

ROAD TRAFFIC ACT
(CHAPTER 276, SECTIONS 6 AND 140)

ROAD TRAFFIC (MOTOR VEHICLES, CONSTRUCTION AND
USE) RULES

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[1st January 1975]

PART I
PRELIMINARY

Citation

1. These Rules may be cited as the Road Traffic (Motor Vehicles, Construction and Use) Rules.

Definitions

2.—(1) In these Rules, unless the context otherwise requires —

“ambulance” means a motor vehicle that is specifically equipped for —

(a) the transport on roads of; and

(b) the provision, during such transport, of out-of-hospital clinical care to,

sick or injured individuals who require emergency medical treatment;

[S 1050/2021 wef 03/01/2022]

“articulated vehicle” means a heavy motor car or a motor car with a trailer so attached to the drawing vehicle that part of the trailer is superimposed upon the drawing vehicle, and when the trailer is uniformly loaded not less than 20% of the weight of its load is borne by the drawing vehicle;

“authorised”, for an ambulance, means —

(a) being specified in a licence (other than a revoked licence) under the Healthcare Services Act 2020 authorising the use of the ambulance to provide a licensable healthcare service specified in that licence;
or

(b) being owned by the Government and used for the purposes of the Singapore Armed Forces or the Singapore Civil Defence Force;

[S 1050/2021 wef 03/01/2022]

“automatic transmission system” means a transmission system or device in which changes in its torque ratio are effected automatically;

“container” means a container of goods of at least 2.4 metres by 2.4 metres by 6 metres in dimension which, not forming part of a vehicle, is designed and constructed to be carried on a goods vehicle;

“conventional vehicle” means a vehicle that is mechanically propelled by means of internal combustion engines;

[S 7/2001 wef 03/01/2001]

“deck” means a floor or platform upon which seats may be provided for the accommodation of passengers;

[S 401/2009 wef 01/09/2009]

“direction indicator” means a device fitted to a motor vehicle or trailer for the purpose of intimating the intention of the driver to change the direction of movement of the vehicle to the right or to the left;

“double-decked vehicle” means a vehicle having 2 decks one of which is wholly or partly above the other and each deck of which is provided with a gangway serving seats on that deck only;

“electric vehicle” means a vehicle that is mechanically propelled by means of electric traction motors;

[S 7/2001 wef 03/01/2001]

“EU Regulation 168/2013” means Regulation (EU) No. 168/2013 of the European Parliament and of the Council of 15 January 2013 on the approval and market surveillance of two- or three-wheel vehicles and quadricycles;

[S 207/2020 wef 01/04/2020]

“Fresnel lens” means an optical lens that —

- (a) enables observation of a wide angle view;
- (b) consists of concentric rings of segmental lenses; and
- (c) measures at least 210 millimetres by 297 millimetres;

[S 103/2015 wef 01/10/2015]

“fuel container” means a container fitted to a motor vehicle or trailer and intended for the storage of gaseous fuel for the purpose of the propulsion of the vehicle or the drawing vehicle, as the case may be;

“gangway” means the space provided for obtaining access from any entrance to the passengers’ seats or from any such seat to an exit other than an emergency exit but does not include a staircase or any space in front of a seat or a row of seats which is required only for the use of passengers occupying that seat or row of seats;

“goods vehicle” means a motor vehicle constructed or adapted for use for the carriage of goods, or a trailer so constructed or adapted;

“hazard warning signal device” means a device which is capable of operating simultaneously all the direction indicators with which a vehicle or a combination of vehicles is fitted for the purpose of warning other persons of the presence of a temporary obstruction on the road;

“heavy goods vehicle” means a goods vehicle with a maximum laden weight exceeding 12,000 kilograms;

[S 101/2015 wef 01/04/2015]

“hours of darkness” means the time between 7 p.m. and 7 a.m. the following day;

[S 83/2006 wef 15/02/2006]

“hybrid vehicle” means a vehicle that is mechanically propelled by means of a combination of internal combustion engines and electric traction motors;

[S 7/2001 wef 03/01/2001]

“illuminated area”, in relation to a direction indicator or a stop light, means the area of the orthogonal projection on a vertical plane at right angles to the longitudinal axis of the vehicle of that part of the direction indicator or stop light, as the case may be, through which light is emitted;

“indivisible load” means a load which cannot without undue expense or risk of damage be divided into 2 or more loads for the purpose of conveyance on a road;

“Japanese Article 44” means Article 44 of Safety Regulations for Road Vehicles of Japan;

[S 101/2015 wef 01/04/2015]

“land implement” means any implement or machinery used with a land tractor in connection with agriculture, grass cutting, forestry, land levelling, dredging or similar operations and includes a living van and any trailer which for the time being carries only the necessary gear or equipment of the land tractor which draws it;

“land tractor” means a motor tractor designed and used primarily for work on land in connection with agriculture, grass cutting, forestry, land levelling, dredging or similar operations which is driven on a road only when proceeding to and from the site of such work and which when so driven hauls nothing other than land implements;

“multi-tone horn” means an instrument or apparatus which, when operated automatically produces a sound which alternates at regular intervals between 2 or more fixed notes;

“omnibus” means a public service vehicle which is used on a scheduled service and in which passengers are charged separate and distinct fares;

“overall length” means the length of a vehicle measured between vertical planes at right angles to the longitudinal axis of the vehicle and passing through the extreme projecting points thereof excluding any —

(a) driving mirror;

- (b) [*Deleted by S 83/2006 wef 15/02/2006*]
- (c) [*Deleted by S 83/2006 wef 15/02/2006*]
- (d) expanding or extensible contrivance forming part of a turntable fire-escape fixed to a vehicle;
- (e) [*Deleted by S 83/2006 wef 15/02/2006*]
- (f) [*Deleted by S 83/2006 wef 15/02/2006*]
- (g) ladder which does not project more than 150 millimetres beyond the body of the vehicle;

In ascertaining the extreme projecting points of a vehicle account shall be taken of any device or any receptacle on or attached to the vehicle which increases the carrying capacity of the vehicle unless —

- (i) it is a tailboard which is let down while the vehicle is stationary in order to facilitate its loading or unloading;
- (ii) it is a tailboard which is let down in order to facilitate the carriage of, but which is not essential for the support of, loads which are in themselves so long as to extend at least as far as the tailboard when in the upright position; or
- (iii) it is a receptacle which is constructed or adapted for the purpose of being lifted on or off vehicles with goods or burden contained therein and is from time to time used for that purpose in the ordinary course of business;

“overall width” means the width of a vehicle measured between vertical planes parallel to the longitudinal axis of the vehicle and passing through the extreme projecting points thereof excluding —

- (a) any driving mirror;
- (b) any pass lights which do not increase the overall width by more than 150 millimetres;
- (c) any direction indicator; and

- (d) so much of the distortion of any tyre as is caused by the weight of the vehicle;

In ascertaining the extreme projecting points of a vehicle account shall be taken of any device or any receptacle on or attached to the vehicle which increases the carrying capacity of the vehicle unless —

- (i) it is a sideboard which is let down while the vehicle is stationary in order to facilitate its loading or unloading; or
- (ii) it is a receptacle which is constructed or adapted for the purpose of being lifted on or off vehicles with goods or burden contained therein and is from time to time used for that purpose in the ordinary course of business;

“overhang” means the distance measured horizontally and parallel to the longitudinal axis of the vehicle between 2 vertical planes at right angles to that axis passing through the 2 points specified respectively in paragraphs (a) and (b) of this definition, namely —

- (a) the rearmost point of the vehicle exclusive of —
- (i) [*Deleted by S 83/2006 wef 15/02/2006*]
- (ii) [*Deleted by S 83/2006 wef 15/02/2006*]
- (iii) any expanding or extensible contrivance forming part of turntable fire-escape fixed to a vehicle; and
- (iv) [*Deleted by S 83/2006 wef 15/02/2006*]
- (v) any ladder which does not project more than 150 millimetres beyond the body of the vehicle; and
- (b) (i) in the case of a motor vehicle having only 2 axles one of which is not a steering axle, the centre point of that axle;

- (ii) in the case of a motor vehicle having 3 axles of which the front axle is the only steering axle, a point 100 millimetres to the rear of the centre of a straight line joining the centre points of the middle and rear axles; and
- (iii) in any other case, a point so situated on the longitudinal axis of the vehicle that a line drawn from the point at right angles to that axis will pass through the centre of the minimum turning circle of the vehicle;

“passenger vehicle” means a vehicle constructed solely for carriage of passengers and their effects;

“pneumatic tyre” means a tyre which is —

- (a) provided with, or together with the wheel upon which it is mounted forms, a continuous closed chamber inflated to a pressure substantially exceeding atmospheric pressure when the tyre is in the condition in which it is normally used, but is not subjected to any load;
- (b) capable of being inflated and deflated without removal from a vehicle or a wheel thereof; and
- (c) such that, when it is deflated and is subjected to a normal load, the sides of the tyre collapse;

“power operated steering mechanism” of a vehicle means a steering mechanism provided with hydraulic, pneumatic or electrical power and which may be operated to steer the vehicle even when the power is cut off;

“prime mover” means the drawing vehicle of a trailer;

“rear underrun protective device” means a device for the protection against underrunning from the rear, generally consisting of a cross-member and linking components connected to the chassis side-members or to such components which replace them;

- “recut pneumatic tyre” means any pneumatic tyre in which an existing tread pattern has been cut or burnt deeper or a new tread pattern has been cut or burnt except where the pattern is cut entirely in additional material added to the tyre for the purpose;
- “registered”, in relation to a vehicle, means registered for the first time under section 26 of the Act;
- “safety glass” means glass so constructed or treated that if fractured it does not fly into fragments likely to cause severe cuts;
- “semi-automatic transmission system” of a vehicle means a transmission system or device in which such changes in its torque ratio as may be selected by the driver of the vehicle are effected automatically;
- “semi-trailer” means a trailer which is constructed or adapted to form part of an articulated vehicle;
- “sideguard” means a device generally consisting of a continuous flat surface or a combination of surface and rails meant for the protection of unprotected road users, including pedestrians, cyclists and motorcyclists, against the risk of falling under the sides of the vehicle with which the device is fitted;
- “single-decked vehicle” means a vehicle on which no part of a deck or gangway is placed vertically above another deck or gangway;
- “split braking system”, in relation to a motor vehicle, means a braking system so designed and constructed that —
- (a) it comprises 2 independent sections of mechanism capable of developing braking force such that, excluding the means of operation, a failure of any part (other than a fixed member or a brake shoe anchor pin) of one of those sections shall not cause a decrease in the braking force capable of being developed by the other section;

(b) the 2 sections are operated by a means of operation which is common to both sections; and

(c) the braking efficiency of either of the 2 sections can be readily checked;

“stop light” means a device fitted to a motor vehicle or to a trailer drawn by a motor vehicle for the purpose of intimating the intention of the driver of the motor vehicle to stop or slow down;

“torque ratio” means the ratio between the torque developed at the power axle of a vehicle and the torque developed at the crank shaft of its engine when both torques are in consistent units;

“track laying”, in relation to a vehicle, means that the vehicle is so designed and constructed that the weight thereof is transmitted to the road surface either by means of continuous tracks or by a combination of wheels and continuous tracks in such circumstances that the weight transmitted to the road surface by the tracks is not less than half the weight of the vehicle;

“transmission system” means a system or device which transmits power from the engine of a vehicle to its powered axle at a multiplicity of speeds and torque ratios;

“UN Regulation 46” means Regulation No. 46 of the United Nations Economic Commission for Europe Uniform Provisions Concerning the Approval of Devices for Indirect Vision and of Motor Vehicles with regard to the Installation of these Devices (Addendum 45 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 (Revision 2, including the amendments which entered into force on 16 October 1995));

[S 207/2020 wef 01/04/2020]

“UN Regulation 100” means Regulation No. 100 of the United Nations Economic Commission for Europe Uniform Provisions Concerning the Approval of Vehicles with regard to Specific Requirements for the Electric Power Train (Addendum 99 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 (Revision 2, including the amendments which entered into force on 16 October 1995));

[S 207/2020 wef 01/04/2020]

“UN Regulation 136” means Regulation No. 136 of the United Nations Economic Commission for Europe Uniform Provisions Concerning the Approval of Vehicles of Category L with regard to Specific Requirements for the Electric Power Train (Addendum 135 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 (Revision 2, including the amendments which entered into force on 16 October 1995));

[S 207/2020 wef 01/04/2020]

“wheel”, in the case of a motor vehicle or trailer, means a wheel the tyre or rim of which when the vehicle is in motion on a road is in contact with the ground;

“wheeled”, in relation to a vehicle, means that the whole weight of the vehicle is transmitted to the road surface by means of wheels;

“works vehicle” means a vehicle designed for use in private premises and used on a road only in delivering goods from or to such premises to or from a vehicle on a road in the immediate neighbourhood, or in passing from one part of any such premises to another or to other private premises in the

immediate neighbourhood or in connection with road works while at or in the immediate neighbourhood of the site of such works.

(2) Except where otherwise provided in these Rules, a tyre shall be deemed to be of soft or elastic material only if the material —

(a) extends continuously round the circumference of the wheel; or

(b) is fitted in sections so that as far as reasonably practicable no space is left between the ends thereof,

and is of such thickness and design as to minimise, so far as reasonably possible, any vibration when the vehicle is in motion, and is so constructed as to be free from any defect which might in any way cause damage to the surface of a road.

(3) For the purposes of these Rules —

(a) a brake drum shall be deemed to form part of the wheel and not of the braking system; and

(b) any 2 wheels of a motor vehicle or trailer shall be regarded as one wheel if the distance between the centres of the areas of contact between such wheels and the road surface is less than 460 millimetres.

Application

3.—(1) Except where the context otherwise requires, these Rules shall apply to wheeled vehicles only.

(2) Nothing in rules 10, 11, 20, 25, 26, 27, 28, 29, 34 and 100 shall apply to a road roller.

(3) Nothing in rules 6, 7, 10, 11, 13, 14, 15(2), 16, 20, 21, 25, 26, 27, 28, 29 and 43 to 97 shall apply to a vehicle proceeding to a port for export.

[S 83/2006 wef 15/02/2006]

(4) Rules 10, 11, 15(2), 20, 21, 22, 23, 25, 26, 27, 28, 29, 52, 53, 99, 100, 103 and 120 shall apply only to a motor vehicle or trailer used on a road.

(5) Nothing in rules 90(3), 96 and 97 shall apply to a public service vehicle having a seating capacity for not more than 7 persons, excluding the driver.

[S 431/2001 wef 10/09/2001]

(6) Nothing in Part II (except rules 6, 7 and 45) shall apply to a motor vehicle or trailer brought temporarily into Singapore by a person resident abroad if the motor vehicle or trailer is issued a registration certificate referred to in rule 2(1) of the Road Traffic (International Circulation) Rules (R 7).

[S 83/2006 wef 15/02/2006]

(7) Any reference in these Rules to a broken-down vehicle shall include a reference to any towing implement which is being used for the drawing of any such vehicle.

General powers of Registrar or authorised officer

3A.—(1) The Registrar or an authorised officer may, by notice, require the owner of a vehicle to furnish evidence that the vehicle complies with all or any of the provisions of these Rules.

(2) The Registrar or an authorised officer may, in any particular case, upon the application of any person, waive the operation of any provisions in these Rules in relation to that person or a vehicle that is the subject of that application, subject to such conditions as the Registrar or the authorised officer may impose.

(3) In this rule, “authorised officer” has the same meaning as in section 6(4) of the Act.

[S 465/2017 wef 24/08/2017]

PART II

RULES GOVERNING THE CONSTRUCTION AND EQUIPMENT OF MOTOR VEHICLES AND TRAILERS

A — GENERAL

Construction

4.—(1) Every motor cycle shall be so constructed that it is a wheeled vehicle.

(2) Subject to paragraph (1), every motor vehicle and trailer shall be so constructed that it is either a wheeled vehicle or a track laying vehicle.

Replacement chassis

5. No vehicle shall be fitted with a replacement chassis or any body part where the chassis is an integral part of the vehicle.

Overall length

6.—(1) The overall length of a motor vehicle, other than an articulated vehicle, shall not exceed 12 metres.

[S 83/2006 wef 15/02/2006]

(1A) The overall length of a motor vehicle drawing a trailer, not being a semi-trailer, shall not exceed 14 metres.

[S 83/2006 wef 15/02/2006]

(2) The overall length of an articulated vehicle shall not exceed 18 metres.

[S 83/2006 wef 15/02/2006]

(3) The Registrar may, subject to such terms and conditions as he may impose, authorise the use of a vehicle whose overall length exceeds the limit prescribed by this rule for that vehicle.

Overall width

7.—(1) The overall width of a motor vehicle or trailer shall not exceed 2.6 metres.

[S 83/2006 wef 15/02/2006]

(2) The Registrar may, subject to such terms and conditions as he may impose, permit the use of a light locomotive or heavy locomotive the overall width of which exceeds 2.6 metres.

[S 83/2006 wef 15/02/2006]

Overall height

8.—(1) The overall height of a motor vehicle measured from the surface on which the vehicle rests shall not exceed 4.0 metres.

[S 83/2006 wef 15/02/2006]

(2) The Registrar may, subject to such terms and conditions as he may impose, permit the use of a motor vehicle the overall height of which exceeds 4.0 metres.

[S 83/2006 wef 15/02/2006]

Motor cycles with side-cars attached thereto

9.—(1) A motor cycle may be fitted with a side-car for the carriage of a passenger or goods.

(2) The overall length of the side-car shall not exceed 1,400 millimetres.

(3) The overall width of the side-car measured between the point of its attachment to the motor cycle and the outer face of its tyre shall not exceed 1,020 millimetres.

(4) The overall height of the side-car shall not exceed 800 millimetres.

(5) In the case of a vehicle used by an ice-cream vendor, the overall height of the side-car attached thereto may exceed 800 millimetres but shall not exceed 1,100 millimetres.

(6) Every side-car constructed for the carriage of goods shall be fitted with one or more lids.

Variation of wheel load

10.—(1) Every motor vehicle or trailer with more than 4 wheels and every trailer being part of an articulated vehicle and having more than 2 wheels shall be provided with such compensating arrangement as shall ensure that all the wheels shall remain in contact with the road surface and under the most adverse conditions shall not be subjected to abnormal variations of load.

(2) Nothing in paragraph (1) shall apply to any steerable wheel of a motor vehicle if the load on such wheel does not exceed 2.5 metric tons.

Springs

11.—(1) Every motor vehicle and every trailer drawn thereby shall be equipped with suitable and sufficient springs between each wheel and the frame of the vehicle.

(2) Nothing in paragraph (1) shall apply to any —

- (a) plant used for road repair;
- (b) land implement or land tractor;
- (c) mobile crane;
- (d) works vehicle; or
- (e) motor tractor not exceeding 4 metric tons in weight unladen if all unsprung wheels of such tractor are fitted with pneumatic tyres.

Brakes

12.—(1) Subject to paragraph (2), every motor vehicle shall be equipped —

- (a) with an efficient braking system having 2 means of operation; or
- (b) with 2 efficient braking systems each having a separate means of operation.

(2) Paragraph (1) shall not apply to a motor vehicle, if the vehicle is equipped with one efficient braking system with one mean of operation and that system is a split braking system.

(3) Except as provided in paragraph (2), the braking system or braking systems of every motor vehicle shall be so designed and constructed that, notwithstanding the failure of any part (other than a fixed member or a brake shoe anchor pin) through or by means of which the force necessary to apply the brakes is transmitted, there shall still be available for application by the driver to not less than half the number of the wheels of the vehicle brakes sufficient under the most adverse conditions to bring the vehicle to rest within a reasonable distance.

(4) In the event of such failure as referred to in paragraph (3), it shall not be necessary for brakes to be available for application by the driver to more than one wheel if the vehicle has less than 4 wheels and its unladen weight does not exceed one metric ton.

(5) Nothing in paragraph (1) shall apply to a road roller, land implement, land tractor, light locomotive or heavy locomotive if the vehicle is equipped with one braking system with one means of operation.

(6) Where a motor vehicle has, including every steering wheel, more than 3 wheels, at least one means of operation of its brakes shall be capable of causing brakes to be applied to all the wheels of the vehicle.

(7) Where a vehicle has more than 2 steering wheels, only half the number of steering wheels shall be deemed to be the wheels of the vehicle for the purpose of paragraph (6).

(8) Nothing in paragraph (6) shall apply to a light locomotive or heavy locomotive or to a motor tractor not forming part of an articulated vehicle.

(9) The application of one means of operation of the brakes of a motor vehicle shall not affect or operate the pedal or hand lever of the other means of operation.

(10) No braking system of a motor vehicle shall be rendered ineffective by the non-rotation of the engine.

(11) All the brakes of a motor vehicle which are operated by one of the means of operation required by this rule shall be capable of being applied by direct mechanical action without the intervention of any hydraulic, electric or pneumatic device.

(12) One at least of the means of operation required by this rule shall be capable of causing brakes to be applied directly and not through the transmission gear to not less than half the number of wheels of the vehicle.

(13) Where a motor vehicle has more than 4 wheels and the drive is transmitted to all wheels other than the steering wheels without the interposition of a differential driving gear or similar mechanism

between the axles carrying the driving wheels, it shall be deemed to be a sufficient compliance with paragraph (12) if —

- (a) the brakes applied by one means of operation act directly on 2 driving wheels on opposite sides of the vehicle; and
- (b) the brakes applied by the other means of operation act directly on all the other driving wheels.

(14) For the purposes of this rule, every moving shaft to which any part of a braking system or any means of operation thereof is connected or by which it is supported shall be deemed to be part of that system.

(15) No account shall be taken in the case of a vehicle registered after 1st June 1975 of any braking system whose means of operation is such that it applies the brakes progressively as a result of successive application of that device by the driver unless that means, at the first application, operates any hydraulic, electric or pneumatic device which causes brakes sufficient to bring the vehicle to rest within a reasonable distance.

(16) Every motor vehicle which is equipped with a braking system which embodies a vacuum or pressure reservoir or reservoirs shall be provided with a warning device so placed as to be readily visible to the driver of the vehicle when in the driving seat in order to indicate any impending failure or deficiency in the vacuum or pressure system.

(17) In the case of a vehicle the unladen weight of which does not exceed 3 metric tons and which is propelled by an internal combustion engine and equipped with a braking system embodying a vacuum reservoir or reservoirs, the vacuum therein being derived directly from the induction system of the engine, it shall not be necessary to provide a warning device referred to in paragraph (16) if, in the event of a failure or deficiency in the vacuum system, the brakes of that braking system are sufficient under any condition to bring the vehicle to rest within a reasonable distance.

(18) Every goods vehicle registered on or after 1st July 1980 shall be equipped with a split braking system.

Parking brake

13.—(1) Subject to paragraph (2), every motor vehicle shall be equipped with a braking system, which may be one of the systems prescribed in rule 12, other than paragraph (2) thereof, so designed and constructed that it can at all times be set so as effectually to prevent 2 at least, or in the case of a vehicle with only 3 wheels one of the wheels from revolving when the vehicle is not being driven or is left unattended.

(2) Nothing in paragraph (1) shall apply to a two-wheeled motor cycle with or without a side-car attached.

Speedometer

14.—(1) To every motor vehicle, other than a vehicle which is incapable by reason of its construction of exceeding a speed of 20 kilometres per hour, there shall be fitted an instrument so constructed and in such a position as at all times readily to indicate to the driver of the vehicle the speed thereof within a margin of accuracy of plus or minus 10% if and when he is driving at a speed in excess of 20 kilometres per hour.

(2) On every vehicle registered after 1st January 1975 the speed thereof shall be indicated on such an instrument in units of kilometres per hour.

Wheels and diameters thereof

15.—(1) Every motor vehicle and trailer shall be so constructed that the entire weight of the motor vehicle or trailer is transmitted to the road surface by circular wheels or by tracks if the motor vehicle or trailer is a track laying vehicle.

(2) In the case of a track laying vehicle the parts of the track which come into contact with the road surface shall be flat and have a minimum width of 13 millimetres; and the total area of each track in contact with the road surface at any one time shall be at least 230 square centimetres in respect of each metric ton of the unladen weight of the track laying vehicle.

(3) A track laying motor tractor shall not draw any trailer.

(4) All wheels of a motor vehicle and trailer which are equipped with tyres other than pneumatic tyres shall have a rim diameter of at least 670 millimetres.

(5) Nothing in paragraph (4) shall apply to a —

- (a) works vehicle not exceeding 1.5 metric tons in weight unladen;
- (b) motor vehicle or trailer designed for use and used by or on behalf of the Government solely in connection with street cleansing, road repairs, the collection or disposal of refuse or the contents of drains, gullies, latrines or cess-pools; and
- (c) mobile crane.

Reversing

16. Every motor vehicle which exceeds 400 kilograms in weight unladen shall be capable of being so worked that it may travel either forward or backward.

Driver's accommodation

17. Every motor vehicle shall be so designed and constructed that the driver thereof —

- (a) has adequate room and can easily reach and quickly operate the controls; and
- (b) while controlling the vehicle can at all times have a full view of the road and traffic ahead of the motor vehicle.

Driver's seat

18.—(1) Subject to paragraphs (1A) and (1B), the driver's seat of a motor vehicle shall be fitted internally on the right or off-side of the vehicle.

[S 83/2006 wef 15/02/2006]

(1A) Paragraph (1) shall not apply to any motor cycle, whether with or without an attached side-car.

[S 83/2006 wef 15/02/2006]

(1B) The Registrar may, subject to such terms and conditions as he may impose, permit the use of a motor vehicle which does not comply with paragraph (1).

[S 83/2006 wef 15/02/2006]

(2) On every goods vehicle, registered after 1st June 1975 and the weight of which unladen exceeds 2 metric tons, and on every public service vehicle registered after 1st June 1975 the driver's seat shall be capable of being adjusted so that it can be moved in the horizontal direction from 300 millimetres to at least 400 millimetres between the nearest point on the periphery of the steering wheel and the nearest point on the back of the driver's seat and also in the vertical direction from 150 millimetres to at least 250 millimetres between these 2 points.

Doors

19. Every entrance to or exit from every motor vehicle registered after 1st January 1975 shall be provided with a door which can be closed securely.

Mirrors and devices for indirect vision

20.—(1) Subject to paragraph (2), every motor vehicle, other than a motor cycle with or without a side-car attached, must be equipped with —

- (a) at least one mirror or one device for indirect vision fitted externally on each side of the motor vehicle, to assist the driver of the motor vehicle to observe the traffic on both sides rearwards; and

[S 141/2021 wef 08/03/2021]

- (b) at least one mirror fitted internally or one device for indirect vision, to assist the driver of the motor vehicle to observe the traffic at the rear of the motor vehicle.

[S 141/2021 wef 08/03/2021]

[S 207/2020 wef 01/04/2020]

(2) Paragraph (1)(b) does not apply where, by reason of the construction of a motor vehicle, a mirror fitted internally would not

assist the driver of the motor vehicle to become aware of traffic at the rear of the motor vehicle.

(3) Every motor cycle, with or without a side-car attached, must be equipped with at least one mirror that is so constructed and fitted to the handle bar of the motor cycle as to assist the rider to become aware of traffic at the rear of the motor cycle.

[S 207/2020 wef 01/04/2020]

(4) A mirror fitted to a motor vehicle under paragraph (1) or to a motor cycle under paragraph (3) must —

- (a) be securely attached to the motor vehicle or motor cycle to ensure that the mirror remains steady under normal driving or riding conditions;
- (b) be mounted on the motor vehicle or motor cycle in a position that ensures that the mirror is sufficiently isolated from vibrations; and
- (c) be adjustable and able to maintain its adjusted position.

[S 101/2015 wef 01/04/2015]

(5) A device for indirect vision fitted to a motor vehicle under paragraph (1) must —

- (a) be securely attached to the motor vehicle to ensure that the device for indirect vision remains steady under normal driving conditions;
- (b) be mounted on the motor vehicle in a position that ensures that the device for indirect vision is sufficiently isolated from vibrations;
- (c) be adjustable and able to maintain its adjusted position; and
- (d) be constructed and fitted in compliance with —
 - (i) the requirements relating to devices for indirect vision in the version of UN Regulation 46 that is in force on the day the motor vehicle is manufactured;
 - or

- (ii) the requirements relating to devices for indirect vision in the version of Japanese Article 44 that is in force on the day the motor vehicle is manufactured.

[S 141/2021 wef 08/03/2021]

[S 141/2021 wef 08/03/2021]

Device to observe blind spots for heavy goods vehicles and buses

20A.—(1) Subject to paragraph (2), every heavy goods vehicle registered on or after 1 April 2015 must be equipped with a device to observe blind spots, that is constructed and fitted in compliance with —

- (a) the requirements relating to devices for indirect vision for heavy goods vehicles in Directive 2003/97/EC of the European Parliament and of the Council of 10 November 2003;
- (b) the requirements relating to devices for indirect vision for heavy goods vehicles in the version of UN Regulation 46 that is in force on the day the heavy goods vehicle is manufactured; or
- (c) the requirements relating to rear-view mirrors for heavy goods vehicles in the version of Japanese Article 44 that is in force on the day the heavy goods vehicle is manufactured.

(2) Paragraph (1) does not apply to a heavy goods vehicle for which, by reason of the heavy goods vehicle's construction, the fitting of the device referred to in paragraph (1) will not assist the driver of the heavy goods vehicle to observe blind spots.

(3) Subject to paragraph (4), every heavy goods vehicle registered before 1 April 2015 must —

- (a) be equipped with a device to observe blind spots, that is constructed and fitted in compliance with paragraph (1); or
- (b) be fitted with a Fresnel lens on the front passenger side window.

[S 103/2015 wef 01/10/2015]

(4) Paragraph (3) does not apply to a heavy goods vehicle for which, by reason of the heavy goods vehicle's construction, the fitting of the device referred to in paragraph (1) or a Fresnel lens does not assist the driver of the heavy goods vehicle to observe blind spots.

[S 103/2015 wef 01/10/2015]

(5) Subject to paragraph (6), every bus with a maximum laden weight exceeding 8,000 kilograms registered before 1 October 2015 must —

- (a) be equipped with a device to enable the driver to have a clear view of the area within 300 millimetres of the front and 300 millimetres of the left side of the bus; or
- (b) be fitted with a Fresnel lens on the left of the bus, to enable the driver to have a clear view of the area on the left side of the bus.

[S 103/2015 wef 01/10/2015]

(6) Paragraph (5) does not apply to a bus in which, by reason of the bus' construction, the driver of the bus has a clear view of the area on the left side of the bus without the assistance of the device referred to in paragraph (5)(a) or a Fresnel lens.

[S 103/2015 wef 01/10/2015]

(7) Subject to paragraph (8), every bus with a maximum laden weight exceeding 8,000 kilograms registered on or after 1 October 2015 must be equipped with a device to enable the driver to have a clear view of the area within 300 millimetres of the front and 300 millimetres of the left side of the bus.

[S 103/2015 wef 01/10/2015]

(8) Paragraph (7) does not apply to a bus in which, by reason of the bus' construction, the driver of the bus has a clear view of the area within 300 millimetres of the front and 300 millimetres of the left side of the bus without the assistance of the device referred to in paragraph (7).

[S 103/2015 wef 01/10/2015]

[S 101/2015 wef 01/04/2015]

Safety glass

21.—(1) The glass of all windscreens and windows fitted to a motor vehicle shall be safety glass.

(2) All glass and any transparent material fitted to a motor vehicle shall be maintained in such condition that it does not obscure the vision of the driver while the vehicle is being driven on a road.

(3) No tinted glass shall be used as part of or fitted to the windscreen and window of a motor vehicle except with the prior written permission of the Registrar given in that behalf.

(4) The glass of the front windscreen fitted to a motor vehicle shall not be made of a material or be of a design such as to prevent, obstruct or interfere with transmission of signals between an in-vehicle unit installed in such vehicle and any ERP facility.

(5) No person shall —

(a) make or cause to be made to the front windscreen fitted to a motor vehicle any addition or alteration; or

(b) apply or cause to be applied to the front windscreen fitted to a motor vehicle any coating or other substance,

which has the effect of preventing, obstructing or interfering with the transmission of signals between an in-vehicle unit installed in such motor vehicle and any ERP facility.

(6) In this rule, “in-vehicle unit” and “ERP facility” have the same meanings as in the Road Traffic (Electronic Road Pricing System) Rules (R 38).

Windscreen wipers

22.—(1) The windscreen of every motor vehicle, which is so constructed that the driver cannot obtain an adequate view to the front of the vehicle without looking through the windscreen by opening the windscreen or otherwise, shall be fitted with efficient automatic windscreen wipers.

(2) The windscreen wipers required by paragraph (1) shall be capable of clearing the windscreen so that the driver has an adequate

view of the road in front of the near and off-sides of the vehicle in addition to an adequate view to the front of the vehicle.

Windscreen washer

23.—(1) Every motor vehicle, registered after 1st June 1975 and the windscreen of which is required to be fitted with one or more efficient automatic windscreen wipers under rule 22, shall be fitted with a windscreen washer capable of cleaning, in conjunction with those windscreen wipers, the area of the windscreen swept by those windscreen wipers of mud and other similar deposit.

(2) Nothing in paragraph (1) shall apply to a land tractor or a works vehicle.

Audible warning instruments

24.—(1) Every motor vehicle shall be fitted with an instrument or apparatus capable of giving audible and sufficient warning of its approach or position.

(2) No such instrument or apparatus shall consist of —

(a) a gong or bell, except in the case of a motor vehicle that is an authorised ambulance or is used solely for fire brigade, military, police or customs purposes;

[S 1050/2021 wef 03/01/2022]

(b) a siren, except in the case of a vehicle used solely for fire brigade, military, police or customs purposes, or a vehicle owned by a police officer or a civil defence officer and used by him in the execution of his duties;

(c) a multi-tone horn giving a succession of different notes, except in the case of an authorised ambulance; or

[S 1050/2021 wef 03/01/2022]

(d) a sound producing device giving an unduly harsh, shrill, loud or alarming noise, except in the case of a vehicle used solely for fire brigade, military, police or customs purposes.

(3) Every trailer registered on or after 1st July 1980, shall be fitted with an instrument or apparatus capable of giving audible and sufficient warning of any reverse movement of the trailer.

(4) With effect from 1st July 1981, every trailer shall be fitted with an instrument or apparatus capable of giving audible and sufficient warning of any reverse movement of the trailer.

(5) Every prime mover registered on or after 1st April 1981 shall be so constructed or equipped that it shall, when attached to any trailer fitted with an instrument or apparatus under paragraph (3) or (4), automatically activate the instrument or apparatus when the prime mover is in the reverse gear.

(6) With effect from 1st July 1981, every prime mover shall be so constructed or equipped that it shall, when attached to any trailer fitted with an instrument or apparatus under paragraph (3) or (4), automatically activate the instrument or apparatus when the prime mover is in the reverse gear.

(7) The instrument or apparatus fitted to a trailer under paragraph (3) or (4) shall not have a multi-tone or produce an unduly harsh, shrill, loud or alarming noise.

Height warning system

24A.—(1) Every vehicle must be fitted with a height warning system capable of giving audible and sufficient warning to the driver of the vehicle when the crane mounted on the vehicle is extended to a height which causes the overall height of the vehicle to exceed the stowed height of the vehicle.

(2) Every height warning system fitted to a vehicle must at all times while the vehicle is being driven on a road be in operation and maintained in good working order.

(3) A person must not modify or tamper with the working of a height warning system of a vehicle in a manner that is likely to prevent the system from working in the manner mentioned in paragraph (1) or (2).

- (4) This rule applies —
- (a) with effect from 1 January 2017, in respect of any vehicle registered on or after, or the crane of which was retrofitted on or after, 1 January 2017; and
 - (b) with effect from 1 October 2017, in respect of any vehicle registered before, or the crane of which was retrofitted before, 1 January 2017.

- (5) In this rule —

“crane” means an articulated boom crane (which is a powered crane) comprising —

- (a) a column which slews about a base; and
- (b) a boom system with one or more pivot joints attached to the top of that column;

“overall height”, in relation to a vehicle, means the height of the vehicle measured, when the crane of the vehicle is extended at any angle, from the surface on which the vehicle rests to the part of the crane that is furthest from the surface;

“stowed height”, in relation to a vehicle, means the height of the vehicle measured, when the crane is retracted and fully stowed in a rest position, from the surface on which the vehicle rests to the part of the crane that is furthest from the surface;

“vehicle” means a vehicle mounted with a crane.

[S 637/2016 wef 01/01/2017]

Types of direction indicators

- 25.** In rules 26 to 29, unless the context otherwise requires —

“flank indicator” means a direction indicator when fitted to a vehicle is visible from one side of the vehicle;

“front indicator” means a direction indicator when fitted to a vehicle is visible from the front of the vehicle;

“matched pair”, in relation to direction indicators or stop lights, means a pair of direction indicators or stop lights which are

alike in character in respect of shape, size and power, and fitted to a vehicle in accordance with these Rules in symmetrical positions on the longitudinal plane passing through the longitudinal axis of the vehicle;

“rear indicator” means a direction indicator when fitted to a vehicle is visible from the rear of the vehicle;

“side indicator” means a direction indicator when fitted to a vehicle is visible from the front and rear and from one side of the vehicle.

Direction indicators to be fitted to motor vehicles

26.—(1) Subject to paragraph (2), every motor vehicle shall be fitted with a matched pair of front indicators, and every motor vehicle and every trailer shall be fitted with a matched pair of rear indicators.

(2) Nothing in paragraph (1) shall apply to a —

- (a) tractor, land implement and works vehicle;
- (b) two-wheeled motor cycle, with or without a side-car attached, which is registered before 1st January 1975; and
- (c) trailer if the rear indicators of the towing vehicle are fully visible from the rear.

(3) Every —

- (a) public service vehicle having a seating capacity for more than 15 persons, excluding the driver;
- (b) vehicle constructed so as to be able to tow a trailer; and
- (c) vehicle registered after 1st January 1975 and the total length of which exceeds 8.0 metres,

shall, in addition to the direction indicators required by paragraph (1), be fitted with a matched pair of side indicators.

(4) A matched pair of side indicators may be fitted to a motor vehicle, other than those referred to in paragraph (3).

(5) An additional matched pair of flank indicators may be fitted to a motor vehicle referred to in paragraph (3).

Manner in which direction indicators shall be fitted to vehicle

27.—(1) A direction indicator shall be on the external surface of a vehicle.

(2) A direction indicator intended to indicate a right hand turn shall be fitted only to the right of the longitudinal axis of the vehicle and one intended to indicate a left hand turn shall be fitted only to the left of that axis.

(3) No part of the illuminated area of a direction indicator shall be more than 1.5 metres above the level of the ground when the vehicle is unladen.

(4) The Registrar may, subject to such terms and conditions as he may impose, approve a height of more than 1.5 metres but below 2.0 metres.

(5) Every direction indicator shall be so designed and fitted that the outermost point of its illuminated area which is furthest from the longitudinal axis of the vehicle is not more than 400 millimetres nearer to the axis than is the outermost point of the vehicle which is comprised in the overall width of the vehicle on the side on which the indicator is placed.

(6) Where a side indicator is fitted on a side of a motor vehicle in accordance with rule 26(3) or (4), the direction indicator shall be so fitted that the distance between the foremost part of the motor vehicle which is comprised in the overall length of the motor vehicle and the rearmost part of the illuminated area of that indicator is not more than $\frac{1}{3}$ of the overall length of the motor vehicle or, where the motor vehicle is the drawing vehicle forming part of an articulated vehicle, not more than $\frac{1}{3}$ of the overall length of the articulated vehicle.

(7) Every direction indicator shall be so fitted that, when not in operation, it will not be likely to mislead the driver of any other vehicle or any person controlling traffic on a road.

(8) Every direction indicator fitted to a side of a vehicle together with every direction indicator on that side of any trailer drawn by the vehicle, while so drawn, shall be operated by one and the same switch and not otherwise.

Light from direction indicator

28.—(1) The light emitted by a direction indicator shall be diffused by frosted glass or other adequate means.

(2) Every direction indicator shall, when in operation, show a light which flashes constantly at the rate of not less than 60 or more than 120 flashes per minute, each flash being of such duration as to permit the light to achieve its full brightness and to be fully observable to the eye at a reasonable distance.

(3) The light emitted by a direction indicator shall begin to flash not later than one second after the indicator is switched on and between each flash there shall be an interval observable to the eye.

(4) Where more than one type of direction indicators are fitted on a side of a motor vehicle, or a vehicle drawing a trailer or trailers in accordance with rule 26 they shall be so designed and fitted that the light emitted by such indicators flash simultaneously.

(5) No direction indicator may comprise 2 or more lamps so designed and fitted as to flash in sequence.

(6) A direction indicator may consist of more than one, but not more than 3 lamps so designed or fitted as to flash simultaneously.

(7) A vehicle shall be equipped with a device or devices so designed and fitted that, when the switch actuating the indicators fitted on one side of the vehicle is operated, the device or devices shall, if and so long as every indicator fitted on that side of the vehicle is in operation, give a warning readily visible or audible to the driver when in his seat.

(8) The electric circuit or circuits required for the operation of the direction indicators fitted on a vehicle shall be so arranged that if one or more of the direction indicators fail to operate, the other direction indicator or indicators shall not thereby become inoperative.

(9) The illuminated colour of every direction indicator fitted on a vehicle registered after 1st January 1975 shall be amber.

(10) The illuminated colour of every direction indicator fitted on a vehicle, other than the one referred to in paragraph (9), shall —

(a) if it shows both to the front and to the rear, be amber;

- (b) if it shows only to the front, be amber or white; and
- (c) if it shows only to the rear, be amber or red.

(11) The total rated wattage of the bulb or bulbs illuminating a direction indicator, other than a side or flank indicator, shall be not less than 15 watts or not more than 36 watts.

(12) Notwithstanding paragraph (11), the total rated wattage of the bulb or bulbs illuminating every rear direction indicator of the following vehicles shall be not less than 25 watts or not more than 36 watts:

- (a) a public service vehicle registered on or after 1st July 1980, with a carrying capacity of more than 14 persons excluding the driver; and
- (b) a goods vehicle registered on or after 1st July 1980, with an unladen weight exceeding 1,500 kilograms.

(13) Notwithstanding rule 27(3) and (4), every bus may be fitted with an additional pair of direction indicators mounted —

- (a) at the rear of the vehicle;
- (b) symmetrically with the longitudinal plane of the vehicle; and
- (c) as near to the extreme projecting point of the vehicle and as high as possible.

[S 83/2006 wef 15/02/2006]

Illuminated area of direction indicator

29.—(1) Every direction indicator, other than a side or flank indicator fitted to a motor vehicle under rule 26(4) or (5) respectively, shall be so designed and fitted to a vehicle that both the minimum illuminated area showing to the front and the minimum illuminated area showing to the rear shall be —

- (a) not less than the area of a circle of 38 millimetres in diameter in the case of either a vehicle the unladen weight of which does not exceed 2 metric tons or a passenger vehicle adapted to carry not more than 15 persons,

excluding the driver, if in either case the vehicle is registered before 1st January 1975;

- (b) not less than the area of a circle of 76 millimetres in diameter in the case of every other vehicle registered before 1st January 1975;
- (c) not less than 20 square centimetres in the case of a vehicle adapted to carry not more than 6 persons, excluding the driver, if the vehicle is registered on or after 1st January 1975; and
- (d) not less than 50 square centimetres in the case of every other vehicle registered on or after 1st January 1975.

(2) Notwithstanding paragraph (1), every rear direction indicator fitted to the following vehicles shall be so designed and fitted that the minimum illuminated area showing to the rear shall be not less than the area of a circle of 88 millimetres in diameter or 60 square centimetres:

- (a) a public service vehicle registered on or after 1st July 1980, and adapted to carry more than 14 persons, excluding the driver; and
- (b) a goods vehicle registered on or after 1st July 1980, with an unladen weight exceeding 1,500 kilograms.

Hazard warning signal devices

29A.—(1) Every motor vehicle other than a land implement, a motor cycle, whether with or without a side-car attached, a tractor or a works vehicle, registered on or after 1st September 1993 shall be equipped with a hazard warning signal device.

(2) Every hazard warning signal device shall meet the following requirements:

- (a) it shall be operated by a single switch;
- (b) it shall be capable of causing every of the direction indicators of a vehicle or combination of vehicles with which it is equipped to flash in sequence;

- (c) it shall be provided with a closed-circuit tell-tale in the form of a flashing light which may operate in conjunction with any direction indicator tell-tale; and
- (d) it shall be capable of functioning even when the switch which controls the starting and stopping of the engine of the vehicle with which it is equipped is in a position which makes it impossible to start the engine.

Stop lights

30.—(1) Subject to paragraph (2), every two-wheeled motor cycle with or without a side-car attached shall be fitted with one stop light, and every other vehicle shall be fitted with a matched pair of stop lights.

(2) Nothing in paragraph (1) shall apply to —

- (a) a land tractor, land implement and works vehicle; and
- (b) a trailer if the stop lights of the towing vehicle are fully visible from the rear.

(3) Where the vehicle is a two-wheeled motor cycle with or without a side-car attached, the stop light shall be fitted on the longitudinal axis of the motor cycle.

(4) Where the vehicle is other than a two-wheeled motor cycle, the stop lights shall be fitted not more than 400 millimetres from the outermost part of the illuminated surface to the outermost part of the vehicle.

(5) Every stop light shall show a steady red light diffused by means of frosted glass or other adequate means and visible from the rear of the vehicle, when the braking system which operates the stop light is applied.

(6) The total rated wattage of the filaments illuminating a stop light shall be not less than 15 watts nor more than 36 watts.

(7) The centre of the illuminated area of a stop light shall not be less than 0.4 metre nor more than 1.5 metres above the level of the ground when the vehicle is unladen.

(8) The Registrar may, subject to such terms and conditions as he may impose, approve a height of more than 1.5 metres but below 2.0 metres.

(9) Every stop light fitted to a motor vehicle shall be operated by the application of the brakes of a braking system of the motor vehicle which are designed to bring the motor vehicle, when in motion, to rest within a reasonable distance.

(10) The electric circuit or circuits required for the operation of the stop lights on a vehicle, referred to in paragraph (1) other than a two-wheeled motor cycle, shall be so arranged that if one of the stop lights fail to operate the other stop light shall not thereby become inoperative.

(11) Where a vehicle is fitted with more than a matched pair of stop lights —

- (a) additional lights shall either be a single stop light or a matched pair of stop lights;
- (b) it shall, in the case where a single stop light is fitted, be mounted at the centre line on the longitudinal plane of the vehicle; and
- (c) it shall, in the case where an additional matched pair of stop lights is fitted, be mounted symmetrically with the longitudinal plane of the vehicle.

(12) The additional lights referred to in paragraph (11) shall be constructed to a standard approved by the Registrar.

(13) No vehicle shall have more than 2 matched pairs of stop lights or one matched pair of stop lights and one single stop light.

Stop lights on public service vehicle and goods vehicle

31.—(1) Notwithstanding rule 30(6), the total rated wattage of the filaments illuminating a stop light of the following vehicles shall be not less than 25 watts or not more than 50 watts:

- (a) a public service vehicle registered on or after 1st July 1980, with a carrying capacity of more than 14 persons excluding the driver; or

(b) a goods vehicle registered on or after 1st July 1980, with an unladen weight exceeding 1,500 kilograms.

(2) Every stop light on a vehicle referred to in paragraph (1) shall be so designed and fitted that the minimum illuminated area shall be not less than the area of a circle of 88 millimetres in diameter or 60 square centimetres.

Reversing lights

32.—(1) For the purposes of this rule, “reversing light” means a device fitted to a motor vehicle for the purpose of intimating the intention of the driver of the vehicle to travel backwards.

(2) Every reversing light fitted on a motor vehicle shall be operated —

(a) automatically when the reverse gear of the vehicle is engaged; or

(b) by a switch which also operates simultaneously a warning readily visible or audible to the driver when in his seat, if and so long as the reversing light is in operation.

(3) The total rated wattage of every reversing light shall be not more than 24 watts.

(4) Every reversing light shall be so designed and fitted to a vehicle that the light emitted therefrom, when it is in operation, does not dazzle any person standing on the same horizontal plane as the vehicle at a distance of more than 7.5 metres from the reversing light, if his eye level is more than 1 metre above that horizontal plane.

(5) Every public service vehicle (other than a trishaw) and goods vehicle registered on or after 1 July 1980 but before 1 February 2018 must be fitted with a pair of reversing lights.

[S 56/2018 wef 01/02/2018]

(6) A public service vehicle (other than a trishaw), or a goods vehicle, that is registered on or after 1 February 2018 must be fitted —

(a) if its overall length does not exceed 6 metres, with one reversing light or a pair of reversing lights; or

(b) in any other case, with a pair of reversing lights.

[S 56/2018 wef 01/02/2018]

Silencer

33.—(1) Every vehicle propelled by an internal combustion engine shall be fitted with a silencer, expansion chamber or other contrivance suitable and sufficient for reducing as far as may be reasonable the noise caused by the escape of the exhaust gases from the engine.

(2) With effect from 1st July 1981, the exhaust pipe of every vehicle shall end in a straight section of at least 100 millimetres in length and the outlet of the exhaust pipe shall be on the off-side or at the rear of the vehicle.

Emission of smoke or vapour

34. Every motor vehicle shall be so constructed that no avoidable smoke or visible vapour is emitted therefrom.

Standards for exhaust emission for petrol driven motor vehicles

35.—(1) Every petrol driven motor vehicle (other than a motor cycle or scooter) to be registered for the first time in Singapore on or after 31st January 2008 shall conform to the relevant standard for exhaust emission prescribed by the Environmental Protection and Management (Vehicular Emissions) Regulations (Cap. 94A, Rg 6).

[S 195/2014 wef 19/03/2014]

(2) The Registrar shall not approve an application made on or after 31st January 2008 for the first registration in Singapore of a petrol driven motor vehicle (other than a motor cycle or scooter) unless he is satisfied that the vehicle conforms to the relevant standard for exhaust emission prescribed by the Environmental Protection and Management (Vehicular Emissions) Regulations for that vehicle.

[S 195/2014 wef 19/03/2014]

(3) The Registrar may, in his discretion, exempt any petrol driven motor vehicle from this rule.

Standards for noise emission

36.—(1) Every motor vehicle to be registered for the first time in Singapore on or after 31st January 2008 shall conform to the relevant standard for noise emission prescribed by the Environmental Protection and Management (Vehicular Emissions) Regulations (Cap. 94A, Rg 6).

[S 195/2014 wef 19/03/2014]

(2) This rule shall also apply to every secondhand motor vehicle registered for the first time in Singapore on or after 31st January 2008.

[S 195/2014 wef 19/03/2014]

(3) For the purpose of paragraph (2), a motor vehicle that has been used in any country or place outside Singapore prior to its registration for the first time in Singapore shall be regarded as a secondhand vehicle.

(4) The Registrar may, in his discretion, exempt any motor vehicle from this rule.

Standards for exhaust emission for diesel driven motor vehicles

37.—(1) Every diesel driven motor vehicle to be registered for the first time in Singapore on or after 31st January 2008 shall conform to the relevant standard for exhaust emission prescribed by the Environmental Protection and Management (Vehicular Emissions) Regulations (Cap. 94A, Rg 6).

[S 195/2014 wef 19/03/2014]

(2) The Registrar shall not approve an application made on or after 31st January 2008 for the first registration in Singapore of a diesel driven motor vehicle unless he is satisfied that the vehicle conforms to the relevant standard for exhaust emission prescribed by the Environmental Protection and Management (Vehicular Emissions) Regulations for that vehicle.

[S 195/2014 wef 19/03/2014]

(3) The Registrar may, in his discretion, exempt any diesel driven motor vehicle from this rule.

Standards for exhaust emission for in-use vehicles

38. Every motor vehicle that is in use (whether first registered in Singapore before, on or after 31st January 2008) shall conform to the relevant standard for exhaust emission prescribed by the Environmental Protection and Management (Vehicular Emissions) Regulations (Cap. 94A, Rg 6) for in-use vehicles.

[S 195/2014 wef 19/03/2014]

Unleaded petrol

39.—(1) All petrol driven motor vehicles to be registered for the first time in Singapore on or after 1st July 1991 shall be capable of running on unleaded petrol.

(2) The Registrar may, in his discretion, exempt any petrol driven motor vehicle from this rule.

Standards for exhaust emission for motor cycle and scooter

40.—(1) Every motor cycle and scooter to be registered for the first time in Singapore on or after 31st January 2008 shall conform to the relevant standard for exhaust emission prescribed by the Environmental Protection and Management (Vehicular Emissions) Regulations (Cap. 94A, Rg 6).

[S 195/2014 wef 19/03/2014]

(2) The Registrar shall not approve an application made on or after 31st January 2008 for the first registration in Singapore of a motor cycle or scooter unless he is satisfied that the motor cycle or scooter conforms to the relevant standard for exhaust emission prescribed by the Environmental Protection and Management (Vehicular Emissions) Regulations for that motor cycle or scooter.

[S 195/2014 wef 19/03/2014]

(3) The Registrar may, in his discretion, exempt any motor cycle or scooter from this rule.

Escape of crankcase gas

41. Every motor vehicle, other than a motor cycle, powered by a 4-stroke petrol engine, registered on or after 1st March 1972, shall be so

constructed or equipped with such device as to prevent the escape of gas from the crankcase of such motor vehicle.

Fuel container of vehicle

- 42.**—(1) Every fuel container shall —
- (a) be securely attached to the vehicle in such manner as not to be liable to displacement or damage due to vibration or other cause;
 - (b) be so placed or insulated as not to be adversely affected by the heat from the exhaust system; and
 - (c) be provided with a filler cap or cover or lid so designed and constructed that it can be securely fitted in position to prevent the spilling of fuel contained therein while the vehicle is travelling on a road.
- (2) Any vent hole of the fuel container shall —
- (a) be so protected as not to enable the fuel in the container to catch fire; and
 - (b) be so designed as to prevent fuel from being splashed over.

Filler pipe and fuel tank opening

42A.—(1) All petrol driven motor vehicles to be registered for the first time in Singapore on or after 1st July 1992 shall be fitted with filler pipe and fuel tank opening of 21.3 millimetres diameters as stipulated in the Society of Automotive Engineers, Inc. (SAE) Recommended Practice 1140.

- (2) Paragraph (1) shall not apply to motor cycles and scooters.

Closets, urinals, lavatory basins and sinks

43. No motor vehicle or trailer shall be equipped with any closet, urinal, lavatory basin or sink, unless the following requirements are complied with:

- (a) no vehicle shall be equipped with a closet or urinal the contents of which can be discharged directly on to a road

and every closet pan or urinal pan shall empty into a tank carried by the vehicle such tank —

- (i) being efficiently ventilated by means of a pipe, the outlet of which is outside the vehicle; and
 - (ii) 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; and
- (b) no lavatory basin or sink shall drain into any closet or urinal or into a tank into which a closet or urinal empties.

Overhang

44.—(1) Subject to paragraphs (2) and (3), the overhang of a motor vehicle shall not exceed 60% of the distance between the plane perpendicular to the longitudinal axis of the vehicle which passes through the centre or centres of the front wheel or wheels and the foremost vertical plane from which the overhang is to be measured as defined in rule 2.

(2) The Registrar may permit the overhang of a public service vehicle to be more than 60% but less than 65% of the distance referred to in paragraph (1).

(3) The overhang of a motor tractor shall not be more than 1.8 metres.

Side overhang

44A. No part of a vehicle included within the overall width thereof shall project laterally more than 150 millimetres beyond the outer face of the outer tyre on the rearmost wheel on the same side of the vehicle.

[S 83/2006 wef 15/02/2006]

Tyres

45.—(1) Subject to paragraph (2), every wheel of a motor vehicle or trailer when the trailer is being drawn on a road shall be equipped with a pneumatic tyre of a suitable size or design.

(2) In the case of any of the following vehicles every wheel thereof shall be fitted with a pneumatic tyre, or a tyre of soft or elastic material of a suitable size and design:

(a) motor tractors, light locomotives and heavy locomotives;

(b) motor vehicles or trailers designed for use solely in connection with street cleansing, or the collection or disposal of refuse or of the contents of drains, gullies, latrines or cess-pools;

[S 83/2006 wef 15/02/2006]

(c) special purpose vehicles for fire fighting or rescue purposes; and

[S 83/2006 wef 15/02/2006]

(d) *[Deleted by S 83/2006 wef 15/02/2006]*

(e) motor cars each not exceeding 1.5 metric tons in weight unladen.

[S 83/2006 wef 15/02/2006]

Wings

46.—(1) Subject to paragraph (3), every motor vehicle or trailer when the trailer is being drawn on a road shall be equipped with wings or other similar fittings to catch, so far as practicable, mud and water thrown up by the rotation of the wheels unless adequate protection is afforded by the body of the vehicle.

(2) A wing or any other similar fitting with which a vehicle, other than a motor cycle, is equipped under paragraph (1) shall cover at least the upper half of a wheel or a mud flap shall be fitted to the wing or fitting to reach down over the wheel to a point at the same level as or below the centre of the wheel.

[S 83/2006 wef 15/02/2006]

(3) Nothing in paragraph (1) shall apply to a —

(a) motor tractor;

(b) trailer used in connection with the construction, maintenance or repair of roads;

[S 83/2006 wef 15/02/2006]

(c) [*Deleted by S 83/2006 wef 15/02/2006*]

(d) watercart;

(e) [*Deleted by S 83/2006 wef 15/02/2006*]

(f) trailer drawn by a vehicle the maximum speed of which is restricted under any written law to 30 kilometres per hour or less.

(4) The Registrar may, by notice in writing to the owner of a motor vehicle, exempt the vehicle from the application of this rule.

[S 83/2006 wef 15/02/2006]

Reflectors

47.—(1) Every goods vehicle and every trailer shall be fitted at the rear of the vehicle with 2 red reflectors each of at least 40 millimetres in diameter.

(1A) Notwithstanding paragraph (1), every goods vehicle and every trailer registered on or after 15th February 2006 shall be fitted at the rear of the vehicle or the trailer, as the case may be, with 2 red reflectors, each having a light emitting surface of at least 25 square centimetres.

[S 83/2006 wef 15/02/2006]

(2) One of the reflectors shall be fitted on the off-side of the vehicle and the other one the near-side.

(3) The reflectors shall be so fitted as to reflect the light from the front lamps of an overtaking vehicle.

General construction

48.—(1) Every vehicle, including all bodywork, upholstery, fittings and accessories shall —

(a) be soundly and properly constructed of suitable materials;

(b) be well finished and in good and serviceable condition; and

(c) be of such design that it is capable of withstanding the loads and stress likely to be met with in the normal operation of the vehicle.

(2) The Registrar may require an owner of a vehicle to furnish such evidence that the vehicle complies with this rule.

Rear underrun protective device

48A.—(1) Every motor vehicle to which this rule applies shall be equipped with a rear underrun protective device which complies with the specifications set out in Directive No. 79/490/EEC of the Council of the European Communities or with such other specifications as the Registrar may approve from time to time.

(2) No person shall at any time use a motor vehicle to which this rule applies unless the rear underrun protective device with which the vehicle is equipped is free from any obvious defect which is likely to affect adversely the ability of such a device to give resistance in the event of an impact from the rear.

(3) This rule shall apply —

- (a) to every motor vehicle with a maximum laden weight of 8,000 kilograms or more or trailer registered on or after 1st September 1993;
- (b) to every motor vehicle with a maximum laden weight exceeding 3,500 kilograms registered on or after 1st September 1994;
- (c) on or after 1st March 1995, to every motor vehicle with a maximum laden weight of 8,000 kilograms or more or trailer registered on or after 1st January 1984; and
- (d) on or after 1st September 1995, to every motor vehicle with a maximum laden weight of 8,000 kilograms or more or trailer registered before 1st January 1984,

except any such vehicle which is —

- (i) a prime mover;
- (ii) a road roller;
- (iii) a dumper;
- (iv) a road paver;
- (v) a scraper;

- (vi) an agricultural tractor;
 - (vii) a forklift;
 - (viii) a grader;
 - (ix) a wheeled or tracked loader;
 - (x) a wheeled or tracked dozer;
 - (xi) a wheeled or tracked excavator;
 - (xii) a recovery vehicle; or
 - (xiii) a vehicle which the Registrar is satisfied cannot, by virtue of its construction or use, be equipped with a rear underrun protective device, including but not limited to, a vehicle which is so constructed that it can be unloaded only if part of the vehicle is tipped rearwards.
- (4) The Registrar may, in his discretion, exempt any motor vehicle referred to in paragraph (3) from the requirements of paragraphs (1) and (2).

Sideguards

48B.—(1) Every motor vehicle to which this rule applies shall be fitted with a sideguard which shall comply with the specifications set out in Directive No. 89/297/EEC of the Council of the European Communities or with such other specifications as the Registrar may approve from time to time.

(2) No person shall at any time use a motor vehicle to which this rule applies unless the sideguard with which the vehicle is fitted is free from any obvious defect which is likely to affect adversely its effectiveness.

(3) This rule shall apply —

- (a) to every motor vehicle with a maximum laden weight of 8,000 kilograms or more or trailer registered on or after 1st September 1993;
- (b) to every motor vehicle with a maximum laden weight exceeding 3,500 kilograms registered on or after 1st September 1994;

- (c) on or after 1st March 1995, to every motor vehicle with a maximum laden weight of 8,000 kilograms or more or trailer registered on or after 1st January 1984; and
- (d) on or after 1st September 1995, to every motor vehicle with a maximum laden weight of 8,000 kilograms or more or trailer registered before 1st January 1984,

except any such vehicle which is —

- (i) a prime mover;
- (ii) a road roller;
- (iii) a dumper;
- (iv) a road paver;
- (v) a scraper;
- (vi) an agricultural tractor;
- (vii) a forklift;
- (viii) a grader;
- (ix) a wheeled or tracked loader;
- (x) a wheeled or tracked dozer;
- (xi) a wheeled or tracked excavator;
- (xii) a recovery vehicle;
- (xiii) a bus with low body, the lower edge of which is not more than 550 millimetres above the ground; or
- (xiv) a vehicle which is designed and constructed for special purposes and which the Registrar is satisfied cannot, for practical reasons, be fitted with sideguards.

(4) The Registrar may, in his discretion, exempt any motor vehicle referred to in paragraph (3) from the requirements of paragraphs (1) and (2).

Electric vehicles and hybrid vehicles

48C.—(1) All electrical apparatus and circuits in an electric vehicle or a hybrid vehicle registered on or after 1 April 2020 must be constructed and installed in compliance with —

- (a) in a case where the electric vehicle or hybrid vehicle is a motor cycle —
 - (i) the requirements in any version of UN Regulation 136 that is in force on or before the day the electric vehicle or hybrid vehicle is manufactured;
 - (ii) the requirements in EU Regulation 168/2013; or
 - (iii) the requirements in EU Regulation 168/2013 as supplemented by the Commission Delegated Regulation (EU) No. 3/2014 of 24 October 2013 as amended by the Commission Delegated Regulation (EU) 2016/1824 of 14 July 2016; or
- (b) in any other case — the requirements in any version of UN Regulation 100 that is in force on or before the day the electric vehicle or hybrid vehicle is manufactured.

[S 207/2020 wef 01/04/2020]

(2) No electric vehicle or hybrid vehicle shall be converted to a conventional vehicle.

(3) No electric vehicle shall be converted to a hybrid vehicle.

(4) Upon the application by the owner of a conventional vehicle or a hybrid vehicle in the form determined by the Registrar, the Registrar may, in his discretion and upon such conditions as he may specify, allow —

- (a) the conventional vehicle to be converted into an electric vehicle or a hybrid vehicle; or
- (b) the hybrid vehicle to be converted into an electric vehicle.

[S 7/2001 wef 03/01/2001]

Steering mechanism of goods vehicle

49. Every goods vehicle registered on or after 1st July 1980, with a maximum laden weight exceeding 16 metric tons, shall be equipped with a power operated steering mechanism.

Goods vehicle fitted with permanent overhead structure

50.—(1) Unless the Registrar permits otherwise, every goods vehicle which has an open deck for the carriage of goods and is to be used to carry any person on the floor of the vehicle shall be fitted with an overhead structure to provide adequate shelter for the persons seated on the floor of the vehicle —

- (a) with effect from 1st January 2010 where the vehicle is registered on or after 1st January 2010;
- (b) with effect from 1st February 2011 where the vehicle has a maximum laden weight not exceeding 3,500 kilogrammes and is registered before 1st January 2010; or
- (c) with effect from 1st August 2011 where the vehicle has a maximum laden weight exceeding 3,500 kilogrammes and is registered before 1st January 2010.

[S 664/2010 wef 04/11/2010]

[S 664/2010 wef 04/11/2010]

- (2) The overhead structure referred to in paragraph (1) shall —
 - (a) be constructed of metal or other suitable materials of such size, as the Registrar or an officer authorised by him in that behalf may approve; and
 - (b) be securely and rigidly attached to the vehicle.

(3) The Registrar or an officer authorised by him in that behalf may refuse to approve any overhead structure fitted on a vehicle under paragraph (1) if the design, construction, strength or rigidity of the overhead structure is, in the view of the Registrar or the officer, as the case may be, inadequate for safety.

[S 401/2009 wef 01/09/2009]

Protective railings

51.—(1) Every vehicle to which this rule applies shall —

- (a) in the case of a goods vehicle referred to in paragraph (4)(a) and (b), be fitted with protective railings along the whole length of the side-boards on both sides of the vehicle up to 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; and
- (b) in the case of a goods vehicle referred to in paragraph (4)(c), (d) and (e), be fitted with protective railings along the whole length of the side-boards on both sides of the vehicle up to 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.

[S 401/2009 wef 01/09/2009]

[S 664/2010 wef 04/11/2010]

(2) The protective railings referred to in paragraph (1) shall —

- (a) be constructed of metal or timber of such size, as the Registrar or an officer authorised by him in that behalf may approve; and
- (b) be securely and rigidly attached to the side-boards or to the vertical supports of the overhead structure referred to in rule 50.

[S 664/2010 wef 04/11/2010]

(3) The Registrar or an officer authorised by him in that behalf may refuse to approve any protective railing fitted on a vehicle under paragraph (1) if the design, construction, strength or rigidity of the protective railings are, in his view, inadequate for safety.

(4) This rule shall apply to —

- (a) any goods vehicle which has an open deck for the carriage of goods and a maximum laden weight of not more than 3,000 kilogrammes and which is registered using a certificate of entitlement before 1st April 1998;

(b) any goods vehicle which has an open deck for the carriage of goods and a maximum laden weight of not more than 3,500 kilogrammes and which is registered using a certificate of entitlement on or after 1st April 1998;

(c) any goods vehicle, which has an open deck for the carriage of goods, registered on or after 1st January 2010 and is to be used to carry any person on the floor of the vehicle;

[S 401/2009 wef 01/09/2009]

[S 664/2010 wef 04/11/2010]

(d) any goods vehicles which —

(i) has an open deck for the carriage of goods;

(ii) has a maximum laden weight not exceeding 3,500 kilogrammes;

(iii) is registered before 1st January 2010; and

(iv) is to be used to carry any person on the floor of the vehicle on or after 1st February 2011; or

[S 664/2010 wef 04/11/2010]

(e) any goods vehicles which —

(i) has an open deck for the carriage of goods;

(ii) has a maximum laden weight exceeding 3,500 kilogrammes;

(iii) is registered before 1st January 2010; and

(iv) is to be used to carry any person on the floor of the vehicle on or after 1st August 2011.

[S 664/2010 wef 04/11/2010]

B — TRAILERS

Overall length

52.—(1) Except as provided in this rule, the overall length of a trailer not forming part of an articulated vehicle shall not exceed 4.6 metres.

- (2) This rule shall not apply to —
- (a) a trailer constructed and normally used for the conveyance of indivisible loads of exceptional length; and
 - (b) a broken-down vehicle which is being drawn by a motor vehicle in consequence of the break down.

(3) The Registrar may, subject to such terms and conditions as he may impose, permit the use of a trailer, the overall length of which is more than 4.6 metres but less than 6.7 metres.

(4) For the purposes of this rule, the overall length of a trailer shall be treated as excluding any part of the trailer designed primarily for use as a means of attaching the trailer to another vehicle and any fitting designed for use in connection with any such part.

Brakes

53.—(1) Except as provided in this rule, every trailer which exceeds 100 kilograms in weight unladen shall be equipped with an efficient braking system the brakes of which are capable of being applied when it is being drawn to at least half the number of the wheels of the trailer, and so constructed that —

- (a) the brakes can be applied by the driver of the drawing vehicle, using the means of operation of or applying the brakes of the drawing vehicle; and
- (b) the brakes are capable of being set so as effectively to prevent 2 at least of the wheels from revolving when the trailer, whether it is attached to the drawing vehicle or not, is not being drawn.

(2) Nothing in paragraph (1)(a) shall apply to a trailer which does not exceed one metric ton in weight unladen or which is not constructed or adapted to carry any load other than its necessary gear and equipment and does not exceed 2 metric tons in weight laden, if in either case the brakes of the trailer automatically come into operation on the overrun of the trailer.

(3) Nothing in paragraph (1) shall apply to a broken-down vehicle which is being drawn by a motor vehicle in consequence of the break down.

(4) The braking system of every trailer equipped therewith shall be so constructed that it is not rendered ineffective by the non-rotation of the engine of the drawing vehicle.

Provision of mechanism for securing container to trailer

54. Every trailer designed and constructed for the carriage of one or more containers and provided with any mechanism for the fitting of twist-locks thereto shall have, for the purpose of securing the container or containers to the trailer, an adequate number of twist-locks fitted thereto.

C — PUBLIC SERVICE VEHICLES CONSTRUCTION

Definitions of this Part

55. In this Part, unless the context otherwise requires —

“back rest” includes any part of a vehicle which is available for passengers to lean against;

“emergency exit” means an exit which is provided for use in case of an emergency;

“entrance” means any aperture or space provided to enable passengers to board a vehicle;

“exit” means any aperture or space provided to enable passengers to leave a vehicle;

“permanent top” means any covering of a vehicle other than a hood made of canvas or other flexible material which is capable of being readily folded back so that no portion of such hood or any fixed structure of the roof remains vertically above any part of any seat of the vehicle, or, in the case of a double-decked vehicle, of any seat on the upper deck of the vehicle;

“vehicle” means a public service vehicle.

Height

56.—(1) Subject to paragraph (2), no vehicle shall exceed 4.0 metres in height.

[S 83/2006 wef 15/02/2006]

(2) The Registrar may, subject to such terms and conditions as he may impose, permit the use of a double-decked vehicle which is more than 4.0 metres but less than 4.5 metres in height.

[S 83/2006 wef 15/02/2006]

Stability

57.—(1) The stability of a vehicle shall be such that —

- (a) in the case of a double-decked vehicle, the point at which overturning occurs would not be passed if, when the vehicle is complete, fully equipped for service and loaded with weights placed in the correct relative positions to represent the driver, a full complement of passengers on the upper deck only and a conductor (if carried), the surface on which the vehicle stands were tilted to either side to an angle of 28° from the horizontal; and
- (b) in the case of a single-decked vehicle, the point at which overturning occurs would not be passed if, when the vehicle is complete, fully equipped for service and loaded with weights placed in the correct relative positions to represent a driver, a full complement of passengers and a conductor (if carried), the surface on which the vehicle stands were tilted to either side to an angle of 35° from the horizontal.

(2) For the purpose of ascertaining whether the requirements of paragraph (1) have been complied with, the height of any stop used to prevent a wheel of the vehicle from slipping sideways shall not be greater than two-thirds of the distance between the surface upon which the vehicle stands before it is tilted and that part of the rim of that wheel which is then nearest to the surface when the vehicle is loaded in accordance with those requirements.

(3) For the purposes of this rule, 60 kilogrammes shall be deemed to represent the weight of one person.

Suspension

58.—(1) Every vehicle shall be fitted with an efficient suspension system so designed and constructed that there is no excessive body sway.

(2) For the purposes of this rule, a tyre shall not be regarded as forming part of the suspension system.

Chassis

59.—(1) Every omnibus registered on or after 1st January 1990 shall be fitted with a chassis that is suitably designed and constructed for the carriage of passengers.

(2) Every private bus, excursion bus, private hire bus or school bus registered on or after 1st October 1996 shall be fitted with a chassis that is suitably designed and constructed for the carriage of passengers.

(3) The Registrar may require the manufacturer or importer of an omnibus to furnish such evidence that the omnibus complies with this rule.

Turning circle

60.—(1) Every vehicle shall be so constructed as to be capable of turning in either direction in a circle which does not exceed in diameter 19 metres.

(2) The Registrar may, subject to such terms and conditions as he may impose, permit the use of a vehicle so constructed as to be capable of turning in either direction in a circle which exceeds in diameter 19 metres but not 22 metres.

(3) For the purposes of this rule, a circle referred to in paragraph (1) or (2) shall be traced at ground level by the extreme outer edges of the wheel track.

Guard rails

61.—(1) If any 2 wheels on either side of a vehicle have a clear space of more than 600 millimetres between the nearest points, that space shall be effectively guarded to within 230 millimetres of the front wheel and 150 millimetres of the rear wheel and to within 250 millimetres of the ground when the vehicle is carrying no passenger and is standing on level ground.

(2) Any guard rail fitted in compliance with this rule shall be so constructed and fitted that, when necessary, by raising the rail or otherwise, access can easily be obtained to any part of the space underneath the vehicle.

62. [*Deleted by S 83/2006 wef 15/02/2006*]

Brakes

63.—(1) The brakes of one of the braking systems with which a vehicle is required to be fitted under these Rules shall be applied by pedal.

(2) Every public service vehicle registered on or after 1st July 1980 shall be equipped with a split braking system.

Steering

64.—(1) The steering mechanism of a vehicle shall be so constructed or arranged that no overlock shall be possible and that the wheels shall not in any circumstances foul any part of the vehicle.

(2) The ball and socket joints, other than spring-loaded self-adjusting spherical joints, of every steering connection of a vehicle shall not be pendant.

(3) Dust-excluding covers fitted to any joint or connection of the steering mechanism shall be capable of being easily removed to facilitate inspection.

(4) Every public service vehicle registered on or after 1st July 1980 with a carrying capacity of at least 50 persons shall be equipped with a power-operated steering mechanism.

(5) Paragraph (4) shall not apply to a public service vehicle which has been registered outside Singapore.

Brake and steering connections

65.—(1) Where the brake and steering connections of a vehicle are secured with bolts or pins, the bolts or pins shall be threaded and effectively locked.

(2) All connections made with bolts or pins under paragraph (1) shall be such that when they are in any position other than horizontal, the heads of the bolts or pins shall be uppermost.

Tyres

66. Every wheel of a vehicle shall be fitted with a pneumatic tyre of a suitable size and design.

Tyres of taxi

67.—(1) The wheels of every vehicle which is a taxi shall be fitted with pneumatic tyres which shall be —

- (a) of such dimension as may be approved by the Registrar;
and
- (b) inflated to such pressure as the Registrar may specify.

(2) The size and pressure of the tyres for any taxi shall be displayed on the dashboard of the taxi.

Taxi to have illuminated signs

68. Every vehicle which is a taxi shall be fitted on its roof with a sign of a size, colour and design approved by the Registrar, which shall —

- (a) at all times during the hours of darkness be illuminated when the taxi is available for hire; and
- (b) be clearly visible from a distance of not less than 20 metres from the front and rear of the taxi.

Hub projection

69. No portion of any wheel or any fitting thereof shall project more than 90 millimetres beyond the extreme outer face of the tyre with which the wheel is fitted when such tyre is fully inflated.

Fuel containers, carburettors, etc.

70.—(1) No fuel container of a vehicle shall be placed under any part of a gangway if that part of the gangway is within 600 millimetres of any entrance or exit of a single-decked vehicle or the lower deck of a double-decked vehicle.

(2) All fuel containers and all apparatus supplying fuel to the engine shall be so placed or shielded that no fuel overflowing or leaking therefrom can fall or accumulate upon any woodwork forming part of the vehicle or upon any other part of the vehicle or fitting thereto such that it might readily be ignited or that it can fall into any receptacle where it might accumulate.

(3) The filling points for all fuel containers shall be accessible only from the outside of the vehicle and filler caps shall be so designed and constructed that they cannot be dislodged by accidental operation.

Exhaust pipe

71.—(1) The exhaust pipe of a vehicle shall be so fitted or shielded —

- (a) that no inflammable material can fall or be thrown upon the pipe from any other part of the vehicle; and
- (b) that it is not likely to cause a fire through proximity to any inflammable material on the vehicle.

(2) The outlet of the exhaust pipe shall be either at the rear or on the off-side and far enough to the rear to prevent, so far as practicable, fumes from entering the vehicle.

Electrical equipment

72. All electrical apparatus and circuits in a vehicle shall be so constructed and installed as to guard adequately against the risk of electric shock or the outbreak of fire.

Locking of nuts

73. All moving parts of a vehicle and all parts subject to severe vibration which are connected by bolts or studs and nuts shall be fastened by —

- (a) lock nuts;
- (b) nuts and efficient spring;
- (c) lock nut washers;
- (d) castellated nuts and split pins; or
- (e) some other efficient device,

to prevent their working or coming loose.

Body

74.—(1) The body of a vehicle shall be securely fixed to the chassis.

(2) Every trap door in the floor of the vehicle shall be strong and so fitted or fastened that it cannot become dislodged by vibration.

(3) No lifting device fitted to the trap door shall project above the level of the floor.

Steps, platforms and stairs

75.—(1) The top of the tread of the lowest step provided at any entrance or exit (other than an emergency exit) of a vehicle shall not —

- (a) in the case of an omnibus which is registered on or after 15th February 2006, be more than 320 millimetres above the ground when the omnibus is empty; and
- (b) in the case of any other vehicle, be more than 430 millimetres or less than 250 millimetres above the ground when the vehicle is empty,

and all steps of the vehicle shall be fitted with non-slip treads.

[S 83/2006 wef 15/02/2006]

(2) Every fixed step of a vehicle shall not project laterally beyond the body of the vehicle unless it is so protected by the front wings of the vehicle or otherwise is such that it is not liable to injure any pedestrian.

(3) The tread of each fixed step referred to in paragraph (2) shall be at least 230 millimetres wide and the riser of such fixed step shall be not more than 230 millimetres high.

(3A) Notwithstanding paragraph (3), the Registrar may permit the tread of each fixed step referred to in paragraph (2) to be less than 230 millimetres wide if he is satisfied that by virtue of its construction and for practical reasons, it cannot be built to be at least 230 millimetres wide.

[S 83/2006 wef 15/02/2006]

(4) Without prejudice to paragraphs (1), (2) and (3), the following conditions shall also apply in the case of a double-decked vehicle:

- (a) the risers of all steps leading from the lower to the upper deck shall be closed, and no unguarded aperture shall be left at the top landing board;
- (b) all steps leading from the lower to the upper deck shall be fitted with non-slip treads;
- (c) the horizontal distance from the nearest point of the riser of the top step to the vertical line passing through the nearest point of the seat opposite to the top tread of the staircase, excluding any grab rail which does not project more than 80 millimetres from the back of the seat, shall be at least 660 millimetres; and
- (d) the outer stringer of an outside staircase shall be so constructed, or a band shall be so placed, sufficient to act as a screen to persons ascending or descending, and the height of the outer guard rail shall be at least one metre above the front of the tread of each step.

Number and positions of entrances and exits

- 76.—(1) Every vehicle must be provided with at least —
- (a) one exit (which may also be an entrance) situated on the near-side of the vehicle; and
 - (b) one emergency exit situated on the off-side or at the rear of the vehicle.

[S 661/2020 wef 01/08/2020]

(2) Where, in the case of a double-decked vehicle, access to the upper deck is obtained by means of an enclosed staircase, an emergency exit with or without a staircase shall be provided on that deck and placed otherwise than on the near-side of the vehicle.

- (3) Every entrance of a vehicle shall be on the near-side.

Width of entrances and exits

77.—(1) Other than an emergency exit, every entrance and exit of a vehicle registered —

- (a) *[Deleted by S 467/2019 wef 01/07/2019]*
- (b) on or after 1st January 1975 shall be at least 600 millimetres;
- (c) on or after 1st January 1990 shall be at least 900 millimetres for single-decked vehicle and 1200 millimetres for double-decked vehicle and the width of the exit shall be at least 600 millimetres;

[S 467/2019 wef 01/07/2019]

- (d) on or after 15 February 2006 but before 1 July 2019 as an omnibus shall be at least 1,200 millimetres and shall be fitted with a centre stanchion bar in such manner as the Registrar may specify; and

[S 467/2019 wef 01/07/2019]

- (e) on or after 1 July 2019 as an omnibus shall be at least 1,200 millimetres.

[S 467/2019 wef 01/07/2019]

[S 661/2020 wef 01/08/2020]

(2) The size of the emergency exit of a vehicle, other than an emergency exit referred to in paragraph (2A), shall be as follows:

- (a) in the case of a door, not less than 1.25 metres in height and 0.55 metres in width;
- (b) in the case of a window situated at the side, an aperture area of not less than 0.4 square metres with a height of not less than 0.5 metres and a width of not less than 0.7 metres; and
- (c) in the case of a window situated at the rear, an aperture area of not less than 0.4 square metres —
 - (i) with a height of not less than 0.5 metres and a width of not less than 0.7 metres; or
 - (ii) with a height of not less than 0.35 metres and a width of not less than 1.55 metres.

[S 83/2006 wef 15/02/2006]

(2A) The size of an emergency exit from the upper deck of a double-decked vehicle shall be as follows:

- (a) in the case of a window situated in the rear of the vehicle, that window shall not be less than 1.52 metres by 0.46 metres; or
- (b) in the case of a window situated on each side of the vehicle, the window shall have an aperture area of not less than 0.4 square metres with a height of not less than 0.5 metres and a width of not less than 0.7 metres.

[S 83/2006 wef 15/02/2006]

(2B) Where a vehicle is fitted with a window intended for use as an emergency exit —

- (a) that window shall be made of readily breakable safety glass; and
- (b) that vehicle shall be equipped with a hammer or other similar device (located in a conspicuous and readily accessible position of the vehicle) with which the glass may be broken in case of an emergency.

[S 83/2006 wef 15/02/2006]

(3) Where the same entrance is used for both the upper and lower deck of a double-decked vehicle no part of the entrance, excluding any stanchion, measured along the near-side of the vehicle shall be less than 900 millimetres in width.

(4) Where a vehicle has a seating capacity for not more than 7 persons, excluding the driver, no part of a doorway above the seat level of the vehicle shall be less than 530 millimetres in width.

[S 431/2001 wef 10/09/2001]

Doors

78.—(1) Every entrance and exit door of a vehicle shall be capable of being readily opened from inside and outside the vehicle by one operation of the locking mechanism of the entrance and exit door.

(2) For the purposes of securing the vehicle when unattended, a supplementary lock, with or without a detachable actuating mechanism, may be fitted to an entrance or exit door if such lock is so designed and constructed that the door can at all times be opened by a person inside the vehicle by one operation of the ordinary locking mechanism.

(3) In a vehicle, all door handles or levers to door catches shall be so designed and fitted that they are not likely to become dislodged or be operated accidentally.

(4) Where any entrance is provided with a door which is designed to remain open when the vehicle is in motion, suitable fastenings shall be provided to hold such door securely open.

(5) A grab handle shall be fitted on a vehicle to each entrance or exit other than an emergency exit to assist passengers in boarding or alighting from the vehicle.

(6) All doors of a vehicle shall be so designed as to be readily opened, if necessary, from both inside and outside the vehicle.

(7) Every door of a vehicle shall operate so as not to obstruct clear access to any entrance or exit from outside or inside the vehicle.

Doors to be fitted with sound producing device

79.—(1) Every door, except any door provided solely for use during an emergency or for the driver, of a vehicle registered as a school bus under the Road Traffic (Public Service Vehicles) Rules (R 14), shall be fitted with a device for producing a sound when the door is not fully closed.

(2) The device shall be fitted to a school bus near the driver’s seat and within the interior of the school bus so that any sound produced by the device is mainly confined within the school bus.

(3) The sound emitted by the device connected to the door of a school bus shall be sufficiently loud to warn the driver and any passenger of the school bus that the door is not fully closed, but shall not be unduly harsh, shrill, loud or alarming.

(4) The owner and the driver of a school bus shall ensure that the device connected to its door is in proper working condition at all times.

(5) Any person who modifies or tampers with the working of the device connected to the door of a school bus in a manner that is likely to prevent the device from producing a sound when the door is not fully closed shall be guilty of an offence and shall be liable on conviction to a fine not exceeding \$200.

Doors to be equipped with warning light

79A.—(1) This rule shall apply to —

(a) every vehicle licensed as a school bus under the Road Traffic (Public Service Vehicles) Rules (R 14) —

(i) with effect from 1st July 2005, where the school bus is so licensed before 4th January 2005; and

(ii) with effect from 4th January 2005, where the school bus is so licensed on or after that date; and

(b) every vehicle licensed as an excursion bus, a private hire bus or a private bus under the Road Traffic (Public Service Vehicles) Rules and which is used to convey school children to and from their school —

- (i) with effect from 1st July 2005, where the bus is so licensed before 4th January 2005; and
- (ii) with effect from 4th January 2005, where the bus is so licensed on or after that date.

(2) Every vehicle to which this rule applies shall be fitted with a device so as to operate simultaneously —

- (a) every direction indicator of the vehicle; and
- (b) the warning light illuminating the marking set out in Diagram 1 of the Schedule,

[S 83/2006 wef 15/02/2006]

when any door (except the driver's door or any door provided solely for use during an emergency) of the vehicle is opened and is not fully closed.

(3) The device required to be fitted under paragraph (2) may include a switch that allows the driver to turn off the warning light illuminating the marking set out in Diagram 1 of the Schedule when the vehicle is not used to convey school children to and from their school.

[S 83/2006 wef 15/02/2006]

(4) The marking set out in Diagram 1 of the Schedule shall meet the following requirements:

- (a) it shall be constructed with a body casing of plastic material and the front face of the casing shall be affixed with white and red wide-angle prismatic retro-reflective material with black figures at the centre;
- (b) the retro-reflective material shall be triangular in shape with a size of up to 1½ times the specified dimensions as set out in Diagram 1 of the Schedule;

[S 83/2006 wef 15/02/2006]

- (c) the retro-reflective material shall comply with ASTM Standards D4956 Type VII, Type VIII or Type IX (Specifications for retro-reflective sheeting for traffic control);

- (d) the red portion of the marking shall be equipped with a warning light to illuminate the marking in accordance with paragraph (5); and
- (e) it shall be securely affixed inside the vehicle at the bottom right portion of its rear windscreen as seen from outside of the vehicle.

[S 83/2006 wef 15/02/2006]

(5) The warning light illuminating the marking set out in Diagram 1 of the Schedule —

- (a) shall comprise at least 50 units of ultra-bright red light emitting diodes (LEDs) arranged in 2 rows per side;
- (b) shall not be obstructed by the retro-reflective materials on the marking;
- (c) shall have a luminous intensity of at least 2500 milli-candela; and
- (d) shall, when the device required to be fitted under paragraph (2) is not switched off, display regular flashes of red light that alternate between the 2 rows of LEDs —
 - (i) at the rate of at least 60, and not more than 120, flashes a minute, with each flash being of such duration so as to permit the light to achieve its full brightness and to be fully observable to the eye at a reasonable distance; and
 - (ii) automatically when any door (except the driver's door or any door provided solely for use during an emergency) of the vehicle is opened and is not fully closed.

[S 5/2005 wef 04/01/2005]

[S 83/2006 wef 15/02/2006]

Power-operated doors

80.—(1) Every door of a vehicle having a seating capacity for more than 30 persons, excluding the driver, and registered after 1st January

1975 shall be a power-operated door controlled by the driver unless such door is used solely as an emergency exit or by the driver.

(2) The means by which a power-operated door of a vehicle may be opened in an emergency shall be provided inside and outside the vehicle on or adjacent to the door, and such means shall be clearly indicated.

(3) There shall also be an indication that such means may be used by passengers in the vehicle only in an emergency.

(4) The storage and transmission system of the power for operating the door shall be such that the operation of the door does not adversely affect the efficiency of the braking system of the vehicle.

(5) The storage and transmission system referred to in paragraph (4) shall be so designed and constructed that in the event of the system becoming inoperative the door can be operated manually from inside and outside the vehicle.

Marking, positioning and operation of emergency exits

81.—(1) All emergency exits of a vehicle shall —

(a) be clearly marked as such inside and outside the vehicle, in letters not less than 25 millimetres high;

[S 83/2006 wef 15/02/2006]

(b) be fitted with doors which open outwards or windows;

[S 661/2020 wef 01/08/2020]

(c) be easily accessible to the passengers; and

(d) in the case of a single-decked vehicle, or the lower deck of a double-decked vehicle, be so situated that passengers can step directly from the passage referred to in paragraph (3), to outside the vehicle.

(1A) Despite paragraph (1)(b), an emergency exit of a vehicle must be fitted with a door which opens outwards if the vehicle is provided with —

(a) only one exit, which is also the only entrance; and

- (b) no other emergency exit fitted with a door which opens outwards.

[S 661/2020 wef 01/08/2020]

(2) The means of operation of all emergency exits of a vehicle shall be clearly indicated.

(3) Between every emergency exit and a gangway there shall be a passage which is —

- (a) not of less dimensions than those prescribed for a gangway in rule 83(1); and
- (b) so designed that a vertical line projected upwards from the centre line of the passage at floor level shall, to a height of 760 millimetres from the floor level, be laterally not less than 150 millimetres from any part of the vehicle.

(4) In a vehicle the means of operation of all the doors of emergency exits other than those provided in the upper deck of a double-decked vehicle shall be readily accessible to persons of normal height standing at ground level outside the vehicle.

Device to warn driver when emergency exit door is not fully closed

81A.—(1) Every new vehicle which has an emergency exit door shall be fitted with a device which causes a warning light to flash at the dashboard and a sound to be emitted when the door is not fully closed.

(2) Such device shall be fitted inside the vehicle near the driver's seat so that any sound emitted is confined mainly to the interior of the vehicle.

(3) The sound emitted by such device shall be sufficiently loud to warn the driver and any passenger of the vehicle that the emergency exit door is not fully closed, but shall not be unduly harsh, shrill, loud or alarming.

(4) The owner and the driver of a vehicle shall ensure that such device is in proper working condition at all times.

(5) Any person who modifies or tampers with the working of such device in a way that is likely to prevent the device from working in the manner prescribed in paragraph (1) shall be guilty of an offence and shall be liable on conviction to a fine not exceeding \$200.

Access to exits

82.—(1) Subject to paragraph (2), there shall be unobstructed access from every seat in a vehicle to at least 2 exits.

(2) Nothing in paragraph (1) shall apply to any seat in a vehicle which is placed beside the driver's seat if there is unobstructed access to that seat by means of an entrance other than the driver's entrance.

(3) No seat in a vehicle shall be fitted to any door of the vehicle.

(4) In the case of a double-decked vehicle which has a barrier place at the foot of the staircase leading to the upper deck, the vehicle shall not be treated as failing to comply with paragraph (1) by reason only that when the barrier is in position it would effectively prevent passengers from gaining access to the upper deck.

(5) Direct access shall be provided to the driver's seat either from the off-side of the vehicle or by means of a passage which shall not be of less dimensions than those prescribed for a gangway in rule 83(1).

Width of gangways

83.—(1) Subject to paragraphs (2), (3) and (4), the width of every gangway of a vehicle shall be not less than —

- (a) 300 millimetres up to a height of 760 millimetres above the level of the deck of the vehicle; and
- (b) 360 millimetres at heights exceeding 760 millimetres above the level of the deck of the vehicle.

(2) A vertical line projected upwards in a vehicle from the centre line of a gangway at deck level shall, to the height prescribed in rule 84 as the height of that gangway, be laterally not less than 150 millimetres from any part of the vehicle other than the roof above the gangway.

(3) In the case of a double-decked vehicle no part of a gangway which serves as a joint means of access from any entrance to both the upper and lower decks shall be less than 900 millimetres in width.

(4) For the purposes of this rule, when any space in front of a seat in a vehicle is required for the accommodation of seated passengers, the space within 230 millimetres of that seat shall not be taken into account in measuring the width of a gangway.

Height of gangways

84.—(1) The clear height at every point along the centre line of a gangway between the limits specified in paragraph (3) shall be —

- (a) in the case of a single-decked vehicle, other than a school bus and the lower deck of a double-decked vehicle, not less than 1.8 metres if the vehicle has a seating capacity for more than 14 persons, excluding the driver, and 1.4 metres in any other case;
- (b) in the case of the top deck of a double-decked vehicle, not less than 1.67 metres; and
- (c) in the case of a single-decked vehicle which has a seating capacity for more than 14 persons, excluding the driver, and is a private car (school transport), not less than 1.7 metres.

(2) The clear height at every point along the centre line of a gangway, outside the limits specified in paragraph (3), shall be not more than 100 millimetres lower than the clear height prescribed in paragraph (1).

(3) The clear height prescribed in paragraph (1) shall extend from the front edge of the foremost passenger seat adjacent to the gangway to the front edge of the rearmost passenger seat adjacent to that gangway.

Handrails and handstraps

85.—(1) Every vehicle which is designed and constructed to convey standing passengers shall have within the vehicle, a

sufficient number of handrails and handstraps attached to the roof thereof.

(2) Every handrail fitted to a vehicle, registered after 1st January 1975, shall be not less than 30 millimetres in diameter and shall be covered with a plastic sheath.

(3) Every handstrap fitted to a vehicle shall be attached to a handrail in such manner as not to enable it to slide along the handrail.

Seats

86.—(1) The supports of all seats in a vehicle shall be securely fixed in position.

(2) Every seat in a vehicle shall have a back rest so closed or otherwise constructed as to prevent, as far as practicable, the pockets of passengers from being picked.

(3) All passenger seats on a vehicle shall be so fitted that —

(a) the distance between any part of the back rest of any seat placed lengthwise and the corresponding part of the back rest of the seat facing it shall be at least 1.4 metres;

(b) there is a clear space of at least 690 millimetres in front of the whole length of the top of the back rest of every transverse seat, any handle or grip which do not project more than 100 millimetres from the back rest being disregarded when measuring the clear space herein referred to; and

(c) there is clear space of at least 480 millimetres between any part of the front edge of any transverse seat and any part of any other seat which faces it.

(4) In this rule, “back rest” includes any part of a vehicle which is available for seated passengers to lean against.

(5) All passenger seats on a vehicle shall provide an adequate degree of comfort with suitable padded seats and seat backs.

(6) No seat in a vehicle shall be placed in such a position as to cause discomfort to passengers.

(7) Where a seat in a vehicle is so placed that a passenger seated upon it is liable to be thrown forward through an entrance to or exit from the vehicle or down a stairway therein, an effective screen or guard shall be placed so as to afford adequate protection against any such occurrence to a passenger occupying that seat.

(8) No part of any seat on the left hand side of the driver's seat in a vehicle shall be in front of a line passing through the front edge of the driver's seat at right angles to the longitudinal axis of the vehicle, and any seat on the left of the driver's seat and in line with it must face forward.

(9) The shortest distance between the edge of the well of any step in a vehicle and a vertical plane passing through the front edge of any seat in the vehicle shall be at least 230 millimetres.

Side windows

87. Every side window of a single-decked vehicle with a permanent top or the lower deck of a double-decked vehicle shall have, to a height of at least one metre above the deck level, rails or other adequate means which shall prevent a child from stretching his neck out of the window.

Artificial lighting

88. Adequate internal lighting shall be provided in every vehicle for the illumination of every deck.

Ventilation

89. Adequate ventilation shall be provided in a vehicle for passengers and the driver without the necessity for opening any main window or windscreen.

Driver's accommodation

90.—(1) Every vehicle shall be so designed that the driver, when sitting in his seat, has adequate room and can easily reach and operate the controls, including the devices for controlling the direction indicators and stop lights.

(2) The accommodation for the driver shall be so arranged as to afford adequate protection in bad weather, and means shall be provided, where necessary, to prevent light from the interior of the vehicle from incommoding the driver.

(3) Where a space is provided for any passenger on the left side of a driver's seat in a vehicle having a seating capacity for more than 6 persons, excluding the driver, the space for the driver's seat shall be divided off —

- (a) by means of a solid partition behind that seat and having a height of not less than one metre from the deck level; and
- (b) by means of a continuation of the partition or guard rails on the left of the seat and at least 460 millimetres from the centre of the steering column.

Driver's seat

91.—(1) There shall not be any seat, gangway or passage on the right side of the driver's seat in a vehicle.

(2) The driver's seat shall be capable —

- (a) of being adjusted in a vertical direction and in a horizontal direction parallel to the longitudinal axis of the vehicle; and
- (b) of being firmly secured in any desired position within the limits of such adjustments.

(3) The range of the adjustments referred to in paragraph (2) shall —

- (a) permit the seat to be fixed in a position such that the horizontal distance between the nearest part of the steering wheel and the back rest of the seat is 360 millimetres and the vertical distance between the lowest part of the steering wheel and the horizontal plane level with the top of the seat cushion is 250 millimetres; and
- (b) permit the seat to be adjusted at least 50 millimetres forward, backwards, upwards and downwards from that position.

Passengers' communication with driver

92. Adequate means shall be provided in every vehicle to enable any passenger to signal to the driver to stop.

Wireless apparatus

93. No wireless receiving apparatus or sound transmitting apparatus shall be fitted to a vehicle except with the written permission of the Registrar.

General construction

94. Every vehicle shall comply in all respect with such of the requirements as to the construction, weight and equipment of motor vehicles contained in this Part as are applicable to the vehicle.

PART III

RULES RELATING TO THE EQUIPMENT OF PUBLIC SERVICE VEHICLES

Transmission system of omnibus

95.—(1) Every omnibus registered on or after 1st July 1980 with a carrying capacity of at least 50 persons shall be equipped with an automatic or a semi-automatic transmission system.

(2) Paragraph (1) shall not apply to a vehicle which has been registered outside Singapore.

Fire extinguishing apparatus

96.—(1) There shall be carried by every public service vehicle, having a seating capacity for more than 6 persons, excluding the driver, in such a position as to be readily available for use and otherwise in accordance with paragraphs (2) and (3), suitable and efficient apparatus for extinguishing fire.

(2) The apparatus referred to in paragraph (1) shall comply with such specifications and standards as the Registrar may specify.

[S 83/2006 wef 15/02/2006]

- (3) Such apparatus shall —
- (a) be clearly marked with the appropriate approved standard specification number and with the name and address of the manufacturer or the vendor thereof; and
 - (b) at all times be maintained in good and efficient working order.

First aid equipment

97.—(1) There shall be carried by every public service vehicle having a seating capacity for more than 6 persons, excluding the driver, a suitable receptacle containing the first aid dressings and appliances specified in paragraph (4).

(2) The receptacle referred to in paragraph (1) shall be carried in such a position as to be readily available for use and shall be prominently marked.

(3) The first aid dressings and appliances referred to in paragraph (1) shall be of the quality and standard prescribed in paragraph (5) and shall at all times be maintained in good condition.

(4) The following first aid dressings and appliances shall be carried by a public service vehicle:

- (a) one telescopic splint;
- (b) one constrictive bandage;
- (c) one large sterilised dressing suitable for burns and wounds (not less than 75 millimetres × 75 millimetres);
- (d) 3 medium sterilised wound dressings (gauze and wool or lint and wool not less than 50 millimetres × 50 millimetres);
- (e) sterilised cotton wool (at least 50 grammes);
- (f) 3 roller bandages (75 millimetres × 5 metres);
- (g) 2 triangular bandages;
- (h) one roll of surgical strapping (at least 25 millimetres × 2.5 metres or 10 millimetres × 4.5 metres);

- (i) one pair of rustless scissors; and
- (j) one box of large strong safety pins.

(5) All materials for dressings and bandages, including cotton wool, shall be those designated in, and of a grade or quality not lower than the standards prescribed by, the current British Pharmaceutical Codex.

(6) All instruments and appliances shall be of reliable quality and suitable design and construction.

PART IIIA

RULES RELATING TO WHEELCHAIR ACCESSIBILITY REQUIREMENTS OF CERTAIN PUBLIC SERVICE VEHICLES

[S 83/2006 wef 15/02/2006]

Definitions of this Part

97A. In this Part, unless the context otherwise requires —

“boarding lift” means a lift fitted to a vehicle for the purpose of allowing a wheelchair user to board and alight from the vehicle;

“boarding ramp” means a ramp fitted to a vehicle for the purpose of allowing a wheelchair user to board and alight from the vehicle;

“contrast” means a contrast in the amount of light which is reflected by the surface of a part of a vehicle or its equipment which is required by this Part to contrast;

“g” means a rate of change of velocity of 9.81 m/s²;

“optical device” means any device (including a mirror, closed circuit television and optical cable) which provides the driver of a vehicle with a view of an area of the vehicle;

“portable ramp” means a ramp which is carried on a vehicle for the purpose of allowing a wheelchair user to board and alight from the vehicle;

“reference wheelchair” means a wheelchair occupied by a wheelchair user having the dimensions shown in Diagram 2 of the Schedule;

“vehicle” means —

- (a) any omnibus registered on or after 15th February 2006; or
- (b) any public service vehicle which is constructed or adapted to provide access for a wheelchair user and which has a seating capacity of more than 22 persons (excluding the driver);

“wheelchair restraint system” means a system which is designed to keep a wheelchair restrained within the wheelchair space;

“wheelchair space” means the space provided in a vehicle for the purpose of carriage of a wheelchair and a wheelchair user;

“wheelchair user” means a disabled person using a wheelchair;

“wheelchair user restraint system” means a system which is designed to keep a wheelchair user restrained in a wheelchair.

[S 83/2006 wef 15/02/2006]

Wheelchair space

97B.—(1) A vehicle shall be fitted with at least one wheelchair space.

(2) A wheelchair space shall not be less than —

- (a) 1,300 millimetres measured in the longitudinal plane of the vehicle;
- (b) 750 millimetres measured in the transverse plane of the vehicle; and
- (c) 1,500 millimetres measured vertically from any part of the floor of the wheelchair space.

(3) Any wheelchair space shall be fitted to the lower deck of a double-deck vehicle.

(4) A vehicle which is not adapted to carry standing passengers shall be fitted with a wheelchair space which allows a wheelchair user to face the front of the vehicle.

(5) A vehicle which is adapted to carry standing passengers shall be fitted with a wheelchair space which allows a wheelchair user to face either the front or the back of the vehicle.

(6) A seat which —

(a) can be tipped or folded and be easily moved out of a wheelchair space; or

(b) can be quickly dismantled or removed and be safely stowed,

may lie within the wheelchair space.

(7) There shall be a sign on or near any seat referred to in paragraph (6) stating the words “Please give up this seat for a wheelchair user” or words of equivalent meaning.

[S 83/2006 wef 15/02/2006]

Forward-facing wheelchair

97C.—(1) This rule shall apply where a vehicle is fitted with a wheelchair space which allows a wheelchair user to face the front of the vehicle.

(2) A wheelchair space shall be fitted with a wheelchair user restraint system and a wheelchair restraint system.

(3) A wheelchair user restraint system shall comprise —

(a) at least 2 anchorage points; and

(b) a lap belt,

which meet the specifications as specified in the Road Traffic (Motor Vehicles, Seat Belts) Rules (R 15).

(4) A wheelchair restraint system shall —

(a) comply with the dynamic test carried out in accordance with paragraph (6) (when the wheelchair restraint system is attached to anchorages in accordance with paragraph (6)(a)(i)) and be securely attached to vehicle

anchorages which comply with the static test carried out in accordance with paragraph (5); or

- (b) be securely attached to vehicle anchorages such that the combination of restraint and anchorages comply with the dynamic test carried out in accordance with paragraph (6) (when the wheelchair restraint system is attached to anchorages in accordance with paragraph (6)(a)(ii)).

(5) A static test on the anchorage points for a wheelchair restraint system shall be carried out as follows:

- (a) a representative section of the vehicle structure together with any fitting provided in the vehicle which is likely to contribute to the strength or rigidity of the structure shall be used;
- (b) in the case of anchorages provided for a wheelchair restraint system fitted to a vehicle with maximum laden weight not exceeding 5,000 kilograms —
 - (i) a force of 11,100 N shall be applied in the longitudinal plane of the vehicle and towards the front of the vehicle; and
 - (ii) a force of 5,500 N shall be applied in the longitudinal plane of the vehicle and towards the rear of the vehicle;
- (c) in the case of anchorages provided for a wheelchair restraint system fitted to a vehicle with maximum laden weight exceeding 5,000 kilograms —
 - (i) a force of 7,400 N shall be applied in the longitudinal plane of the vehicle and towards the front of the vehicle; and
 - (ii) a force of 3,700 N shall be applied in the longitudinal plane of the vehicle and towards the rear of the vehicle; and
- (d) the forces specified in sub-paragraph (b) or (c) shall be —
 - (i) applied by means of a device reproducing the geometry of the wheelchair restraint system;

- (ii) applied at a height of not less than 200 millimetres and not more than 300 millimetres measured vertically from the floor of the wheelchair space;
 - (iii) applied simultaneously, at an angle of $10^{\circ} \pm 5$ above the horizontal plane, in the forward direction and rearward direction;
 - (iv) applied as rapidly as possible through the central vertical axis of the wheelchair space; and
 - (v) maintained for a period of not less than 0.2 seconds.
- (6) A dynamic test on a wheelchair restraint system shall be carried out as follows:
- (a) the wheelchair restraint system shall be attached to —
 - (i) anchorages fixed to a test rig which represents the geometry of the anchorages in a vehicle; or
 - (ii) anchorages forming part of a representative section of the vehicle structure together with any fitting provided in the vehicle which is likely to contribute to the strength or rigidity of the structure;
 - (b) a representative wheelchair test trolley of mass 85 kilograms shall, from a speed of between 48 km/h and 50 km/h to rest, be subject to a deceleration-time pulse in the forward direction which —
 - (i) exceeds 15 g for a cumulative period of at least 0.04 seconds;
 - (ii) exceeds 20 g for a cumulative period of at least 0.015 seconds;
 - (iii) exceeds 15 g but does not exceed 28 g, for a cumulative period of not more than 0.08 seconds;
 - (iv) is for an overall duration of at least 0.075 seconds and not more than 0.12 seconds; and
 - (c) a representative wheelchair test trolley of mass 85 kilograms shall, from a speed of between 48 km/h

and 50 km/h to rest, be subject to a deceleration-time pulse in the rearward direction which —

- (i) exceeds 5 g for a cumulative period of at least 0.015 seconds; and
- (ii) exceeds 5 g but does not exceed 8 g, for a cumulative period of not more than 0.02 seconds.

(7) For the purpose of this rule, a static test or a dynamic test shall be taken to be complied with only if —

- (a) no part of the wheelchair restraint system has failed, or has become detached from its anchorage or from the vehicle, during the test;
- (b) mechanisms to release the wheelchair and wheelchair user are capable of release after completion of the test;
- (c) the wheelchair does not move more than 200 millimetres in the longitudinal plane of the vehicle during the test; and
- (d) no part of the wheelchair restraint system is deformed to such an extent after completion of the test that, because of any sharp edge or other protrusion, the part is capable of causing injury.

[S 83/2006 wef 15/02/2006]

Rearward-facing wheelchairs

97D.—(1) This rule shall apply where a vehicle is fitted with a wheelchair space which allows a wheelchair user to face the rear of the vehicle.

(2) A wheelchair space shall have a backrest which is —

- (a) fitted near the front end of the wheelchair space with a padded surface facing the rear of the vehicle; and
- (b) positioned centrally with respect to the front end of the wheelchair space.

(3) A backrest referred to in paragraph (2) shall comply with the following requirements:

- (a) the bottom edge of the backrest shall be at a height of not less than 350 millimetres and not more than 480 millimetres measured vertically from the floor of the wheelchair space;
- (b) the top edge of the backrest shall be at a height of not less than 1,300 millimetres measured vertically from the floor of the wheelchair space;
- (c) the width of the backrest —
 - (i) shall not be less than 270 millimetres and shall not be more than 420 millimetres up to a height of 830 millimetres measured vertically from the floor of the wheelchair space; and
 - (ii) shall not be less than 270 millimetres and shall not be more than 300 millimetres at heights exceeding 830 millimetres measured vertically from the floor of the wheelchair space;
- (d) the backrest shall be fitted at an angle of not less than 4° and not more than 8° to the vertical with the bottom edge of the backrest positioned closer to the rear of the vehicle than the top edge;
- (e) the padded surface of the backrest shall form a single and continuous plane;
- (f) the padded surface of the backrest shall —
 - (i) pass through any point on an imaginary vertical plane situated at the front end of the wheelchair space;
 - (ii) be situated not less than 100 millimetres and not more than 120 millimetres measured horizontally from the front end of the wheelchair space towards the rear of the vehicle; and
 - (iii) be situated not less than 830 millimetres and not more than 870 millimetres measured vertically from the floor of the wheelchair space; and

- (g) the backrest shall not deflect more than 100 millimetres or suffer permanent deformation or damage when a load of 2,000 N is applied —
- (i) by means of a block 200 millimetres × 200 millimetres in the longitudinal plane of the vehicle towards the front of the vehicle to the centre of the padded surface of the backrest;
 - (ii) at a height of not less than 600 millimetres and not more than 800 millimetres measured vertically from the floor of the wheelchair space; and
 - (iii) for a minimum of 2 seconds.
- (4) A wheelchair space shall be fitted with a horizontal handrail which shall —
- (a) be fitted along at least one of the longitudinal sides of the wheelchair space;
 - (b) be at a height of not less than 850 millimetres and not more than 1,000 millimetres measured vertically from the floor of the wheelchair space;
 - (c) run continuously from a point not more than 300 millimetres to a point not less than 1,000 millimetres, both points measured horizontally from the front end of the wheelchair space towards the rear of the vehicle;
 - (d) not extend into the wheelchair space by more than 90 millimetres measured horizontally from the edge of the wheelchair space;
 - (e) be capable of being easily and firmly gripped by a wheelchair user;
 - (f) have a circular cross section with a diameter of not less than 30 millimetres and not more than 35 millimetres;
 - (g) have a clear space of not less than 45 millimetres between any part of the vehicle and all parts of a handrail other than its mountings;

- (h) have a slip-resistant surface; and
 - (i) contrast with the parts of the vehicle adjacent to the handrail.
- (5) A clear space of not less than 750 millimetres shall be maintained in the lateral plane of a wheelchair space.
- (6) For the purpose of restricting the lateral movement of a reference wheelchair, there shall be a distance of not more than 900 millimetres (measured in the lateral plane of the wheelchair space) between any 2 of the following adjacent means of support fitted on each side of a wheelchair space:
 - (a) a vertical stanchion;
 - (b) a retractable rail;
 - (c) a partition;
 - (d) a side wall or equipment fitted to the side wall.
- (7) A vertical stanchion referred to in paragraph (6)(a) shall —
 - (a) be situated near the front end of the wheelchair space;
 - (b) run continuously from the floor of the wheelchair space to a height of not less than 1,500 millimetres; and
 - (c) comply with the following requirements:
 - (i) the base of the stanchion shall not be less than 400 millimetres and not more than 560 millimetres measured horizontally from the front end of the wheelchair space towards the rear of the vehicle; and
 - (ii) at heights exceeding 775 millimetres measured vertically from the floor of the wheelchair space, the stanchion shall not be less than 540 millimetres and not more than 560 millimetres measured horizontally from the front end of the wheelchair space towards the rear of the vehicle.
- (8) A retractable rail, a partition, or a side wall or equipment fitted to the side wall, referred to in paragraph (6)(b), (c) and (d), respectively, shall —

- (a) extend continuously from a point not more than 200 millimetres to a point not less than 540 millimetres, both points measured horizontally from the front end of the wheelchair space towards the rear of the vehicle; and
 - (b) be at a height of not less than 600 millimetres and not more than 800 millimetres measured vertically from the floor of the wheelchair space.
- (9) Any means of support referred to in paragraph (6) shall not deflect more than 50 millimetres or suffer permanent deformation or damage when a load of 1,000 N comprising a block measuring 200 millimetres × 200 millimetres is applied —
- (a) in the transverse plane of the wheelchair space;
 - (b) to the centre of the means of support at a height of not less than 600 millimetres and not more than 800 millimetres measured vertically from the floor of the wheelchair space; and
 - (c) for a minimum of 2 seconds.
- (10) In this rule, “front end of a wheelchair space” means the end of a wheelchair space that is closer to the front of the vehicle to which the wheelchair space is fitted.

[S 83/2006 wef 15/02/2006]

Boarding lifts and ramps

97E.—(1) A vehicle shall —

- (a) be fitted with at least one boarding lift or one boarding ramp; or
 - (b) carry at least one portable ramp.
- (2) A boarding lift or boarding ramp fitted to a vehicle —
- (a) shall have a safe working load of not less than 300 kilograms;
 - (b) when subject to a uniformly distributed mass equal to 125% of the safe working load for a period of not less than

10 seconds, shall not suffer any permanent deformation or damage when the load is removed;

- (c) shall have its maximum safe working load marked in a position which is clearly visible to the operator of the lift or ramp; and
- (d) shall not allow the vehicle in the normal course to be driven away, unless the lift or ramp is at its normal position of vehicle travel.

(3) Any boarding ramp fitted to a vehicle shall comply with the following requirements:

- (a) the surface of the ramp shall not be less than 800 millimetres in width;
- (b) no part of the surface of a ramp and no part of the vehicle shall present an obstruction greater than 15 millimetres in height measured along a plane parallel to, and above, the surface of the ramp, and in the direction of travel of a reference wheelchair when moved into or from the vehicle;
- (c) with the vehicle on a flat surface, in the normal condition for a wheelchair user to board or alight, and with the ramp extended and sitting on a kerb of 150 millimetres in height measured vertically from and parallel to the ground, the surface of a ramp shall have a slope measured over the surface of not more than 7° relative to the ground;
- (d) at the intersection of the surface of the kerb and the surface of the ramp, the surface of the ramp shall have a slope of not more than 15° relative to the ground over a distance of not more than 150 millimetres (measured along the surface of the ramp and parallel to the direction of travel of a reference wheelchair when it is moved from the kerb and onto the ramp surface);
- (e) at any point other than the intersection referred to in sub-paragraph (d), the surface of the ramp shall have a slope of not more than 15° relative to the ground over a distance of not more than 150 millimetres (measured along the surface of the ramp and parallel to the direction of

travel of a reference wheelchair when it is moved into the vehicle) and rising to a height of not more than 15 millimetres (measured above and parallel to the surface of the ramp);

- (f) with the vehicle on a flat surface and in the normal condition for a wheelchair user to board or alight, the ramp shall be capable of being extended to, and of sitting on, that surface, and in this position, the surface of the ramp shall have a slope measured over the surface of not more than 20° relative to the ground;
- (g) a ramp shall be free of any sharp edge or other protrusion capable of causing injury; and
- (h) around and abutting each of the edges of a ramp, there shall be a band of colour of not less than 50 millimetres in width which shall contrast with the remainder of the ramp surface.

(4) Any boarding lift fitted to a vehicle shall comply with the following requirements:

- (a) a lift platform shall not be less than 750 millimetres in width and not be less than 1,200 millimetres in length (excluding the device referred to in sub-paragraph (b)(i));
- (b) unless a boarding lift platform is in the lowered position and resting on a surface from which a wheelchair user can board, the following shall apply:
 - (i) along any side of the lift platform from which a wheelchair user will move on to, or move from, the lift platform, a device of a height not less than 100 millimetres measured vertically above the surface of the lift platform shall operate automatically as the lift is raised above the lowered position;
 - (ii) when the lift platform is raised to a position which can allow a wheelchair user to move from the lift platform to the floor of the vehicle, the device referred to sub-paragraph (i) shall permit the

- wheelchair user unobstructed access to the floor of the vehicle;
- (iii) along any other side, there shall be a device or structure of a height not less than 25 millimetres measured vertically above the surface of the lift platform; and
 - (iv) part of the vehicle structure may fulfil the requirements in sub-paragraph (i) or (iii) throughout the operating range of the lift provided that any gaps in the structure are unlikely to cause injury while the lift is in motion;
- (c) the vertical operating speed of a lift platform shall not exceed 0.15 m/s;
- (d) with the vehicle on a flat surface and in the normal condition for a wheelchair user to board or alight, the lift shall be capable of being lowered to and of sitting on that surface;
- (e) where the vertical travel of the lift platform exceeds 500 millimetres, at least one side of the lift platform shall be fitted with a handrail which —
- (i) if fitted to the lift platform, shall be at a height of not less than 650 millimetres or more than 1,100 millimetres measured vertically from the surface of the lift platform; or
 - (ii) if the handrail does not move with the lift platform, shall provide a grasping point for a wheelchair user at a height of not less than 650 millimetres or more than 1,100 millimetres measured vertically from the surface of the lift platform throughout the range of the vertical travel; and
- (f) around and abutting each of the edges of a lift, there shall be a band of colour of not less than 50 millimetres in width which shall contrast with the remainder of the lift surface.

(5) Any power-operated boarding lift or power-operated boarding ramp fitted to a vehicle —

- (a) shall be capable of operation —
 - (i) by means of a control situated in the driver's cab; or
 - (ii) by means of a control situated adjacent to the lift or ramp which shall only be capable of operation by means of a master control situated in the driver's cab;
- (b) shall produce an audible signal when in operation;
- (c) shall be capable of manual operation, failing which a portable ramp shall be provided;
- (d) where the vehicle is fitted with more than one lift or ramp, shall provide for at least one lift or ramp to be capable of manual operation, failing which a portable ramp shall be provided; and
- (e) shall not be capable of operation when the vehicle is in motion.

(6) Any power-operated boarding ramp shall be fitted with a safety device which stops the movement of the ramp if —

- (a) the ramp is subject to a reactive force not exceeding 150 N in any direction; and
- (b) that motion could cause injury to any person.

(7) Where a power-operated boarding lift fitted to a vehicle can only be operated by means of a control situated in the driver's cab, sensors shall be provided.

(8) The sensors referred to in paragraph (7) shall be capable of stopping the movement of the lift platform if it comes into contact with any thing or person while it is in motion.

(9) Where a power-operated boarding lift is fitted to a vehicle, and there are areas of that lift which are not visible to a person operating the lift, the lift shall be fitted with a stop control which is within easy reach of any user of the lift and which can be operated with the palm of the hand.

(10) Where the operation of a power-operated boarding lift is stopped by the sensors referred to in paragraph (8) or the stop control referred to in paragraph (9), the lift platform must be capable of being reversed.

(11) Where a portable ramp is carried in a vehicle, the ramp —

- (a) shall not be easily moved when it is being used by a wheelchair user and it is in the normal position for the wheelchair user to board or alight from the vehicle;
- (b) shall be provided with a stowage position in a position where it is readily available for use;
- (c) shall be capable of being securely stowed in the stowing position so as to minimise the risk of injury to any person; and
- (d) shall comply with the requirements in paragraphs (2)(a), (b) and (c) and (3) as if references to “boarding ramp” were references to “portable ramp”.

(12) In this rule “master control” means a control which enables another control to activate the relevant system, but which is not itself alone capable of activating that system.

[S 83/2006 wef 15/02/2006]

Entrances and exits

97F.—(1) Notwithstanding rule 77(1), any entrance or exit of a vehicle which is intended to provide access for a wheelchair user shall have a clear unobstructed width of not less than 800 millimetres.

(2) Subject to paragraph (3), where an entrance or exit of a vehicle which is intended to provide access for a wheelchair user is fitted with a power-operated boarding lift or a power-operated boarding ramp which is not within the direct field of vision of the driver —

- (a) the entrance or exit shall be fitted with an optical device; and
- (b) the optical device shall enable the driver to have a clear unobstructed view of the inside and outside of the door area and of the operation of the lift or ramp.

(3) Paragraph (2) shall not apply to a power-operated boarding lift or a power-operated boarding ramp which can only be operated by a control fitted in accordance with rule 97E(5)(a)(ii).

[S 83/2006 wef 15/02/2006]

Gangways

97G. Notwithstanding rule 83(1), any gangway between a wheelchair space and an entrance or exit of a vehicle intended to provide access for a wheelchair user —

- (a) shall allow a reference wheelchair to be moved from an entrance to the wheelchair space and from the wheelchair space to an exit, with the wheelchair user moving in a forward facing direction, and to be moved (in either direction) from the gangway into the wheelchair space in the appropriate direction for travel; and
- (b) shall not be less than 750 millimetres wide at any point along the gangway.

[S 83/2006 wef 15/02/2006]

Signs and markings

97H.—(1) A vehicle shall have a sign conforming with Diagram 3 of the Schedule, or a sign of equivalent meaning conforming to the dimensions in that diagram, which —

- (a) is coloured white on a blue background;
- (b) has dimensions of not less than 150 millimetres by 150 millimetres when fitted externally or of not less than 60 millimetres by 60 millimetres when fitted internally; and
- (c) is situated —
 - (i) on the exterior of the vehicle and adjacent to any entrance for a wheelchair user;
 - (ii) on the interior of the vehicle and adjacent to any exit for a wheelchair user;
 - (iii) adjacent to any wheelchair space; and

(iv) in a position clearly visible to a wheelchair user.

(2) There shall be situated adjacent to a wheelchair space and in a position clearly visible to a wheelchair user —

- (a) a sign indicating the direction that the wheelchair and the wheelchair user shall face during travel; and
- (b) appropriate safety instructions explaining the use of the wheelchair space.

(3) Where a vehicle is fitted with a wheelchair space for a forward-facing wheelchair in accordance with the requirements of rule 97C, instructions on the use of the wheelchair restraint system and wheelchair user restraint system shall be situated in a position readily visible to any person using the system.

[S 83/2006 wef 15/02/2006]

Communication devices

97L.—(1) A communication device in a vehicle shall be fitted —

- (a) adjacent to a wheelchair space and in such a manner that it can readily be used by a wheelchair user occupying the wheelchair space; and
- (b) on the exterior of the vehicle adjacent to any entrance (other than an entrance that is in the rear of the vehicle) for wheelchair access which is outside the direct view of the driver.

(2) Where the entrance for wheelchair access is in the rear of the vehicle, a communication device shall be fitted —

- (a) on the rearmost part of the side face of the vehicle from which passengers will board the vehicle; and
- (b) at a height of not less than 850 millimetres and not more than 1,000 millimetres measured vertically from the ground (with the vehicle at its minimum height if it is fitted with a kneeling system) to the centre of the device.

(3) Any communication device fitted in accordance with paragraph (1) or (2) shall comply with the following requirements:

- (a) the device shall be capable of being operated by the palm of the hand;
- (b) the surround of the device shall contrast with the device and with the surface on which the surround is mounted;
- (c) when operated, the device shall activate an audible signal which enables the driver to identify that the device has been activated;
- (d) where the device is fitted in accordance with paragraph (1)(a) and has been activated, the device shall, upon subsequent activation, provide a visual signal which is visible to the driver; and
- (e) the visual signal referred to in sub-paragraph (d) shall only be capable of being de-activated upon the opening of at least one of the exits of the vehicle.

[S 83/2006 wef 15/02/2006]

Lighting

97J.—(1) A vehicle shall be fitted with lighting to illuminate the interior and exterior of a vehicle which is sufficient to allow a wheelchair user to safely board and alight from the vehicle.

(2) Any lighting fitted to a vehicle shall be capable of being turned off when the vehicle is in motion if its use is likely to adversely affect the driver's vision.

[S 83/2006 wef 15/02/2006]

PART IV

RULES GOVERNING THE USE ON ROADS OF MOTOR VEHICLES AND TRAILERS

98. *[Deleted by S 83/2006 wef 15/02/2006]*

Laden weights of vehicles

99.—(1) The weight transmitted to the road surface by any one wheel of a motor vehicle where no other wheel is in the same line transversely may amount to but shall not exceed 6 metric tons, and the

total weight so transmitted by any 2 wheels in line transversely may amount to but shall not exceed 12 metric tons, and the sum of the weights so transmitted by all the wheels may amount to but shall not exceed —

- (a) in the case of a motor vehicle with 2 axles, 19 metric tons;
- (b) in the case of a motor vehicle with 3 axles, 28 metric tons;
- (c) in the case of a motor vehicle with 4 axles or more, 34 metric tons;
- (d) in the case of a 4 axle articulated vehicle, 39 metric tons; and
- (e) in the case of a 5 or more axle articulated vehicle, 46 metric tons.

(2) The weight transmitted to the road surface by any one wheel of a trailer where no other wheel is in the same line transversely may amount to but shall not exceed 6 metric tons, and the total weight so transmitted by any 2 wheels in line transversely may amount to but shall not exceed 12 metric tons.

[S 771/2004 wef 01/01/2005]

Distribution of weight

100. The weight transmitted by more than 2 wheels of a heavy motor car, motor car or trailer, whether laden or unladen, to any strip of the road surface upon which the vehicle rests contained between any 2 parallel lines drawn 600 millimetres apart on that surface at right angles to the longitudinal axis of the vehicle shall not exceed 12 metric tons.

[S 771/2004 wef 01/01/2005]

Maintenance and use of vehicle so as not to be a danger

101.—(1) Every motor vehicle, every trailer drawn thereby and all parts and accessories of such vehicle and trailer shall at all times be in such condition and the number of passengers carried by such vehicle or trailer, the manner in which any passenger is carried in or on such vehicle or trailer, and the weight, distribution, packing and adjustment of the load of such vehicle or trailer shall at all times

be such that no danger is caused or is likely to be caused to any person in or on the vehicle or trailer or on a road.

(2) In the case of a public service vehicle the provisions of this rule with regard to the number of passengers carried shall be deemed to be complied with if the number does not exceed that for the time being permitted by the permit or licence issued.

(3) In the case of a motor cycle with a side-car, constructed for the carriage of goods, attached thereto, the provisions of this rule with regard to the weight of the load shall be deemed to be complied with if the weight of the load carried in the side-car does not exceed 70 kilogrammes.

(4) The load carried by a motor vehicle or trailer at all times shall be so secured or be in such a position that danger is not likely to be caused to any person by reason of the load or any part thereof falling from the vehicle or by reason of any other movement of the load or any part thereof in relation to the vehicle.

(5) No motor vehicle or trailer shall be used for any purpose for which it is so unsuitable as to cause or be likely to cause danger to any person in or on the vehicle or trailer or on a road.

(6) No container shall be carried on a vehicle without the prior written permission of the Registrar.

(7) The load carried by a goods vehicle shall not be higher than the top of the side rails or panels of a vehicle unless such goods are so securely tied or attached to the vehicle that the goods are not likely to fall from the vehicle.

Warning flags

102.—(1) If the load carried by a vehicle projects to the rear by more than 300 millimetres beyond the body of the vehicle, a clean red flag of 300 millimetres square shall be displayed unfurled at a point as near as practicable to the extreme projecting point at the rear of the load so as to be clearly visible from the rear of the vehicle in the day time.

(2) Where a heavy motor car is fitted with a crane having a jib which extends beyond the front edge of a driver's seat, a clean red

flag of 300 millimetres square shall be displayed unfurled at a point as near as practicable to the extreme projecting point at the front of the jib so as to be clearly visible outside the heavy motor car in the day time.

Prohibition on spilling of oil carried on vehicle

103. No person shall cause or permit any oil carried on a motor vehicle of which he is the driver to spill on to a road.

Maintenance of brakes, steering gear and windscreen wipers

104.—(1) Every part of every braking system and of the means of operation thereof fitted to a motor vehicle or trailer shall at all times while the motor vehicle or trailer is used on a road be maintained in good and efficient working order and be properly adjusted.

(2) Every steering gear fitted to a motor vehicle shall at all times while the motor vehicle is used on a road be maintained in good and efficient working order and be properly adjusted.

(3) Every windscreen wiper fitted to a motor vehicle shall at all times while the motor vehicle is used on a road be maintained in good and efficient working order and be properly adjusted.

Maintenance of lighting equipment and reflectors

105.—(1) Every lamp and reflector and all other equipment with which a motor vehicle is required by rules 26 to 32 to be equipped shall at all times while the vehicle is used on a road be maintained in such a condition as to render the vehicle capable of being driven on a road during the hours of darkness without contravention of the provisions of any written law relating to such lamp, reflector or equipment which are applicable to that vehicle.

(2) Where a person is charged with a contravention of paragraph (1) in respect of the use of a motor vehicle on a road otherwise than during the hours of darkness, it shall be a good defence for that person to prove that —

- (a) the contravention arose from a defect in the lighting equipment of, or in a reflector carried by, the vehicle which

occurred in the course of the journey during which the contravention occurred; or

- (b) the contravention arose from a defect in the lighting equipment of, or in a reflector carried by, the vehicle and that before, the contravention occurred, steps had been taken to have the defect remedied with all reasonable expedition.

(3) No reversing lamp shall be lit except when the vehicle is travelling backwards.

Use and maintenance of exhaust system

106.—(1) Any person who uses or causes or permits to be used on a road any vehicle propelled by an internal combustion engine with —

- (a) an exhaust system that is not approved for use by the Registrar;
- (b) an exhaust system or any part thereof which is not in good and efficient working order; or
- (c) an exhaust system or any part thereof which has been modified or altered in any way which is likely to prevent the exhaust system or any part thereof from working properly or efficiently,

shall be guilty of an offence.

(2) In this rule, “exhaust system” means a system in a vehicle consisting of a silencer, expansion chamber, exhaust pipe or other contrivance used individually or in combination with each other for the purpose of expelling exhaust gases into the atmosphere.

[S 271/2002 wef 03/06/2002]

Maintenance of speedometer

107.—(1) Every instrument for indicating speed fitted to a motor vehicle in compliance with rule 14 shall at all times while the vehicle is used on a road —

- (a) be maintained in good working order; and

(b) be kept free from any obstruction which might prevent its being easily read.

(2) Where a person is charged with a contravention of any of the provisions of paragraph (1), it shall be a good defence for that person to prove that —

(a) the defect occurred in the course of the journey during which the contravention was detected; or

(b) at the time when the contravention was detected, steps had already been taken to have the defect remedied with all reasonable expedition.

Maintenance of fuel measuring equipment

108.—(1) Every instrument or appliance, or combination of instruments or appliances, fitted to a motor vehicle for measuring or indicating or measuring and indicating the amount of motor fuel in each fuel tank of the motor vehicle shall at all times while the vehicle is used on a road be maintained in good working order.

[S 1/2012 wef 03/01/2012]

(2) Any person who uses on the road any motor vehicle fitted with an instrument or appliance, or combination of instruments or appliances referred to in paragraph (1) while such instrument or appliance or combination thereof is not maintained in accordance with paragraph (1) shall be guilty of an offence and shall be liable on conviction to a fine not exceeding \$500.

Condition and maintenance of tyres

109.—(1) Subject to paragraph (2), no person shall use or cause or permit to be used on a road any motor vehicle or trailer, a wheel of which is fitted with a pneumatic tyre, if —

(a) the tyre is unsuitable having regard to the use to which the motor vehicle or trailer is being put or to the types of tyres fitted to its other wheels;

(b) the tyre is not so inflated as to make it fit for the use to which the motor vehicle or trailer is being put;

- (c) the tyre has a break in its fabric, or has a cut in excess of 25 millimetres or 10% of the section width of the tyre, whichever is the greater, measured in any direction on the outside of the tyre and deep enough to reach the body cords;
- (d) the tyre has any lump or bulge caused by separation or partial failure of its structure;
- (e) the tyre has any portion of the ply or cord structure exposed; or
- (f) where the tyre is fitted to a wheel of a motor vehicle, being a motor cycle whereof the cylinder capacity of the engine does not exceed 50 cubic centimetres, the tread of the tyre does not show throughout at least 75% of the breadth of the tread and round the entire outer circumference of the tyre a pattern the relief of which is clearly visible, or where the tyre is fitted to the wheel of any other motor vehicle or any trailer, the tread pattern (excluding any tie-bar) of the tyre does not have a depth of at least one millimetre throughout at least 75% of the breadth of the tread and round the entire outer circumference of the tyre.

(2) Nothing in paragraph (1) shall apply to a land tractor or land implement.

(3) Nothing in paragraph (1) or (4) shall apply to a broken-down vehicle or to a vehicle proceeding to a place where it is to be broken up, in either case being drawn by a motor vehicle at a speed not exceeding 35 kilometres per hour.

(4) Subject to paragraphs (2) and (3), no person shall use or cause or permit to be used on a road any motor vehicle or trailer a wheel of which is fitted with a recut pneumatic tyre the fabric of which has been cut or exposed by the recutting process.

(5) Without prejudice to paragraphs (1) and (4), all the tyres of a motor vehicle or trailer shall at all times while the vehicle or trailer is used on a road be maintained in such condition as to —

- (a) be fit for the use to which the vehicle or trailer is being put; and

- (b) be free from any defect which might in any way cause damage to the surface of the road or danger to persons on or in the vehicle or trailer or to other persons using the road.

Condition and maintenance of tracks

110. All the tracks of a track laying motor vehicle or trailer shall at all times while the vehicle or trailer is used on a road be maintained in such condition as to —

- (a) be fit for the use to which the vehicle or trailer is being put; and
- (b) be free from any defect which might in any way cause damage to the surface of the road or danger to persons on or in the vehicle or trailer or to other persons using the road.

Maintenance of glass

111. All glass or other transparent material fitted to a motor vehicle shall be maintained in such condition that it does not obscure the vision of the driver while the vehicle is being driven on a road.

Use of lavatories, etc.

112. No person shall cause or permit the contents of any closet, urinal, lavatory basin or sink carried by a motor vehicle or trailer or of any tank (into which such closet, urinal, lavatory basin or sink drains) to be discharged or allowed to leak on to a road.

Use of audible warning instruments

113.—(1) No person shall, when a vehicle is stationary on a road at any time, sound or cause or permit to be sounded any instrument or apparatus fitted to or otherwise carried on the vehicle, being an instrument or apparatus capable of giving audible and sufficient warning of its approach or position.

(2) Subject to this rule and without prejudice to paragraph (1), no person shall sound or cause or permit to be sounded a gong, bell, siren or any instrument or apparatus capable of making a sound similar to

that emitted by a gong, bell, siren or a multi-tone horn fitted to or otherwise carried on a vehicle (whether it is stationary or not).

(3) Nothing in paragraph (1) or (2) shall have effect to prevent the sounding of an instrument or apparatus fitted to or otherwise carried on a vehicle at a time when the vehicle is being used for one of the purposes specified in rule 24(2) and it is necessary or desirable to do so either to indicate to other road users the urgency of the purposes for which the vehicle is being used, or to warn other users of the presence of the vehicle on the road.

(4) Nothing in paragraph (1) shall have effect to prevent the driver of a vehicle or some other person authorised by the owner thereof sounding or causing or permitting to be sounded an instrument or apparatus fitted to or otherwise carried on the vehicle if it is sounded for the purposes of raising an alarm as to the theft or attempted theft of the vehicle or its contents.

(5) Subject to section 14 (1) of the Miscellaneous Offences (Public Order and Nuisance) Act (Cap. 184) and notwithstanding paragraph (2), a person may sound or cause or permit to be sounded an instrument or apparatus other than a multi-tone horn fitted to or otherwise carried on a vehicle, being an instrument or apparatus designed to emit a sound for the purpose of informing members of the public that the vehicle is conveying goods for sale, if —

- (a) when the instrument or apparatus is sounded, it is sounded only for that purpose; and
- (b) the instrument or apparatus is sounded otherwise than between the hours of 12 midnight and 6 a.m.

Reversing

114. No person shall cause or permit a motor vehicle, other than a road roller or other road plant while engaged in the construction, maintenance or repair of roads, to travel backwards for a greater distance or time than may be requisite for the safety or reasonable convenience of the occupants of that vehicle or of other traffic on the road.

Opening doors and alighting from vehicle

115.—(1) No person shall —

- (a) open or cause or permit to be opened any door; or
- (b) alight from a motor vehicle,

so as to cause injury or danger to himself or any other person or so as to impede the flow of traffic.

(2) All doors, bonnets and hinged covers shall be kept firmly shut while the vehicle is in motion.

(3) Paragraph (2) shall be deemed to have been complied with in the case of a public service vehicle having a seating capacity for more than 14 persons, excluding the driver, and having folding doors fitted to the vehicle in accordance with rule 78 or 80 or rules 78 and 80 if such doors are held securely open.

Application of brake of trailer

116. No person in charge of a motor vehicle or trailer drawn thereby shall cause or permit such trailer to stand when detached from the drawing vehicle unless at least one of the wheels of the trailer is prevented from revolving by the setting of the brake or the use of a chain.

Duties relating to driving of vehicle

117. No person while driving a motor vehicle on a road shall be in such a position that he —

- (a) cannot have proper control of that vehicle;
- (b) cannot retain a full view of the road and traffic ahead or have an adequate view of the road to the rear; or
- (c) cannot by means of hand signals or direction indicators give signals to traffic to the rear of the vehicle.

Vehicle on road to be attended by licensed driver

118.—(1) Subject to paragraph (2), no person shall cause or permit to be on a road any motor vehicle which is not attended by a person duly licensed to drive it unless —

- (a) the engine is stopped; and
 - (b) where the vehicle is fitted with a brake capable of being set, the brake is set so as effectually to prevent at least 2 or in the case of a vehicle with only 3 wheels one of the wheels from revolving.
- (2) The requirements of paragraph (1) as to the stopping of the engine shall not apply to —
- (a) a fire brigade vehicle the engine of which is being used for any fire fighting purpose;
[S 1050/2021 wef 03/01/2022]
 - (b) a vehicle when it is used for police purposes; and
[S 1050/2021 wef 03/01/2022]
 - (c) an authorised ambulance when it is used to attend to a medical emergency.
[S 1050/2021 wef 03/01/2022]

Restriction on distance between motor vehicle and trailer and marking of trailer connections

119.—(1) Where a motor vehicle is drawing a trailer solely by means of a rope or chain or, in a case where more than one trailer is being drawn, where a trailer is attached to another trailer solely by such means, the length of the rope or chain shall be such that the distance between the nearest points of the trailer and the vehicle to which it is so attached cannot exceed 4.5 metres.

(2) Where a motor vehicle is drawing a trailer or trailers and the distance between the nearest points of the trailer or, as the case may be, of any trailer so drawn and the vehicle to which it is attached exceeds 1.5 metres, steps shall be taken to render the means whereby that trailer is attached to that vehicle clearly visible to other persons using the road within a reasonable distance from either side of either vehicle.

(3) For the purposes of this rule, in determining the nearest points of 2 vehicles, any part of either vehicle designed primarily for use as a means of attaching the one vehicle to the other and of any fitting

designed for use in connection with any such part shall be disregarded.

(4) No motor vehicle shall draw any broken-down motor vehicle all the wheels of which are in contact with the ground unless —

- (a) the broken-down motor vehicle is in the charge of a person holding a valid driving licence in respect thereof; and
- (b) the brakes and steering gear of the broken-down motor vehicle are such that the person in charge thereof can exercise control over its speed and direction.

(5) Where a vehicle which is being drawn is attached to the drawing vehicle by a rigid tow bar, it shall not be necessary for the brakes of the vehicle which is being drawn to be in working order if the brakes of the drawing vehicle are such that the person driving the drawing vehicle can exercise control of the speed of both vehicles.

(6) A vehicle being drawn by another shall have a notice, containing the words “On Tow” of 150 millimetres in height displayed at the rear thereof.

Restrictions on use of motor vehicles to draw trailers

120.—(1) Subject to paragraph (2), no motor vehicle the overall length of which exceeds 7 metres shall draw a trailer.

(2) Nothing in paragraph (1) shall apply to a motor vehicle drawing a broken-down vehicle, in consequence of a break-down, in such a manner that the broken-down vehicle cannot be steered by its own steering gear.

Restriction on motor vehicles drawing more than one trailer

121. No motor vehicle, other than a works vehicle or land tractor, shall draw more than one trailer.

Side-car fitted to motor cycle

122. Every side-car fitted to a motor cycle shall be so attached that the wheel thereof is not wholly outside perpendicular planes at right angles to the longitudinal axis of the motor cycle passing through the

extreme projecting points in the front and in the rear of the motor cycle.

Prohibition on motor cycle drawing trailer

123. No motor cycle shall draw a trailer.

Restriction on use of trailer to convey passenger

124. No trailer shall be used for the conveyance of any passenger for the purpose of gain.

Restrictions on use of motor vehicles having accessories

125.—(1) No mascot shall be carried by a motor vehicle in any position where it is likely to strike any person with whom the vehicle may collide unless the mascot is not liable to cause injury to such person by reason of any projection thereon.

(2) No part or accessory of a motor vehicle shall project beyond the body of the vehicle in such a manner or position as to cause or be likely to cause danger to any person on a road.

Visual display unit

126.—(1) No person shall use or install for use in a motor vehicle a visual display unit if —

- (a) the screen is partly or wholly visible to the driver whilst in the driving seat, whether directly or otherwise; or
- (b) the controls thereof, other than the sound volume control and the main switch, are within reach of the driver whilst in the driving seat.

(2) Notwithstanding paragraph (1), a visual display unit may be used or installed in a motor vehicle if —

- (a) it displays information about the state of the vehicle or its equipment;
- (b) it is solely used for the purpose of navigating the vehicle;
- (c) it is used to assist the driver to see the area surrounding the vehicle;

- (d) it is part of a message display or fare system used in public service vehicles;
- (e) it is used solely by the civil defence or police forces for special purposes; or
- (f) it is used to display such information as the Registrar may approve.

(3) No person shall drive, or cause or permit to be driven, a motor vehicle on a road if the visual display unit is installed in a manner or position that —

- (a) causes distraction to the driver of any other vehicle on the road;
- (b) poses a safety hazard; or
- (c) interferes with the transmission of signals between an in-vehicle unit and any ERP facility.

(4) In this rule —

“ERP facility” and “in-vehicle unit” have the same meanings as in the Road Traffic (Electronic Road Pricing System) Rules (R 38);

“visual display unit” means any appliance or electronic system which displays information in the form of images or words on a screen.

[S 83/2006 wef 15/02/2006]

Sign suggesting motor vehicle to be taxi

126A.—(1) A motor vehicle which is not a taxi must not have installed, and must not display, on or within it a relevant sign except with the prior written permission of the Registrar.

(2) In this rule, “relevant sign”, in relation to a motor vehicle, means any sign, notice, decal or label, in printed, electronic or any other form, which consists of —

- (a) the word “taxi”, “cab”, “mini-taxi”, “mini-cab”, “taxi-cab” or “cab-taxi”;
- (b) the words “for hire” or “public hire car”;

- (c) any other word or combination of other words in any language having the same meaning as the word or words in sub-paragraph (a) or (b); or
- (d) any word, picture, or combination of word and picture that reasonably suggests the motor vehicle is available to take up any passenger who wishes to hire the vehicle on any road or from any parking place or public stand.

[S 56/2018 wef 01/02/2018]

PART V

RULES GOVERNING THE USE OF PUBLIC SERVICE VEHICLES

Application of this Part

127. This Part shall apply only to public service vehicles.

Obstruction of entrances, exits and gangways

128. No person shall, while passengers are being carried by a vehicle, cause or permit any unnecessary obstruction to any entrance, exit or gangway of the vehicle.

Obstruction of driver

129.—(1) No passenger shall be conveyed on the right side of the driver's seat in a public service vehicle.

(2) No person shall cause or permit any unnecessary obstruction to the driver of a public service vehicle.

Body maintenance

130. No person shall use a vehicle while it is carrying passengers or cause or permit it to be so used unless the inside and the outside of the body of the vehicle and all windows and fittings and all passengers' seats are maintained in clean and good condition.

Lamps

131.—(1) No person shall use a vehicle during the hours of darkness while it is carrying passengers or cause or permit it to be so

used unless every lamp provided in compliance with rule 88 for the internal illumination of the vehicle is at all times during those hours kept lighted to such extent as is necessary to provide adequate illumination of every access from any seat in the vehicle to every exit in the vehicle and of every such marking as is required by rule 81 to be provided in relation to every emergency exit in the vehicle.

(2) It shall not be necessary to keep lighted any lamp provided on the upper deck of a double-decked vehicle if a barrier is secured across the bottom of all staircases leading to that deck so as effectively to prevent passengers using any such staircase.

Carriage of inflammable or dangerous substances

132. No person shall use or cause or permit to be used a vehicle by which any highly inflammable or otherwise dangerous substance is carried unless —

(a) that substance is carried in containers so designed and constructed; or

(b) the substance is so packed,

that notwithstanding an accident to the vehicle, it is unlikely that damage to the vehicle or injury to passengers conveyed by the vehicle will be caused.

No trailer to be drawn by public service vehicle

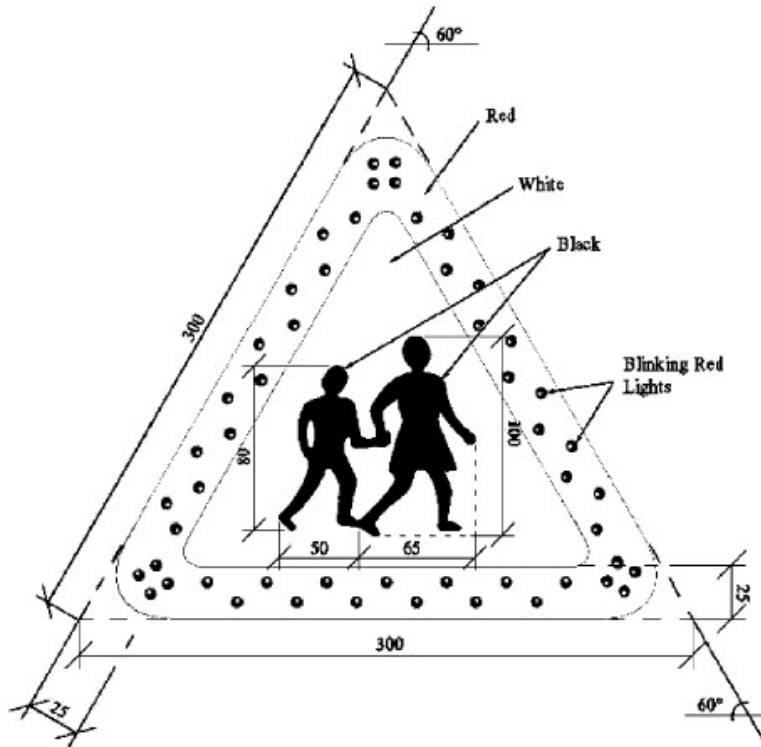
133. No trailer shall be drawn by a public service vehicle.

THE SCHEDULE

Rule 79A

Diagram 1

THE SCHEDULE — continued



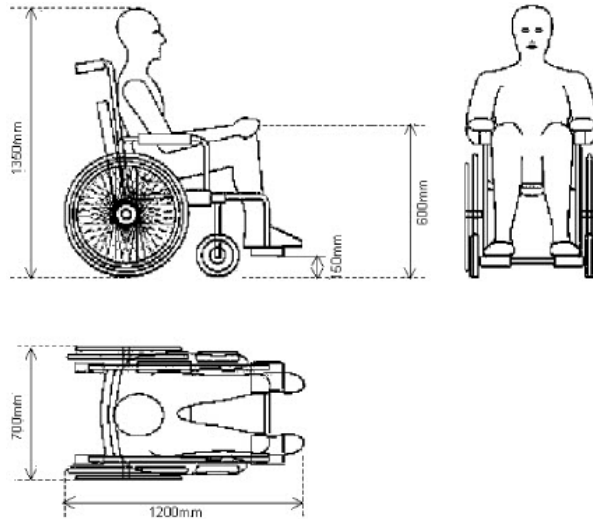
Note: All dimensions are in millimetres.

[S 5/2005 wef 04/01/2005]

[S 83/2006 wef 15/02/2006]

Diagram 2

THE SCHEDULE — *continued*



[S 83/2006 wef 15/02/2006]

Diagram 3



[S 83/2006 wef 15/02/2006]

[G.N. Nos. S 345/74; S 149/77; S 23/78; S 181/78;
S 201/80; S 32/81; S 68/81; S 139/82; S 107/83; S 253/84;
S 244/86; S 252/86; S 154/87; S 198/87; S 159/89;
S 422/89; S 431/89; S 479/90; S 288/91; S 316/92;
S 324/92; S 355/93; S 264/94; S 168/95; S 562/95;
S 229/96; S 110/97; S 177/98; S 192/98; S 295/99]

LEGISLATIVE HISTORY
ROAD TRAFFIC (MOTOR VEHICLES, CONSTRUCTION AND
USE) RULES
(CHAPTER 276, R 9)

This Legislative History is provided for the convenience of users of the Road Traffic (Motor Vehicles, Construction and Use) Rules. It is not part of these Rules.

**1. G. N. No. S 345/1974 — Motor Vehicles (Construction and Use)
Rules 1974**

Date of commencement : 1 January 1975

**2. G. N. No. S 149/1977 — Motor Vehicles (Construction and Use)
Rules 1977**

Date of commencement : 1 July 1977

**3. G. N. No. S 23/1978 — Motor Vehicles (Construction and Use)
(Amendment) Rules 1978**

Date of commencement : 1 March 1978

**4. G. N. No. S 181/1978 — Motor Vehicles (Construction and Use)
(Amendment No. 2) Rules 1978**

Date of commencement : 19 June 1978

**5. G. N. No. S 201/1980 — Motor Vehicles (Construction and Use)
(Amendment) Rules 1980**

Date of commencement : 1 July 1980

**6. G. N. No. S 32/1981 — Motor Vehicles (Construction and Use)
(Amendment) Rules 1981**

Date of commencement : 1 February 1981

**7. G. N. No. S 68/1981 — Motor Vehicles (Construction and Use)
(Amendment No. 2) Rules 1981**

Date of commencement : 1 April 1981

**8. G. N. No. S 139/1982 — Motor Vehicles (Construction and Use)
(Amendment) Rules 1982**

Date of commencement : 21 May 1982

**9. G. N. No. S 107/1983 — Motor Vehicles (Construction and Use)
(Amendment) Rules 1983**

Date of commencement : 29 April 1986

- 10. G. N. No. S 253/1984 — Motor Vehicles (Construction and Use) (Amendment) Rules 1984**
Date of commencement : 1 October 1984
- 11. G. N. No. S 244/1986 — Motor Vehicles (Construction and Use) (Amendment) Rules 1986**
Date of commencement : 1 October 1986
- 12. G. N. No. S 252/1986 — Motor Vehicles (Construction and Use) (Amendment) Rules 1986 Corrigendum**
Date of commencement : 1 October 1986
- 13. G. N. No. S 154/1987 — Motor Vehicles (Construction and Use) (Amendment) Rules 1987**
Date of commencement : 1 July 1987
- 14. G. N. No. S 198/1987 — Motor Vehicles (Construction and Use) (Amendment No. 2) Rules 1987**
Date of commencement : 17 July 1987
- 15. G. N. No. S 159/1989 — Motor Vehicles (Construction and Use) (Amendment) Rules 1989**
Date of commencement : 17 April 1989
- 16. G. N. No. S 422/1989 — Motor Vehicles (Construction and Use) (Amendment No. 2) Rules 1989**
Date of commencement : 27 October 1989
- 17. G. N. No. S 431/1989 — Motor Vehicles (Construction and Use) (Amendment No. 3) Rules 1989**
Date of commencement : 1 January 1990
- 18. G. N. No. S 479/1990 — Motor Vehicles (Construction and Use) (Amendment) Rules 1990**
Date of commencement : 1 January 1991
- 19. G. N. No. S 288/1991 — Motor Vehicles (Construction and Use) (Amendment) Rules 1991**
Date of commencement : 1 July 1991
- 20. 1990 Revised Edition — Road Traffic (Motor Vehicles, Construction and Use) Rules**
Date of operation : 25 March 1992

- 21. G. N. No. S 316/1992 — Road Traffic (Motor Vehicles, Construction and Use) (Amendment) Rules 1992**
Date of commencement : 1 July 1992
- 22. G. N. No. S 324/1992 — Road Traffic (Motor Vehicles, Construction and Use) (Amendment) Rules 1992 Corrigendum**
Date of commencement : 1 July 1992
- 23. G. N. No. S 355/1993 — Road Traffic (Motor Vehicles, Construction and Use) (Amendment) Rules 1993**
Date of commencement : 1 September 1993
- 24. G. N. No. S 264/1994 — Road Traffic (Motor Vehicles, Construction and Use) (Amendment) Rules 1994**
Date of commencement : 1 July 1994
- 25. G. N. No. S 168/1995 — Road Traffic (Motor Vehicles, Construction and Use) (Amendment) Rules 1995**
Date of commencement : 1 April 1995
- 26. G. N. No. S 562/1995 — Road Traffic (Motor Vehicles, Construction and Use) (Amendment No. 2) Rules 1995**
Date of commencement : 1 January 1996
- 27. G. N. No. S 229/1996 — Road Traffic (Motor Vehicles, Construction and Use) (Amendment) Rules 1996**
Date of commencement : 1 October 1996
- 28. G. N. No. S 110/1997 — Road Traffic (Motor Vehicles, Construction and Use) (Amendment) Rules 1997**
Date of commencement : 1 July 1997
- 29. G. N. No. S 177/1998 — Road Traffic (Motor Vehicles, Construction and Use) (Amendment) Rules 1998**
Date of commencement : 1 April 1998
- 30. G. N. No. S 192/1998 — Road Traffic (Motor Vehicles, Construction and Use) (Amendment) Rules 1998**
Date of commencement : 1 April 1998
- 31. G. N. No. S 295/1999 — Road Traffic (Motor Vehicles, Construction and Use) (Amendment) Rules 1999**
Date of commencement : 1 July 1999

32. 1999 Revised Edition — Road Traffic (Motor Vehicles, Construction and Use) Rules

Date of operation : 30 September 1999

33. G. N. No. S 7/2001 — Road Traffic (Motor Vehicles, Construction and Use) (Amendment) Rules 2001

Date of commencement : 3 January 2001

34. G. N. No. S 431/2001 — Road Traffic (Motor Vehicles, Construction and Use) (Amendment No. 2) Rules 2001

Date of commencement : 10 September 2001

35. G. N. No. S 271/2002 — Road Traffic (Motor Vehicles, Construction and Use) (Amendment) Rules 2002

Date of commencement : 3 June 2002

36. G. N. No. S 771/2004 — Road Traffic (Motor Vehicles, Construction and Use) (Amendment) Rules 2004

Date of commencement : 1 January 2005

37. G. N. No. S 5/2005 — Road Traffic (Motor Vehicles, Construction and Use) (Amendment) Rules 2005

Date of commencement : 4 January 2005

38. G. N. No. S 127/2005 — Road Traffic (Motor Vehicles, Construction and Use) (Amendment No. 2) Rules 2005

Date of commencement : 16 March 2005

39. G. N. No. S 83/2006 — Road Traffic (Motor Vehicles, Construction and Use) (Amendment) Rules 2006

Date of commencement : 15 February 2006

40. G. N. No. S 401/2009 — Road Traffic (Motor Vehicles, Construction and Use) (Amendment) Rules 2009

Date of commencement : 1 September 2009

41. G. N. No. S 664/2010 — Road Traffic (Motor Vehicles, Construction and Use) (Amendment) Rules 2010

Date of commencement : 4 November 2010

42. G. N. No. S 1/2012 — Road Traffic (Motor Vehicles, Construction and Use) (Amendment) Rules 2012

Date of commencement : 3 January 2012

- 43. G.N. No. S 195/2014 — Road Traffic (Motor Vehicles, Construction and Use) (Amendment) Rules 2014**
Date of commencement : 19 March 2014
- 44. G.N. No. S 101/2015 — Road Traffic (Motor Vehicles, Construction and Use) (Amendment) Rules 2015**
Date of commencement : 1 April 2015
- 45. G.N. No. S 103/2015 — Road Traffic (Motor Vehicles, Construction and Use) (Amendment No. 2) Rules 2015**
Date of commencement : 1 October 2015
- 46. G.N. No. S 637/2016 — Road Traffic (Motor Vehicles, Construction and Use) (Amendment) Rules 2016**
Date of commencement : 1 January 2017
- 47. G.N. No. S 465/2017 — Road Traffic (Motor Vehicles, Construction and Use) (Amendment) Rules 2017**
Date of commencement : 24 August 2017
- 48. G.N. No. S 56/2018 — Road Traffic (Motor Vehicles, Construction and Use) (Amendment) Rules 2018**
Date of commencement : 1 February 2018
- 49. G.N. No. S 467/2019 — Road Traffic (Motor Vehicles, Construction and Use) (Amendment) Rules 2019**
Date of commencement : 1 July 2019
- 50. G.N. No. S 207/2020 — Road Traffic (Motor Vehicles, Construction and Use) (Amendment) Rules 2020**
Date of commencement : 1 April 2020
- 51. G.N. No. S 661/2020 — Road Traffic (Motor Vehicles, Construction and Use) (Amendment No. 2) Rules 2020**
Date of commencement : 1 August 2020
- 52. G.N. No. S 141/2021 — Road Traffic (Motor Vehicles, Construction and Use) (Amendment) Rules 2021**
Date of commencement : 8 March 2021
- 53. G.N. No. S 1050/2021 — Road Traffic (Motor Vehicles, Construction and Use) (Amendment No. 2) Rules 2021**
Date of commencement : 3 January 2022