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Convention on Road Traffic (1968):

Consistency between the Convention on Road Traffic (1968) and Vehicle Technical Regulations

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Note by the secretariat

Amendments to the 1968 Convention on Road Traffic

1. This working document is based on ECE/TRANS/WP.1/2011/4/Rev.2 which identifies (and aims to rectify) conflicting provisions relating to vehicle lighting and light-signalling in the 1968 Convention on Road Traffic and the 1958 Agreement concerning the Adoption of Uniform Technical Prescriptions.

2. At the seventieth session of WP.1, the Working Party completed reviewing ECE/TRANS/WP.1/2011/4/Rev.4 and requested the secretariat to prepare the document's revision 5 by incorporating the amendment proposals contained in ECE/TRANS/WP.1/2015/1 (submitted by the International Motorcycle Manufacturers Association). In addition to the IMMA's proposed amendments which are identified in bold, the current document provides the wording agreed by the Working Party for: (a) amended Article 25bis, paragraph 2; (b) amended Article 32, paragraphs 1-15 (paragraphs 1-15 herein); (c) amended Annex 1, paragraph 8 and (d) amended Annex 5, CHAPTER II, paragraphs 19-45 (paragraphs 19-56 herein); amended Annex 5, CHAPTER II, paragraphs 46-59 (paragraphs 57-70 herein); amended Annex 5, CHAPTER IV, paragraphs 60-61 (paragraphs 71-72 herein); and amended Annex 5, CHAPTER V, paragraphs 62-62bis, Appendix (paragraphs 73-73bis herein; Appendix deleted).

A. Proposal

ARTICLE 25bis

Special regulations for tunnels indicated by special road signs

2. Even if the tunnel is lit, all drivers shall ensure that the driving or passing beam headlamps are switched on.

ARTICLE 32

Rules of the use of lamps

1. Between nightfall and dawn and in any other circumstances when visibility is inadequate on account, for example, of fog, snowfall or heavy rain, the following lamps shall be lit on a moving vehicle:

(a) On power-driven vehicles and mopeds the driving beam headlamps or passing beam headlamps and the rear position lamp(s), according to the equipment prescribed by the present Convention for the vehicle of each category;

(b) On trailers, front position lamps, if such lamps are required according to Annex 5, paragraph 34 of this Convention, and not less than two rear position lamps.

2. Driving beam headlamps shall be switched off and replaced by passing beam headlamps:

(a) In built-up areas where the road is adequately lighted and outside built-up areas where the road is continuously lighted and the lighting is sufficient to enable the driver to see clearly for an adequate distance and to enable other road-users to see the vehicle far enough away;

3. When, however, a vehicle is following closely behind another vehicle, driving beam headlamps may be used to give a luminous warning as referred to in Article 28, paragraph 2, of the intention to overtake.

4. Fog lamps may be lit only in fog or any similar condition of reduced visibility and, as regards front fog lamps, as a substitute for passing beam headlamps. However, domestic legislation may authorize the simultaneous use of front fog lamps and passing beam headlamps, the simultaneous use of front fog lamps and cornering lamps, and the use of front fog lamps on narrow, winding roads.

5. On vehicles equipped with front position lamps, such lamps shall be switched on together with the driving beam headlamps, the passing beam headlamps or the front fog lamps. The function of the front position lamps may be substituted by the passing beam headlamps and/or the driving beam headlamps, provided that in case of failure of such lamps the front position lamps are automatically switched on again.

6. Domestic legislation may make it compulsory for drivers of motor vehicles to use during the day either passing beam headlamps or daytime running lamps.

7. During the day, a motorcycle moving on the road shall have lit at least one passing beam headlamp to the front and a red lamp to the rear. Domestic legislation may permit the use of daytime running lamps instead of passing beam headlamps.

8. Between nightfall and dawn and in any other circumstances when visibility is inadequate, the presence of power-driven vehicles and of trailers connected to power-driven vehicles, standing or parked on a road shall be indicated by front and rear position lamps. In fog or any similar condition of reduced visibility passing beam

headlamps or front fog lamps may be used. Rear fog lamps may in these conditions be used as a supplement to the rear position lamps.

9. Notwithstanding the provisions of paragraph 8 of this Article, within a built-up area the front and rear position lamps may be replaced by parking lamps, provided that:

- (a) The vehicle does not exceed 6 m in length and 2 m in width;
- (b) No trailer is coupled to the vehicle;
- (c) The parking lamps are placed on that side of the vehicle which is furthest from the carriageway edge alongside which the vehicle is standing or parked.

10. Notwithstanding the provisions of paragraphs 8 and 9 of this Article, a vehicle may be standing or parked without any lamps lit:

- (a) On a road lit in such a way that the vehicle is clearly visible at an adequate distance;
- (b) Away from the carriageway and hard shoulder;
- (c) In the case of mopeds and two-wheeled motorcycles without a side-car which are not equipped with batteries, at the extreme edge of a carriageway in a built-up area.

11. Domestic legislation may grant exemptions from the provisions of paragraphs 8 and 9 of this Article for vehicles standing or parked in built-up areas where there is very little traffic.

12. Reversing lamps may be used only when the vehicle is reversing or about to reverse; optional additional reversing lamps may remain illuminated during short and slow forward manoeuvres.

12.bis Manoeuvring lamps may be used only when the vehicle is driving at a speed not exceeding 10km (6 miles) per hour.

13. Hazard warning signal may be used only to warn other road-users of a particular danger:

- (a) When a vehicle which has broken down or has been involved in an accident cannot be moved immediately, so that it constitutes an obstacle to other road-users;
- (b) When indicating to other road-users the risk of an imminent danger.

14. Special warning lamps:

- (a) Displaying a blue and/or red light may be used only on priority vehicles when carrying out an urgent mission or when in other cases it is necessary to give warning to other road-users of the presence of the vehicle;
- (b) Displaying an amber light may be used only when the vehicles are genuinely assigned to the specific tasks for which they were equipped with the special warning lamp or when the presence of such vehicles on the road constitutes a danger or inconvenience to other road-users.

(c) The use of warning lamps displaying other colours may be authorized by domestic legislation.

15. In no circumstances shall a vehicle display a red light to the front or white light to the rear, subject to the exemptions mentioned in Annex 5, paragraph 61. A vehicle shall not be modified or lamps added to it in a way which could conflict with this requirement.

Annex 1

EXCEPTIONS TO THE OBLIGATION TO ADMIT MOTOR VEHICLES AND TRAILERS IN INTERNATIONAL TRAFFIC

8. Contracting Parties may refuse to admit to their territories in international traffic any motor vehicle equipped with passing lamps beam headlamps with asymmetric beams if such beams have not been adapted to suit the direction of traffic in their territories.

Annex 5

TECHNICAL CONDITIONS CONCERNING MOTOR VEHICLES AND TRAILERS

CHAPTER II

Vehicle lighting and light-signalling devices

19. For the purposes of this chapter, the term:

(a) "Driving beam headlamp" means the lamp used to illuminate the road over a long distance ahead of the vehicle;

(b) "Passing beam headlamp" means the lamp used to illuminate the road ahead of the vehicle without causing undue dazzle or discomfort to oncoming drivers and other road-users;

(c) "Adaptive front lighting system" means a lighting device providing beams with differing characteristics for automatic adaptation to varying conditions of use of the passing beam and/or the driving beam,

(d) "Cornering lamp" means a lamp used to provide supplementary illumination of that part of the road which is located near the forward corner of the vehicle at the side towards which the vehicle is going to turn;

(e) **"Bend lighting" means a lighting function to provide enhanced illumination in bends; (ECE/TRANS/WP.1/2015/1)**

(f) "Front position lamp" means the lamp used to indicate the presence and the width of the vehicle when viewed from the front;

(g) "Rear position lamp" means the lamp used to indicate the presence and the width of the vehicle when viewed from the rear;

(h) "Stop lamp" means the lamp used to indicate to other road-users to the rear of the vehicle that the longitudinal movement of the vehicle is intentionally retarded;

(i) "Emergency stop signal" means an automatically generated signal to indicate to other road users to the rear of the vehicle that a high retardation force has been applied to the vehicle relative to the prevailing road conditions; it is provided by the simultaneous operation of all the stop or direction indicator lamps of the vehicle;

- (j) "Rear-end collision alert signal" means an automatically generated signal given by the leading vehicle to the following vehicle. It warns that the following vehicle needs to take emergency action to avoid a collision;
- (k) "Front fog lamp" means the lamp used to improve the illumination of the road ahead of the vehicle in case of fog or any similar condition of reduced visibility;
- (l) "Rear fog lamp" means the lamp used to make the vehicle more easily visible from the rear in fog or any similar condition of reduced visibility;
- (m) "Reversing lamp" means the lamp used to illuminate the road to the rear of the vehicle and provide a warning signal to other road-users that the vehicle is reversing or about to reverse, or, in the case of optional additional reversing lamps, to provide illumination to the side for slow manoeuvres;
- (n) "Manoeuvring lamp" means a lamp used to provide supplementary illumination to the side of the vehicle to assist during slow manoeuvres;
- (o) "Direction-indicator lamp" means the lamp used to indicate to other road-users that the driver intends to change direction to the right or to the left;
- (p) "Parking lamp" means a lamp which is used to draw attention to the presence of a parked vehicle in a built-up area. In such circumstances it may replace the front and rear position lamps;
- (q) "End-outline marker lamp" means the lamp fitted near to the extreme outer edge and as close as possible to the top of the vehicle and intended to indicate clearly the vehicle's overall width. This lamp is intended, for certain ~~motor~~ vehicles and trailers, to complement the vehicle's front and rear position lamps by drawing particular attention to its bulk;
- (r) "Hazard warning signal" means the signal given by the simultaneous functioning of a vehicle's direction-indicator lamps to show that the vehicle temporarily constitutes a danger to other road users;
- (s) "Side marker lamp" means a lamp used to indicate the presence of the vehicle when viewed from the side;
- (t) "Special warning lamp" means a lamp emitting blue, red or amber light intermittently for use on vehicles and intended to indicate either priority vehicles or a vehicle or a group of vehicles whose presence on the road requires other road-users to take special precautions, in particular, convoys of vehicles, vehicles of exceptional size and road construction or maintenance vehicles or equipment;
- (u) "Rear registration plate lamp" means the device used to illuminate the space reserved for the rear registration plate; such a device may consist of several optical components;
- (v) "Daytime (running) lamp" means a lamp intended to improve the daytime conspicuity and visibility of the front of a vehicle in running use;
- (w) "Exterior courtesy lamp" means a lamp used to provide supplementary illumination to assist the entry and exit of the vehicle driver and passenger or in loading operations;
- (x) "Retro-reflector" means a device used to indicate the presence of a vehicle by the reflection of light emanating from a light source not connected to the vehicle;
- (y) "Conspicuity marking" means a device intended to increase the conspicuity of a vehicle, when viewed from the side or rear, (or, in the case of trailers,

additionally from the front) by the reflection of light emanating from a light source not connected to the vehicle;

(z) "Illuminating surface" means the orthogonal projection of the lamp in a plane perpendicular to its axis of reference and in contact with the exterior light-emitting surface of the lamp. For a retro-reflector, the light-emitting surface is considered to be delimited by planes contiguous to the outermost parts of the retro-reflector's optical system;

19.bis A specific illuminating function can be performed by more than one lamp.

20. The colours of lights mentioned in this chapter shall be in accordance with the definitions given in UNECE Regulation No. 48 under the "Agreement concerning the adoption of uniform technical prescriptions for wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles and the conditions for reciprocal recognition of approvals granted on the basis of these prescriptions".

21. With the exception of motorcycles, every motor vehicle with a maximum design speed exceeding 40 km (25 miles) per hour shall be equipped in front with an even number of white driving beam headlamps or the relevant parts of an adaptive front lighting system.

22. With the exception of motorcycles, every motor vehicle with a maximum design speed exceeding 10 km (6 miles) per hour shall be equipped in front with two white passing beam headlamps or the relevant parts of an adaptive front lighting system.

23. Every motor vehicle other than a two-wheeled motorcycle without side-car shall be equipped in front with two white or amber front position lamps.

24. (a) Every motor vehicle other than a two-wheeled motorcycle without side-car shall be equipped at the rear with an even number of red rear position lamps;

(b) Every trailer shall be equipped at the rear with an even number of red rear position lamps.

24.bis Every motor vehicle with a length not exceeding 6 m and a width not exceeding 2 m may be fitted with two white front parking lamps and two red rear parking lamps, or with one parking lamp at each side showing white light to the front and red light to the rear.

25. On every motor vehicle or trailer the registration plate, or the number if present, located at the rear shall be illuminated by a rear registration plate lamp.

26. The electrical connections on all motor vehicles (including motorcycles) and on all combinations consisting of a motor vehicle and one or more trailers shall be such that the driving beam headlamps, the passing beam headlamps and the front fog lamps can only be switched on together with the rear and front position lamps, the end-outline marker lamps, if they exist, the side marker lamps, if they exist, and the rear registration plate lamp. However, this provision shall not apply to driving beam headlamps or passing beam headlamps when they are used to give the luminous warning referred to in Article 32, paragraph 3, of this Convention.

27. Every motor vehicle and every trailer shall, and every motorcycle may, be fitted at the rear with one or two red rear fog lamps; they shall be able to be switched on only if the driving beam headlamps, the passing beam headlamps or the front fog lamps are switched on.

28. Every motor vehicle other than two-wheeled motorcycles without side-car shall be equipped at the rear with at least two red retro-reflectors of other than triangular form.

29. Every trailer shall be equipped at the rear with at least two red retro-reflectors. These retro-reflectors shall have the shape of an equilateral triangle with one vertex uppermost and one side horizontal.

30. Every motor vehicle with a length exceeding 6 m and every trailer shall be fitted with (an) amber side retro-reflector(s). The rearmost side retro reflector may be red if it is combined with a red rear lamp.

31. Every motor vehicle with a length exceeding 6 m and every trailer with a length exceeding 6 m (for trailers including the drawbar) shall be fitted with amber side marker lamps. The rearmost side marker lamp may be red if it is combined with a red rear lamp.

32. Every trailer shall be equipped at the front with two white retro-reflectors of other than triangular form.

33. Every motor vehicle, except motorcycles, and every trailer may be fitted with white or yellow conspicuity markings at the side and with red or yellow conspicuity markings at the rear. In addition, every trailer may be fitted with white conspicuity markings at the front.

34. A trailer shall be equipped at the front with two white front position lamps if its width exceeds 1.60 m.

35. With the exception of two-wheeled motorcycles with or without side-car, every motor vehicle with a maximum design speed exceeding 25 km (15 miles) per hour and every trailer shall be equipped at the rear with at least two red stop lamps. An additional center high-mounted stop lamp may be fitted on such vehicles.

36. Subject to the possibility that exemption from all or some of these obligations may be granted in respect of mopeds by Contracting Parties which, in conformity with Article 54, paragraph 2, of the Convention, have declared that they treat mopeds as motorcycles:

(a) Every two-wheeled motorcycle with or without side-car shall be equipped with one or two white passing beam headlamps;

(b) Every two-wheeled motorcycle with or without side-car with a maximum design speed exceeding 40 km (25 miles) per hour ~~shall~~ **may** be equipped, in addition to the passing beam headlamps, with at least one white driving-beam headlamp. (Source: ECE/TRANS/WP.1/2015/1)

(c) Every two-wheeled motorcycle with or without a side-car with a maximum design speed exceeding 50 km (31 miles) per hour shall be equipped, in addition to the passing beam headlamps, with one or two white driving-beam headlamp(s). (ECE/TRANS/WP.1/2015/1)

37. Every two-wheeled motorcycle without side-car may be equipped at the front with one or two white or amber front position lamps.

38. Every motor vehicle **[shall] may** be equipped with two white or amber daytime running lamps.

38bis. Every motor vehicle may be equipped with the bend lighting function that can be produced in conjunction with the passing beam headlamp(s), by activating additional light source(s) or additional lighting unit(s) or through the swivelling of passing beam headlamp(s) on each side of the vehicle. (ECE/TRANS/WP.1/2015/1)

In the case of two-wheeled motorcycles, the additional light source(s) or additional lighting unit(s) used to produce bend lighting on each side of the vehicle may only be

automatically activated and deactivated on the basis of the banking of the vehicle.
(ECE/TRANS/WP.1/2015/1)

39. Every two-wheeled motorcycle **with or without a side-car** may be equipped with one or two white daytime running lamps. **If installed, the daytime running lamp shall automatically be ON (“ON” or “on”: secretariat) when the engine is running.**
(ECE/TRANS/WP.1/2015/1)

If no daytime running lamp(s) is (are) installed, the headlamp shall automatically be on (“ON” or “on”: secretariat) when the engine is running;
(ECE/TRANS/WP.1/2015/1)

40. Every two-wheeled motorcycle without side-car shall be equipped at the rear with one **or two** rear red position lamp(s). (ECE/TRANS/WP.1/2015/1)

41. Every two-wheeled motorcycle without side-car shall be equipped at the rear with **one or two** red non-triangular retro-reflector(s) **and may be equipped at each side with one or two non-triangular retro-reflectors which are amber at the front and amber or red at the rear.** (ECE/TRANS/WP.1/2015/1)

42. Subject to the possibility for Contracting Parties which, in conformity with Article 54, paragraph 2, have declared that they treat mopeds as motorcycles, to exempt two-wheeled mopeds with or without side-cars from this obligation, every two-wheeled motorcycle with or without side-car shall be equipped with **one or two** red stop lamp(s). (ECE/TRANS/WP.1/2015/1)

43. Without prejudice to the provisions concerning lamps and devices prescribed for two-wheeled motorcycles without side-car, any side-car attached to a two-wheeled motorcycle shall be equipped at the front with a white or amber front position lamp and with a red retro-reflector. The electrical connections shall be such that the front position lamp and rear position lamp of the side-car are switched on at the same time as the rear position lamp of the motorcycle.

44. Motor vehicles with three wheels placed symmetrically in relation to the vehicle's median longitudinal plane, which are treated as motorcycles pursuant to Article 1, subparagraph (n), of the Convention, shall be equipped with the devices prescribed in paragraphs 21, 22, 23, 24 (a), 28 and 35 above. However, on an electric vehicle the width of which does not exceed 1.30 m and with a maximum design speed not exceeding 40 km (25 miles) per hour a single driving beam headlamp and a single passing beam headlamp are sufficient.

45. Every motor vehicle except a moped, and every trailer, shall be equipped with amber direction-indicator lamps, fitted on the vehicle in even numbers.

46. Every motor vehicle and every motorcycle may be fitted with one or two white or selective-yellow front fog lamps. They shall be placed in such a way that no point on their illuminating surface is above the highest point on the illuminating surface of the passing-beam headlamps.

47. Motor vehicles, except motorcycles, and trailers with a permissible maximum mass exceeding 750 kg shall be fitted with one or two white reversing lamps at the rear. Two additional white reversing lamps may be fitted on the side of motor vehicles and trailers with a length exceeding 6 m. Reversing lamps shall be lit only when the reverse gear is engaged.

48. No lamps, other than direction-indicator lamps, the hazard warning signal, stop lamps when operated as emergency stop signal and special warning lamps, shall emit a flashing light. Side marker lamps may flash at the same time as direction-indicator lamps.

49. Special warning lamps shall emit a flashing light. Colours of these lights shall conform to the provisions of Article 32, paragraph 14.
50. Every motor vehicle and every trailer shall, and every motorcycle may, be so equipped that they can emit a hazard warning signal.
51. Every motor vehicle may be so equipped that it can emit a rear-end collision alert signal, which is given by the simultaneous operation of all direction indicator lamps.
52. Every motor vehicle and trailer more than 1.80 m wide may be fitted with end-outline marker lamps. Such lamps shall be mandatory if the width of a motor vehicle or trailer exceeds 2.10 m. If these lamps are fitted, there shall be at least two of them and they shall emit white or amber light towards the front and red light towards the rear.
53. Every motor vehicle except a motorcycle may be fitted with white cornering lamps.
54. Every motor vehicle except a motorcycle may be fitted with white exterior courtesy lamps.
55. Lamps on a given vehicle having the same function and facing in the same direction, shall be of the same colour. Lamps and retro-reflectors which are of even number shall be placed symmetrically in relation to the vehicle's median longitudinal plane, except on vehicles with an asymmetrical external shape. The intensity of the lamps in each pair shall be substantially the same. These provisions do not apply to an adaptive front lighting system.
56. Lamps of different kinds, and, subject to the provisions of other paragraphs of this Chapter, lamps and retro-reflectors, may be grouped or incorporated in the same device, provided that each of these lamps and reflectors complies with the applicable provisions of this Annex.

CHAPTER III

Other requirements

Steering mechanism

57. Every motor vehicle shall be equipped with a strong steering mechanism which will allow the driver to change the direction of the vehicle, easily, quickly and surely.

Driving (rear-view) mirror

58. Every motor vehicle shall be equipped with one or more driving (rear-view) mirrors; the number, dimensions and arrangement of these mirrors shall be such as to enable the driver to see the traffic to the rear of his vehicle.

Audible warning device

59. Every motor vehicle shall be equipped with at least one audible warning device of sufficient power. The sound emitted by the warning device shall be continuous and uniform, but not strident.

Priority vehicles and public passenger-transport vehicles may have additional audible warning devices which are not subject to these requirements.

Windscreen-wiper

60. Every motor vehicle having a windscreen of such dimensions and shape that the driver cannot normally see the road ahead from his driving position except through the transparent part of the windscreen, shall be equipped with at least one efficient and strongly built windscreen-wiper in an appropriate position, the functioning of which does not require constant action by the driver.

Windscreen-washer

61. Every motor vehicle required to be equipped with at least one windscreen-wiper shall also be equipped with a windscreen-washer.

Windscreen and windows

62. On all motor vehicles and on all trailers:

(a) Transparent substances forming part of the vehicle's bodywork, including the windscreen and any interior partition, shall be such that in case of breakage, the risk of physical injury will be minimized;

(b) The transparent parts of the windscreen shall be made of a substance whose transparency does not deteriorate; they shall be such that they do not cause any appreciable distortion of objects seen through the windscreen, and that, in case of breakage, the driver still has a sufficiently clear view of the road.

Reversing device

63. Every motor vehicle shall be equipped with a reversing device controlled from the driving position. This device shall not, however, be compulsory on motorcycles or on motor vehicles having three wheels arranged symmetrically in relation to the vehicle's median longitudinal plane unless their permissible maximum mass exceeds 400 kg.

Exhaust silencer

64. Every internal combustion engine used for propelling a motor vehicle shall be equipped with an efficient exhaust silencer.

Tyres

65. The wheels of motor vehicles and of their trailers shall be fitted with pneumatic tyres ensuring a good adhesion, even on a wet road. This provision shall not, however, prevent Contracting Parties from authorizing the use of devices producing results at least equivalent to those obtained with pneumatic tyres.

Speedometer

66. Every motor vehicle capable of exceeding 40 km (25 miles) per hour on a level road shall be equipped with a speedometer; Contracting Parties may, however, exempt certain categories of motorcycles and other light vehicles from this requirement.

Warning device to be carried on motor vehicles

67. The device referred to in Article 23, paragraph 5, of this Convention, and in paragraph 6 of Annex 1 thereto shall be either:

(a) A signplate consisting of an equilateral triangle with a red border and with its interior part either hollow or of a light colour; the red border shall be fitted with a reflectorized strip. It may also have a red fluorescent area and/or be illuminated by transparency; the signplate shall be such that it can be stood firmly in a vertical position; or

(b) Some other equally effective device, prescribed by the legislation of the country in which the vehicle is registered.

Anti-theft device

68. Every motor vehicle shall be fitted with an anti-theft device by means of which one of its essential components can be put out of action or blocked when the vehicle is parked.

Restraining devices

69. Wherever technically practicable all forward-facing seats of vehicles of category B as referred to in Annexes 6 and 7 of this Convention, with the exception of vehicles constructed or used for special purposes as defined by domestic legislation, shall be equipped with approved safety belts or similarly effective approved devices.

General provisions

70. (a) The mechanical parts and equipment of a motor vehicle shall not, so far as this can possibly be avoided, give rise to any danger of fire or explosion; nor shall they cause excessive emission of noxious gases, opaque fumes, smells or noise.

(b) So far as possible, the high-tension ignition device of a motor vehicle shall not cause excessive radio interference.

(c) Every motor vehicle shall be so constructed that the driver's field of vision ahead, and to both right and left, is sufficient to enable him to drive safely.

(d) Motor vehicles and trailers shall, as far as possible, be so constructed and equipped as to reduce the danger to their occupants and to other road-users in case of accident. In particular, they shall have no ornaments or other objects, inside or outside, with unnecessary projections or ridges which may be dangerous to the occupants or other road-users.

(e) Vehicles of which the maximum permitted mass exceeds 3.5 t shall be equipped, as far as possible, with side and rear-under run devices.

CHAPTER IV

Exemptions

71. For domestic purposes, Contracting Parties may grant exemptions from the provisions of this Annex in respect of:

(a) Motor vehicles and trailers which have a maximum design speed not exceeding 30 km (19 miles) per hour or those which maximum design speed is limited by domestic legislation to 30 km per hour;

(b) Invalid carriages, i.e. small motor vehicles specially designed and constructed - and not merely adapted - for use by a person suffering from some physical defect or disability and normally used by that person only;

(c) Vehicles used for experiments whose purpose is to keep up with technical progress and improve road safety;

(d) Vehicles of a special form or type, or which are used for particular purposes under special conditions;

(e) Vehicles adapted for use by handicapped persons.

72. Contracting Parties may also grant exemptions from the provisions of this Annex in respect of vehicles which they register and which may enter international traffic:

(a) By authorizing the use of the colour amber for the front position lamps of motor vehicles and trailers;

(b) As regards the position of lamps on special-purpose vehicles whose external shape is such that the said provisions could not be observed without the use of mounting devices which could easily be damaged or torn off;

(c) As regards trailers, carrying long loads (tree trunks, pipes, etc.), which are not coupled to the drawing vehicle when in movement, but merely attached to it by the load;

(d) By authorizing the emission towards the rear of white light and towards the front of red light for the following equipment:

– Revolving or flashing lamps of priority vehicles;

– Fixed lamps for exceptional loads;

– Side lamps and retro-reflectors;

– Professional lighted signs on the roof;

(e) By authorizing the emission of blue or red light towards the front and towards the rear for revolving or flashing lamps;

(f) By authorizing on any side of a vehicle of a special shape or kind or used for special purposes and in special conditions, alternating red retro-reflective or fluorescent and white retro-reflective strips;

(g) By authorizing the emission towards the rear of white or coloured light reflected by figures or letters or by the background of rear registration plates, by distinctive signs or by other distinctive marks required by domestic legislation;

(h) By authorizing the use of the colour red for rearmost lateral retro-reflectors and side lamps.

CHAPTER V

Transitional provisions

73. Motor vehicles first registered and trailers put into service in the territories of a Contracting Party before the entry into force of this Convention or within the two years following such entry into force shall not be subject to the provisions of this Annex, provided that they satisfy the requirements of parts I, II and III of Annex 6 of the 1949 Convention on Road Traffic.

73bis. Motor vehicles first registered and trailers put into service in the territory of a Contracting Party before the entry into force of the amendments to this Convention or within the two years following such entry into force should not be subject to the provisions of this Annex, provided that they satisfy the provisions of Annex 5 of the 1968 Convention on Road Traffic in the wording prior to these amendments or other provisions referred to in Chapter V of the said Annex.
