

(12) Every lamp required to be attached to or required to be used in connection with any motor-vehicle pursuant to this regulation shall display a light of sufficient brilliance to be visible under normal atmospheric conditions from a distance of at least 300 ft.

(13) No person shall operate any motor-vehicle which has not attached thereto lamps capable of displaying the respective lights required by this regulation, or which has attached thereto any lamps capable of displaying a light not authorized by this regulation, or in any manner failing to comply with the requirements of this regulation.

(14) No person shall drive or be in charge of any motor-vehicle in motion which does not display the respective lights required by this regulation, or which displays any light not authorized by this regulation or Regulation 12 hereof.

(15) No person shall, while a motor-vehicle is in motion, cause or knowingly permit any headlight displayed by such vehicle to be displayed, or extinguished, or to be appreciably varied in brilliance in a sudden manner by dimming the beam thereof:

Provided that in any place where the lighting from some other artificial source than the headlights is sufficient to render clearly visible a person, vehicle, or other substantial object at a distance of 150 ft., the driver of any motor-vehicle may dim the headlights thereof, or may use sidelights in substitution for headlights.

(16) No person shall, except in case of emergency, use any spotlight, or cause or permit any spotlight to be used for the purposes of a headlight.

(17) No person shall use or cause or permit to be used any spotlight or other light attached to or used in connection with a motor-vehicle in such a manner as to interfere with the vision of any person on any road, or to cause annoyance to any person, whether on a road or elsewhere.

(18) No person shall be in charge of any motor-vehicle, other than a motor-cycle not having a side-car attached, when such vehicle is stationary, or permit such motor-vehicle to be stationary, on any road, unless it displays three lights—namely, a pair of headlights or other lights having beams directed forward from lamps towards each side of the front of the vehicle, and the tail-light described in clause (5) hereof.

(19) No person shall be in charge of any stationary motor-cycle not having a side-car attached, or permit such motor-cycle to be stationary, on any road, unless it displays the tail-light described in clause (5) hereof, and unless, furthermore, such vehicle is in such a position on the road, and is so lighted by the headlight or other light that it does not constitute a danger to traffic.

(20) The two last preceding clauses hereof shall not apply in the case of a motor-vehicle stationary in any place—

(a) Which is established by a local authority as a stand for motor-vehicles, or for any class of motor-vehicles, and at or near which a notice is placed by the local authority in a conspicuous position to the effect that motor-vehicles (or the class of motor-vehicles for which the stand is provided) may stand there without lighted lamps, or, in respect of which a by-law of the local authority to the same effect is in existence; or

(b) Which is for the time being adequately lighted by a street-lamp belonging to a public system of street-lighting, or would, but for some unforeseen failure of such street-lamp or street-lighting occurring after the motor-vehicle has been brought to such place, be adequately so lighted.

(21) In the case of a motor-vehicle of any of the kinds referred to in clause (3) of Regulation 1 hereof, it shall be sufficient compliance with the requirements of this regulation if such vehicle is provided with at least three lamps complying with clause (12) hereof—one at each side of the vehicle placed so as to display a white light to the front and sides thereof, and one lamp at the rear of the vehicle placed so as to display a red light to the rear thereof and not to be visible from the front thereof—and such lamps need not be attached to the vehicle.

(22) The Minister may, by notice published in the *Gazette*, approve of any appliance, apparatus, or device, or any type of appliance, apparatus, or device, for fitting to and use on a motor-vehicle, additional to the lamps or lights authorized or prescribed by this regulation, and thereupon an appliance, apparatus, or device so approved, or of a type so approved, may be fitted to and used on a motor-vehicle, notwithstanding anything to the contrary in clause (13) of this regulation. Any approval given under this clause may in like manner be at any time withdrawn by the Minister.

REGULATION 4.—EQUIPMENT: BRAKES.

(1) In this regulation, unless the context otherwise requires—

“Foot-brake” means a brake readily applicable by use of the driver’s foot:

“Hand-brake” means a brake readily applicable by use of the driver’s hand:

“Independent brake” means a brake of which the entire operating mechanism or system is either—

(a) Distinct and separate from all parts or connections of any other brake or brake system, so that the brake in question cannot be adversely affected by the operation or failure of any other brake; or

(b) Common to any other brake or brake system only in parts or connections which are of such design and strength that there is no reasonable probability of failure of the independent brake by reason of the failure of any other brake or brake system:

“Retaining-brake” means a brake so constructed and of such a nature that it is capable, when applied on used grades with any load carried or likely to be carried by the vehicle, of retaining all road-wheels, other than the steering-wheels, immovable for an indefinite period and without further attention than the initial application:

“Tractor” means any motor-vehicle used solely for the purposes of traction, and not for the carriage thereon of passengers (other than the driver) or goods:

“Trailer” means any trailer as defined by the said Act, and also any other vehicle or machine drawn by a motor-vehicle on any road, and includes any number of such trailers, vehicles, or machines drawn by the same tractive vehicle.

“Used grades” includes every road of whatever grade upon which the motor-vehicle in question is used or likely to be used.

(2) For the purposes of this regulation the “stopping-ability” of a brake shall be measured by the maximum number of feet within the distance of which it is capable of bringing to a standstill the vehicle to which it is attached from a speed of twenty miles per hour (or a corresponding rate of deceleration from any other speed) upon a hard dry level road of tar, bitumen, concrete, or similar surface, and free of loose material, without assistance from the compression of the engine.

(3) Every motor-vehicle, other than a private motor-car, other than a trailer, and other than a motor-cycle (with or without a side-car attached), shall be equipped with two independent brakes attached thereto, one being a foot-brake and the other a hand-brake:

(4) Every private motor-car shall be equipped with two brakes attached thereto, one being a foot-brake and the other a hand-brake.

(5) Each of the brakes referred to in clauses (3) and (4) hereof shall be suitable for all needs of traffic on used grades, and of such efficiency that the application of either will, without assistance from the compression of the engine or other extraneous assistance, cause all the road-wheels, other than the steering-wheels, to be prevented from revolving in either direction when the brake is applied on used grades with any load carried or likely to be carried by the vehicle.

(6) At least one of such brakes shall be a retaining-brake.

(7) At least one of such brakes shall be so constructed as to act directly on the wheels, and not through transmission gear.

(8) In the case of a vehicle driven by steam—

(a) If the engine is capable of being reversed; and

(b) If the engine is incapable of being disconnected from all the road-wheels or all the axles, other than the front wheel or axle, save by the sustained action of the driver; and

(c) If there is no differential gear or similar mechanism between any two of the axles—

then it shall be sufficient if the vehicle is equipped with one brake independent of the engine, and complying with the requirements of clauses (5), (6), and (7) hereof.

(9) The stopping ability of the foot-brake shall be equivalent to 40 ft., and the stopping-ability of the hand-brake shall be equivalent to 75 ft.

(10) Every motor-cycle (with or without a side-car attached) shall be equipped with at least one brake attached thereto, which shall act upon the rear wheel of the motor-cycle and be suitable for all needs of traffic on used grades and be of such efficiency that its application (without assistance from the compression of the engine) will prevent such rear wheel from revolving in either direction on used grades, and the stopping ability of such brake shall be equivalent to 40 ft.

(11) Every motor-cycle having a side-car attached shall be equipped with two independent brakes attached thereto, one being a brake complying with the requirements of the last preceding clause hereof, and the other a brake of reasonable efficiency.

(12) Every trailer whose weight (inclusive of the load it is carrying) exceeds 2 tons, shall be equipped with at least one brake, or combination of brakes, of reasonable efficiency, considering the size of the trailer and load carried, and capable of being readily applied and retained either by the driver of the towing vehicle or by some person who is carried on or walking alongside the trailer within reach of the brake-lever.