck omnibus shall be so constructed that—

- (a) there is a suitable stairway to the upper deck of not less than 400 millimetres in width, fitted with a guard rail and guard panel;
- (b) the height of the floor of the upper deck does not exceed 2.75 metres from the ground and is 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.

Painting
numbers and
signs.
Amended by
G.G. 2/2/82,
p. 407.

1619. (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 twenty-seven metres.

(2) Unless the Board determines otherwise, 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 100 millimetres in height.

(3) An omnibus shall be finished suitably by painting or other similar process.

Construction
and alteration
of chassis.
Amended by
G.G. 2/2/82,
p. 407.

1620. (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 Board has been obtained.

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

Cleaning of
omnibus

1621. An omnibus shall be kept in a clean and hygienic condition, and the floors shall be washed at least once a week with disinfectant solution.

Number of
passengers to
be carried.

1622. (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 twenty-five millimetres 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 1.5 metres 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 1.5 metres, the 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.
Amended by
G.G. 2/2/82,
p. 407.

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 Board, provide adequate protection for the driver and driving controls of the vehicle, additional protection shall be provided to the satisfaction of the Board, immediately in front of the driver and the driving controls.

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 six metres.

Holders where
no
windscreen.

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.

Steam
vehicles—
brakes.

(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.

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

Articulated
vehicle.

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 1.9 metres, in length, and throughout that length, 530 millimetres, in width, and 530 millimetres, in height above the mattress, except that the corners of horizontals may be rounded to radii not exceeding 270 millimetres; 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 100 millimetres, 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 450 millimetres in height and 910 millimetres 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 600 millimetres and a minor axis of 400 millimetres, 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 450 millimetres in height and 530 millimetres 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.

Trailer type
caravans.

1707. 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 915 millimetres 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 100 millimetres 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 355 millimetres inside the outer alignment of the body;
- (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 460 millimetres 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.

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.

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 end
protection.

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 610 millimetres from the ground;
- (b) the bumper contact surface is located not more than 610 millimetres forward of the rear of the vehicle and is painted white;

- (c) the ends of the bumper extend to within 300 millimetres of each side of the vehicle, unless the rearmost point of the tyres is within 610 millimetres 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 102 millimetres outside diameter and eight millimetres 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 150 millimetres or less from a parallel vertical plane containing the rearmost point of the semi-trailer.

1711. A horizontal band, having a uniform depth of at least seventy-five millimetres, 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 2.2 metres or more in width and has a body of the tray type. Visibility of tray.

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 mass 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 to the rear of the cycle so that the centre of the plate is not more than 915 millimetres and not less than 300 millimetres from the ground. Fittings for number plates. Substituted by G.G. 11/9/81, p. 3927.

1803. A holder for the registration label shall be affixed in a conspicuous position on the left-hand side of a motor cycle. Holder for label.

1804. 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, is securely fitted to the motor cycle.

- Handlebars.** 1805. (1) Handlebars shall extend not less than 300 mm nor more than 425 mm on each side of the centre line of the motor cycle.
- (2) The height of the lowest part of the handgrip above the lowest part of the upper surface of the driver's seat shall not exceed 380 mm.
- (3) All steering gear and steering gear connections shall be designed to eliminate accidental detachment or over-locking.
- (4) The horizontal distance measured from the mid point between the head stem bearings to a point vertically above the centre of the front wheel shall not exceed 550 mm.
- Chain guard.** 1806. Every motor cycle, which is chain driven shall if the frame or any other equipment does not provide such protection be fitted with an effective chain guard which shall provide protection from the front sprocket and at least the upper free-run of the drive chain.
Amended by G.G. 6/6/80, p. 1673.
- Rear vision mirrors.** 1807. Every motor cycle manufactured after 1st July, 1975 shall be equipped with two rear vision mirrors of a flat reflecting surface, fitted in accordance with subregulation (1) of regulation 1006.

PART 20.—VEHICLES DRAWN BY ANIMAL POWER.

- Interpretation.** 2001. For the purposes of this Part of these regulations—
“trailer” means a trailer attached to a vehicle drawn by animal power; and
“vehicle” means a vehicle drawn by animal power.
- Front and rear lights.** 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 rear, of the vehicle.
- (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 1.9 metres 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 1.5 metres 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 1.9 metres 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.
- 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 1.5 metres 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.

2004. (1) A vehicle, other than a trailer, that, together with its load or equipment is 2.2 metres 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.

Front
clearance
lamps.

(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 150 millimetres, 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 150 millimetres 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 2.2 metres or more in width, or that projects 150 millimetres or more on either side, beyond the width of the vehicle by which it is drawn, then, in addition to any other requirement 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 150 millimetres laterally from the centre of the lamp.

2005. A vehicle that, together with its load or equipment is 2.2 metres 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—

Rear clearance
lamps or
reflectors.

- (a) be so placed that it is not higher than 1.5 metres 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 either side on which the lamp or reflector is fitted, more than 150 millimetres 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.

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

Requirements
in regard to
reflectors.

- (a) have a diameter of not less than 32 millimetres and, if not circular, be of a size that a circle 32 millimetres 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 100 metres, 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.

2007. (1) Where the load of a vehicle projects more than 1.2 metres 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.

Light on
projecting 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 12 metres in length, 2.5 metres in width or four metres in height.

Maximum
dimensions.

- Projecting loads.** 2009. (1) No part of a vehicle or its load shall project—
- (a) past the head of a horse or other animal drawing the vehicle;
 - (b) more than 1.2 metres backward of the body of a two-wheeled vehicle, or more than 1.2 metres backward of the body, or the rear wheels, of a four-wheeled vehicle; or
 - (c) more than 300 millimetres from the outside of the wheels or body of the vehicle.
- (2) Notwithstanding the foregoing provisions of this regulation, a load, not exceeding eight metres in length, may project more than 1.2 metres to the rear of a vehicle, if a red flag of not less than 300 millimetres square, or a red metal disc, of not less than 225 millimetres 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.
- Brakes.** 2010. (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.
- (2) Notwithstanding the provisions of this regulation, the use of a nave brake is prohibited on an animal-drawn vehicle, exceeding one tonne in mass.

PART 30.—SPECIAL PROVISIONS FOR PEDAL CYCLES.

- Brakes.** 3001. A bicycle shall be capable of being braked by either or both of the following means—
- (a) an effective foot brake operated by turning the pedals in the reverse direction; or
 - (b) an effective hand operated brake fitted to the rear wheel having the operating handle fixed in a position providing for convenient operation.
- Bell.** 3002. A bicycle shall have a bell or other effective warning device fixed in a convenient position.
- Handle bar.** 3003. The handle bar of a bicycle shall extend not less than 200 millimetres nor more than 330 millimetres on each side of the centre of the bicycle and the height of the uppermost point of the handle bar shall not exceed the height of the uppermost part of the seat by more than 300 millimetres.
- Rake and angle of front forks.** 3004. The horizontal distance between the axle of the front wheel of a bicycle and a line dropped vertically from the centre of the pivot head bearing on the front tube of the frame shall not exceed 250 millimetres.
- Width of load.** 3005. The overall width of any equipment or load carried on a bicycle shall not exceed 660 millimetres.
- Reflector.** 3006. (1) A bicycle shall have affixed a reflector which will effectively reflect red light when illuminated by the headlight of a vehicle approaching from the rear and that reflector shall—
- (a) comply with the requirements specified in regulation 503 and have a reflective area of not less than the area of a circle of 38 millimetres diameter;
 - (b) be mounted on the rear part of the bicycle at a height which is not less than 330 millimetres nor more than one metre;
 - (c) be mounted vertically and facing to the rear in such a manner that the light reflected from the headlight of a vehicle approaching from the rear is clearly visible to the driver of that vehicle.

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(2) The reflector may be in the form of a reflecting lens fitted to the rear lamp.

(3) A bicycle shall not have affixed a reflector capable of reflecting red light in the forward direction.

3007. (1) Where ridden during the hours of darkness a bicycle shall have Lights.
affixed thereto—

- (a) upon the front of the bicycle, a lighted headlight showing a clear white light to the front visible under normal atmospheric conditions at all distances up to 200 metres;
- (b) upon the rear of the bicycle, a lighted rear light showing a clear red light to the rear visible under normal atmospheric conditions at all distances up to 200 metres.

(2) The head and tail lights shall be fixed in positions such that the vertical distances from the ground to the centres of the lights shall not be less than 330 millimetres.

3008. Where a rear mudguard is fitted to a bicycle the surface of the mudguard facing to the rear shall be white or silver in colour. Colour of rear mudguard.