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## No. S 446

### ROAD TRAFFIC ACT 1961

#### ROAD TRAFFIC (MOTOR VEHICLES, TEST) (AMENDMENT) RULES 2022

In exercise of the powers conferred by section 90 of the Road Traffic Act 1961, the Land Transport Authority of Singapore makes the following Rules:

#### **Citation and commencement**

1. These Rules are the Road Traffic (Motor Vehicles, Test) (Amendment) Rules 2022 and come into operation on 1 June 2022.

#### **Amendment of rule 2**

2. In rule 2 of the Road Traffic (Motor Vehicles, Test) Rules (R 21) (called in these Rules the principal Rules) —

- (a) in the definition of “vehicle testing station”, replace the full-stop at the end with a semi-colon; and
- (b) after the definition of “vehicle testing station”, insert —  
    ““working day” means any day other than a Sunday or public holiday.”.

#### **Amendment of rule 5**

3. In rule 5 of the principal Rules —

- (a) in paragraph (1)(b), replace “sub-paragraph (ba)” with “sub-paragraphs (ba) and (c)(i)”;
- (b) in paragraph (1)(b)(ii), replace “manage and oversee the operations of” with “maintain in an efficient state and ensure the accuracy of any apparatus at”;
- (c) in paragraph (1)(ba)(ii), replace “one vehicle testing station” with “2 vehicle testing stations”;

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(d) in paragraph (1), replace sub-paragraphs (c), (ca) and (d) with —

“(c) the examiner must —

- (i) appoint a person as a manager, an engineer, a chief inspector or an inspector only if the Registrar approves in writing the person for the appointment; and
  - (ii) if the person appointed under sub-paragraph (i) becomes unwilling or unable, for any reason, to carry out or continue in that appointment, give the Registrar written notice of that ceasing as a manager, an engineer, a chief inspector or an inspector, no later than 7 days after the examiner first knows of that ceasing;
- (ca) subject to sub-paragraph (cb), the examiner must prepare or cause to be prepared for each of the examiner’s vehicle testing stations a daily roster that sets out —
- (i) the name of each manager, engineer and chief inspector and the time slots during which the manager, engineer and chief inspector is each required to be on duty at the vehicle testing station; and
  - (ii) the name of each inspector, each inspector’s respective assigned vehicle test lane and the time slots during which each inspector is required to be on duty at the inspector’s assigned vehicle test lane;

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- (cb) the examiner must ensure, when inspectors are assigned to vehicle test lanes for the purpose of sub-paragraph (ca), that —
- (i) at least 2 inspectors are assigned to any vehicle test lane (other than a vehicle test lane for examining motor cycles) for any time slot; and
  - (ii) an inspector must not continue to be assigned to a vehicle test lane if the inspector has been assigned to be on duty at that same vehicle test lane for 6 continuous working days;
- (d) upon request by a person who submits a motor vehicle for examination, being a request made before and at any time within 3 months after the date of the motor vehicle’s examination, the examiner must inform that person of the name of each inspector who carried out the examination;”;
- (e) in paragraph (1)(e), replace “outside” with “within”;
- (f) in paragraph (1)(i), before “notice”, insert “written”;
- (g) in paragraph (2), replace sub-paragraph (a) with —
- “(a) the person has at least —
  - (i) a degree in engineering (or an equivalent qualification) and 3 years of relevant working experience; or
  - (ii) a diploma in engineering (or an equivalent qualification) and 5 years of relevant working experience; and”;
- (h) in paragraph (3)(a)(ii), replace “5” with “3”.

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**Amendment of rule 8****4.** In rule 8 of the principal Rules —

(a) replace paragraph (a) with —

“(a) where the identification mark displayed on the motor vehicle or the vehicle chassis body number of the motor vehicle does not conform with the record in the register of vehicles within the meaning given by section 16(2) of the Act;”;

(b) in paragraph (c), replace “provided with fuel or oil to enable it” with “able”.

**Amendment of rule 13****5.** In rule 13 of the principal Rules —

(a) in paragraph (3)(a), delete sub-paragraph (ii); and

(b) in paragraph (4), delete “, registration document”.

**Amendment of rule 15****6.** In rule 15 of the principal Rules —

(a) in paragraph (1), replace sub-paragraph (a) with —

“(a) the daily roster mentioned in rule 5(1)(ca);”;

(b) in paragraph (1)(b), replace “passenger car or motor cycle” wherever it appears with “motor vehicle”;

(c) in paragraph (1)(b)(ii), replace the full-stop at the end with a semi-colon;

(d) in paragraph (1), after sub-paragraph (b), insert —

“(c) in respect of the examination of a motor vehicle, a video recording of the examination that includes the identification mark displayed on the motor vehicle;

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- (d) any record of a motor vehicle re-assigned to another vehicle test lane;
  - (e) any record of an inspector re-rostered to another vehicle test lane.”;
- (e) replace paragraph (4) with —
- “(4) Despite paragraph (3), the authorised examiner must keep —
- (a) copies of the visual images mentioned in paragraph (1)(b) for not less than the shorter of the following periods:
    - (i) after the next 2 times that the motor vehicle is examined in accordance with these Rules;
    - (ii) 4 years after the examination; and
  - (b) copies of the video recording mentioned in paragraph (1)(c) for not less than 3 months after the examination.”; and
- (f) after paragraph (5), insert —
- “(5A) For each examination carried out at each of an authorised examiner’s vehicle testing stations, the authorised examiner must, no later than 14 working days after the end of the month that the examination was carried out, submit to the Registrar the following records:
- (a) the staff identification number of each inspector who carried out the examination;
  - (b) the date and time that the examination started and ended;
  - (c) the identification mark, chassis body number and engine number of the examined motor vehicle.”.

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**Amendment of First Schedule****7. In the First Schedule to the principal Rules —**

(a) after paragraph (h), insert —

“(ha) the requirements of rule 21 of the Rules, which relate to safety glass of windscreens and windows;”;

(b) after paragraph (l), insert —

“(la) the requirements of rule 51 of the Rules, which relate to protective railings on certain goods vehicles;”;

(c) in paragraph (u), replace the full-stop at the end with a semi-colon; and

(d) after paragraph (u), insert —

“(v) the requirements of rule 4 of the Road Traffic (Motor Vehicles, Speed Warning Device) Rules (R 19), which relate to the speed warning device, where applicable.”.

**Amendment of Second Schedule**

**8. In the Second Schedule to the principal Rules, in Part II, delete paragraph 3.**

**Amendment of Third Schedule****9. In the Third Schedule to the principal Rules —**

(a) in paragraph 1, in the definition of “bodywork and suspension’s requirements”, replace “paragraph (l)” with “paragraphs (l) and (la)”;

(b) in paragraph 1, after the definition of “seat belt’s requirements”, insert —

““speed warning device requirements” means the prescribed statutory requirements specified in paragraph (v) of the First Schedule;”;

(c) in paragraph 2A(a), replace “the inspector” with “an inspector”;

(d) in paragraph 2A(b), after “the manager”, insert “or the chief inspector”;

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- (e) in paragraph 2A(c), after “the manager”, insert “or the chief inspector (as the case may be)”;
  - (f) in paragraph 2A(d), replace “the inspector conducting” with “an inspector conducting”;
  - (g) in paragraph 7(a) and (b), replace “gear” with “system”;
  - (h) in paragraph 7(c), replace “wheel bearings are in good mechanical condition and” with “wheels”;
  - (i) in paragraph 12(c), replace “2 of the lamps” with “the rear left and rear right lamps”;
  - (j) in paragraph 16, replace sub-paragraph (c) with —
    - “(c) the anchorage points for the seat belts are in a good and efficient condition.”;
  - (k) replace paragraph 26 with —
    - “26. The vehicle must be examined to ascertain —
      - (a) whether any part of its bodywork or suspension is so affected by rust, or has otherwise been so damaged, that the proper functioning of the braking system or steering system of the vehicle is likely to be prejudicially affected by reason thereof; and
      - (b) where the vehicle is a goods vehicle mentioned in paragraph 26A or 26B, the vehicle is fitted with protective railings that are —
        - (i) of a height specified in that paragraph;
        - (ii) along the whole length of the side-boards on both sides of the vehicle;
        - (iii) constructed of metal or timber; and
        - (iv) securely and rigidly attached to the vehicle.
- 26A. Where the vehicle is a goods vehicle —
- (a) that has an open deck for the carriage of goods and a maximum laden weight of not more than 3,000 kilograms and that is registered using a certificate of entitlement before 1 April 1998; or

- (b) that has an open deck for the carriage of goods and a maximum laden weight of not more than 3,500 kilograms and that is registered using a certificate of entitlement on or after 1 April 1998,

the protective railings must be a height of not less than 550 millimetres from the floor of the vehicle and not less than 150 millimetres from the top of the side-boards.

26B. Where the vehicle is a goods vehicle —

- (a) that has an open deck for the carriage of goods, is registered on or after 1 January 2010 and is to be used to carry any person on the floor of the vehicle;
- (b) that has an open deck for the carriage of goods, a maximum laden weight not exceeding 3,500 kilograms, is registered before 1 January 2010, and is to be used to carry any person on the floor of the vehicle on or after 1 February 2011; or
- (c) that has an open deck for the carriage of goods, a maximum laden weight exceeding 3,500 kilograms, is registered before 1 January 2010, and is to be used to carry any person on the floor of the vehicle on or after 1 August 2011,

the protective railings must be a height of not less than 700 millimetres from the floor of the vehicle and not less than 300 millimetres from the top of the side-boards.”;

- (l) in paragraph 29(a), after “CNG system information marking”, insert “(unless the CNG system information marking is peeled off or faded)”; and

- (m) after paragraph 37, insert —

#### “PART XVII

##### *Speed Warning Device Requirements*

38. The examination of a motor vehicle to ascertain whether the speed warning device requirements are complied with must be carried out in accordance with this Part.

39. The vehicle must be examined to ascertain whether the speed warning device requirements are complied with if it is a goods vehicle with a maximum laden weight of —

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- (a) not more than 3.0 metric tons, if it is registered using a certificate of entitlement issued before 1 April 1998; or
  - (b) not more than 3.5 metric tons, if it is registered using a certificate of entitlement issued on or after 1 April 1998,

unless the vehicle is a trivan or a motor cycle with a sidecar attached to the motor cycle.

40. A goods vehicle described in paragraph 39 must be examined to ascertain whether —

- (a) the lamp and buzzer of the speed warning device are positioned in front of the driver and in working condition;
- (b) the speed warning device (including a seal on the speed warning device) has been tampered with; and
- (c) where the speed warning device includes an amber lamp mounted on the roof of the vehicle, the amber lamp is in working condition.”.

*[G.N. Nos. S 520/2008; S 891/2014; S 102/2015; S 364/2017; S 549/2017; S 697/2017; S 177/2018]*

Made on 31 May 2022.

CHAN HENG LOON ALAN  
*Chairperson,*  
*Land Transport Authority of*  
*Singapore.*

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(To be presented to Parliament under section 141(1) of the Road Traffic Act 1961).