

stationary, the driver of any motor-vehicle shall use the lights from side-lamps instead of from head-lamps or shall dim or dip the lights from the head-lamps thereof.

(11) The lights or any of the lights prescribed by this regulation need not be displayed while the motor-vehicle is stationary on the roadway, provided that the vehicle is lighted from some artificial source so that its position on the roadway is clearly visible at a distance of 150 ft.

(12) In the case of a motor-vehicle of any of the kinds referred to in Regulation 6 hereof, it shall be sufficient compliance with the requirements of this regulation if such vehicle is provided with at least three lamps the light of which is visible for 300 ft. under normal atmospheric conditions one at each side of the vehicle placed so as to display a white light to the front and sides thereof, and one at the rear of the vehicle placed so as to display a red light to the rear thereof and not to be visible from the front thereof, and such lamps need not be permanently attached to the vehicle.

(13) Except as permitted by clause (8) of this regulation, no vehicle shall be equipped with a lamp that displays towards the rear any light other than a red light or with a lamp or reflecting surface that displays towards the front any red or reddish light:

Provided that this clause shall not apply to lamps of low candle-power in the interior of a passenger-vehicle serving to light the interior for the convenience of passengers.

REGULATION 8.—EQUIPMENT: BRAKES.

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

- “Foot-brake” means a brake readily applicable by use of the driver’s foot:
- “Hand-brake” means a brake readily applicable by use of the driver’s hand and capable of remaining applied for an indefinite period without further attention than the initial application:
- “Independent brake” means a brake of which the entire operating mechanism or system is either—
 - (a) Distinct and separate from all parts or connections of any other brake or brake system, so that the brake in question cannot be adversely affected by the operation or failure of any other brake; or
 - (b) Common to any other brake or brake system only in parts or connections which are of such design and strength that under normal operating conditions and with a proper standard of maintenance there is no reasonable probability of failure of the independent brake by reason of the failure of any other brake or brake system:

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