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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

Preamble

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 sixty-sixth session of WP.1, the working party worked through and agreed on the text relating to Article 25bis, Annex I and Annex 5, up to the definition of "Manoeuvring lamp" I Article 19 of Chapter II. At this session, WP.1 will discuss and agree on the remaining provisions from Article 19, Chapter II ("Manoeuvring lamp" definition) to Article 19bis. The remaining provisions are indicated with strikethroughs and bold text.

Explanatory notes provided by the Working Party on Lighting and Light-Signalling (GRE)

1. Paragraph 1.bis in Annex 5 has been drafted to take into account the proposals developed by a small group in WP.1 and also the concerns raised by governments on driver assistance systems, i.e. that the driver should remain in permanent control of the vehicle (ECE/TRANS/WP.29/1085, paras. 66 and 67).
2. As a rule, definitions have been aligned to Regulation No. 48; if considered appropriate, simplified wording has been used in some cases, in order to remain in the context of the Convention, e.g. use "illuminating surface" throughout, instead of "apparent surface". Terminology has been updated to reflect current practice, e.g. for headlamps and maximum design speed. Headlamps are designated always by "driving beam" or "passing beam."
3. The definitions of single lamp, two lamps and interdependent lamp system, which were taken from Regulation No. 48 and (for the first two) are referenced in Annex 5, para. 43, have been put in square brackets, as the informal group was not convinced that they would be useful in practical application of the Convention. A new para. 19.bis is proposed as an alternative.
4. Efforts were made to keep the provisions in the Convention straightforward and to restrict them, if possible to presence, number, colour and use of devices. It was also considered advisable to mention features which can easily be verified by drivers and other road users, such as adaptive or variable intensity lighting and collision or emergency stop signals. Requirements which would refer to subjective evaluation or verification of characteristics, such as "visible at night in clear weather" or "without causing undue dazzle to other road users" have not been included.
5. For certain devices which are mandatory under Regulation No. 48, it was discussed whether this should be required under the Convention. For conspicuity markings (para. 33) and daytime running lamps (para.38) optional presence is recommended. For reversing lamps (para. 47) the decision was left open, as this is considered to be a safety issue.
6. For certain front lighting devices both colours white and selective yellow have been inserted in order to cover actual practice in the Contracting Parties. (See paras. 21, 36, 37 and 43 of Annex 5).
7. Amber has been inserted as an option to white for the colour of motorcycle front position lamps, as the Working Party on Lighting and Light-Signalling (GRE) considered this as an improvement of the "signature" of motorcycles.
8. At the request of several governments, Regulation No. 65 has been amended recently to permit red as a third colour besides blue and amber for special warning lamps. As a consequence, Article 32 paragraph 14. (a) has been amended to include red for the purposes set out in this paragraph.
9. The sequence of paras. 6 and 7 in Article 32 was reversed for more clarity.
10. Exemptions in Annex 5 Chapter IV concerning amber front position lamps and red rearmost lateral retro reflectors/side lamps have been deleted as such devices are now covered by the provisions in Annex 5.
11. The appendix to Annex 5 was deleted, as colours of active and passive lighting and light-signalling devices are specified in Regulation No. 48.
12. The terms "carriageway" and "road" are both used in the Convention. In line with Regulations the term "road" has been inserted where appropriate.

13. A number of editorial errors have been corrected.

A. Proposal

Article 25bis

Special regulations for tunnels indicated by special road signs

In tunnels indicated by the special road signs, the following rules shall apply:

1. All drivers are forbidden:
 - (a) to reverse;
 - (b) to make a U-turn;
 - (c) *[deleted]*
2. Even if the tunnel is lit, all drivers shall ensure that the driving or passing beam headlamps are switched on.
3. Drivers are permitted to stop or park a vehicle only in case of emergency or danger. In doing so, they must, where possible, use the places specially indicated.
4. In case of a prolonged stoppage the driver must switch off the engine.

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 (**to be checked**), 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;
 - (b) When a driver is about to pass another vehicle, so as to prevent dazzle far enough away to enable the driver of the other vehicle to proceed easily and without danger;
 - (c) In any other circumstances in which it is necessary to avoid dazzling other road-users or the users of a waterway or railway running alongside the road.
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. Domestic

legislation may authorize the simultaneous use of front fog lamps and passing beam headlamps 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/h.

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

1. Without prejudice to the provisions of Article 3, paragraph 2 (a) and Article 39, paragraph 1 of this Convention any Contracting Party may, with respect to motor vehicles which it registers and to trailers which it allows on the road under its domestic legislation, lay down rules which supplement, or are stricter than, the provisions of this Annex. All vehicles in international traffic must meet the technical requirements in force in their country of registration when they first entered into service.

1.bis Vehicles, their systems, parts and equipment that have been approved in conformity with the Regulations annexed to 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" done at Geneva on 20 March 1958, including the Amendments, are deemed to be in conformity with this Annex, provided that the above-mentioned Regulations are not contrary to the principles defined in letter V of Article 1, paragraphs 1 and 5 of Article 8 and paragraph 1 of Article 13 of the Convention. (still to be discussed)

2. For the purposes of this Annex, the term "trailer" applies only to a trailer designed to be coupled to a motor vehicle.

3. Contracting Parties which, in conformity with Article 1, subparagraph (n), of this Convention, have declared that they wish to treat as motorcycles three-wheeled vehicles the unladen mass of which does not exceed 400 kg, shall make such vehicles subject to the rules laid down in this Annex either for motorcycles or for other motor vehicles.

Chapter II

Vehicle lighting and light-signalling devices

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

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

"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;

"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,

"Cornering lamp" means a lamp used to provide 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, **(still to be discussed)**

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

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

"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;

"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;

"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;

"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;

"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;

"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;

"Manoeuvring lamp" means a lamp used to provide supplementary illumination to the side of the vehicle to assist during slow manoeuvres. (Source: Informal document No. 5, March 2012);

"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; **a direction indicator lamp or lamps may also be used to indicate the function of a vehicle alarm system;**

"Parking lamp" means ~~the a lamp which is used to indicate~~ **draw attention to the presence of a parked vehicle – stationary vehicle in a built-up area. In such circumstances it may replace – replaces** the front and rear position lamps;

"**End-outline** marker lamp" means the lamp ~~positioned~~ **fitted near to the extreme** outer edge ~~of the overall width and as near close as possible to the top of the vehicle for the purpose of clearly indicating~~ and intended to indicate clearly the vehicle's overall width. ~~This signal complements the position lamps – lamp is intended,~~ for ~~some certain motor~~ vehicles and trailers, **to complement the vehicle's front and rear position lamps** by drawing particular attention to ~~their size – its~~ **bulk**;

"Hazard warning signal" means the signal given by the simultaneous functioning of all ~~the a vehicle's~~ direction-indicator lamps **to show that the vehicle temporarily constitutes a special danger to other road users**;

"Side **marker** lamp" means ~~the a lamp on the side of the vehicle so as used to indicate its the~~ presence **of the vehicle** when viewed from the side;

"Special warning lamp" means ~~the 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;

"Rear registration plate ~~illuminating device~~ **lamp**" means the device ~~ensuring the illumination of~~ **used to illuminate the space reserved for** the rear registration plate; ~~it such a device may be made up consist~~ of several optical ~~elements~~ **components**;

"Daytime ~~(running)~~ lamp" means a lamp ~~intended to improve the daytime conspicuity and visibility of the front of a vehicle in running use~~ **facing in a forward direction used to make the vehicle more easily visible when driving during daytime**;

"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;

"~~Reflex reflector~~ **Retro-reflector**" means a device used to indicate the presence of a vehicle by ~~the reflection of light emanating from a light source not unconnected with that~~ **to the vehicle, the observer being situated near the source**;

"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, the observer being situated near the source;

"Illuminating surface" means the orthogonal projection ~~in a transverse vertical plane, of the effective surface from which the light is emitted.~~ **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 ~~reflex~~ retro-reflector, the ~~light-emitting effective surface is the visible surface of the reflex~~ **considered to be delimited by planes contiguous to the outermost parts of the retro-reflector's optical unit-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 be equipped, in addition to the passing beam headlamps, with at least one white driving-beam headlamp.
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.
39. Every two-wheeled motorcycle may be equipped with one or two white or amber daytime running lamps;
40. Every two-wheeled motorcycle without side-car shall be equipped at the rear with one rear red position lamp.
41. Every two-wheeled motorcycle without side-car shall be equipped at the rear with a red non-triangular retro-reflector.
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 a red stop lamp.
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

Paragraphs 46 to 59, renumber as paragraphs 57 to 70.

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.

71. 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) 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;
- (b) 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;
- (c) 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;
- (d) By authorizing the emission of blue or red light towards the front and towards the rear for revolving or flashing lamps;
- (e) 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;
- (f) 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;

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

Chapter V

Transitional provisions

Paragraphs 62 to 62bis, renumber as paragraphs 73 and 73bis.

Appendix, to be deleted
