The Swedish Transport Agency's Code of Statutes

TRANSPORT STYRELSEN

TSFS 2025:3

Published
on 12 February 2025

ROAD TRAFFIC

The Swedish Transport Agency's regulations and general advice on rally cars

Contents

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adopted on 30 januari 2025.

By virtue of Chapter 13, Sections 3, 4 and 7 of the Road Traffic Ordinance (1998:1276), Chapter 8, Section 16 of the Vehicles Ordinance (2009:211) and Sections 4 and 12 of the Exhaust Emissions Control Ordinance (2011:345), the Swedish Transport Agency issues the following regulations[1] and adopts the following general advice.

Chapter 1 Introductory provisions

Section 1 The present regulations contain detailed provisions on the condition and equipment of vehicles in accordance with the Vehicle Ordinance (2009:211) and the Emissions Control Ordinance (2011:345).

The regulations apply to the registration inspection of passenger cars to be registered as rally cars in the Road Traffic Register and after these are put into service.

The regulations also contain restrictions that apply to the use of special-type rally cars on roads that are not closed for competition.

Section 2 Goods that are lawfully marketed in another Member State of the European Union or in Turkey, or that originate from and are lawfully marketed in an EFTA State that is party to the EEA Treaty, are presumed to be in compliance with these provisions. The application of these rules is covered by Regulation (EU) 2019/515 of the European Parliament and of the Council of 19 March 2019 on the mutual recognition of goods lawfully marketed in another Member State and repealing Regulation (EC) No 764/2008.

Section 3 For the purposes of these regulations,

reversing lamps *headlamp* intended to be used when reversing to

[1] See Directive (EU) 2015/1535 of the European Parliament and of the Council of 9 September 2015 laying down a procedure for the provision of information in the field of technical regulations and of rules on Information Society services.

	illuminate the roadway behind the vehicle and to warn other road users that the vehicle's driver is reversing or intends to reverse; also includes headlamps that, when reversing, illuminate the roadway backwards and to the side of the vehicle;
end-outline marker lamp	*lamp* intended to indicate the presence of a vehicle the width of which exceeds 2 100 mm;
CNG	(Compressed Natural Gas) gas consisting of methane stored under high pressure (approximately 200 bar) in vehicle tanks;
diagonal strap	belt strap forming part of a *seat belt* and running over one shoulder, the front of the body and the hip on the other side;
rear fog lamp	*lamp* intended to be used when driving in dense fog;
front fog lamp	*front lamp* intended to be used when driving in fog or heavy precipitation;
multifunction device	a lamp or headlamp housing containing several lighting devices, which have separate filament bulbs or multi-filament bulbs and a wholly or partly shared *light-emitting surface*;
geometric visibility	the angles which upwards, downwards and to the sides, determine the 4-sided pyramid within which the device's centre point on the glass (reference point) shall be fully visible; when determining the angles any rims or the like which were present on the component at the time of component approval shall not be included;
grouped device	a lamp or headlamp housing containing several lighting devices, which have separate filament bulbs and *light-emitting surfaces*;
H-point	the point of intersection in a longitudinal vertical plane for the theoretical axis of rotation between a human thigh and torso;
dipped-beam headlamps	*headlamps* emitting a dipped beam and intended to illuminate the road immediately in front of the vehicle;

main-beam headlamps	*headlamps* emitting a main beam and intended to illuminate the road a long distance ahead of the vehicle, including corner lights and spotlights;
hip strap	belt strap forming part of a *seat belt* and running over one hip, the front of the body, and the other hip,
lap belt	*seat belt* which has a *hip strap* and is attached to the car at two points;
Adjustable Front Lighting System (AFS)	lighting system emitting light beams, the characteristics of which are automatically adjusted to the changing conditions of use of the dipped beam and, where applicable, the main beam;
combined device	a lamp or headlamp housing containing several lighting devices that have a shared filament bulb and separate *light-emitting surfaces*,
cornering lamp	*lamp* intended to illuminate that part of the road located close to the front corner of the car on the side towards which the car is to turn;
direction indicator lamp	*lamp* intended to show the intended change in direction of travel;
light-emitting surface	a rectangular projection along a transverse plane of the whole aperture of the reflector or, in the case of a headlamp with an ellipsoid reflector, of the projection line; in the case of dipped-beam headlamps, this projection is limited by the apparent cut-off; in the case of dipped-beam headlamps where the reflector and the lens are adjustable relative to each other, this projection is limited by the apparent cut-off at average setting; for the *lamp*, this projection is limited by screens with linear horizontal and vertical edges, each reducing the luminous intensity of the lamp along the reference axis to 98 % of full value;
lamp	a lighting device intended to draw the attention of other road users to the vehicle;
LPG	(Liquefied Petroleum Gas) gas consisting of propane, butane, propene and mixtures thereof which, under moderate compression (approximately 5 bar), becomes liquid;
emergency stop signal	special flashing signal provided by stop lamps or direction indicator lamps intended to indicate a sharp

	reduction in the speed of the vehicle;
parking lamp	*lamp* intended for use when the vehicle is stationary;
position lamp	*lamp* intended to indicate the location and width of the vehicle;
rally car	competition vehicle intended for *rally races*, consisting of a serially manufactured passenger car with a total weight not exceeding 3 500 kg, divided into *standard-type rally cars* and *special-type rally cars*;
special-type rally car	*rally car* which has been built or substantially adapted to be used exclusively in *rally races*;
standard-type rally car	*rally car* which has been adapted to a limited extent for *rally races*;
rally race	motorsport race held on special routes, which are closed to other traffic, and transport routes where the general traffic rules apply;
reflector	device intended to reflect light from other vehicles' *headlamps*;
registration plate lamp	*lamp* intended to illuminate a rear registration plate or equivalent plate;
brake light	*lamp* intended to indicate the actuation of the service brake;
headlamp	a lighting device intended to illuminate the road to ensure the necessary field of vision for the driver and other users; also includes work lights and disembarkation lights;
seat belt	a protective device intended to restrain the occupant of a car in such a way as to avoid or at least reduce personal injury in the event of impact or rapid braking, the main components of which are belt straps and buckles;
three-point belt	*seat belt* with one *diagonal strap* and one *hip strap* which is attached to the car at at least three points;
external limitation plane	a vertical plane, parallel to the longitudinal axis of the vehicle, tangential to the outermost lateral contour of the vehicle; the outermost lateral contour does not include 1. tyres near their contact point with the ground

and tyre valves;

2. strakes mounted on the wheels;

3. rear-view mirrors,

4. *direction indicator lamps*, *position lamps*, *end-outline marker lamps*, *parking lamps*, *reflectors*; and

5. sealing devices that are necessary from a customs point of view.

In all other respects, terms used in these regulations have the same meaning as in the Road Traffic Definitions Act (2001:559), the Vehicles Act (2002:574), the Exhaust Emissions Control Act (2011:318), the Vehicles Ordinance (2009:211) and the Exhaust Emissions Control Ordinance (2011:345), unless otherwise stated.

Section 4 The following definitions shall apply in the present Regulation:

– Directive 70/221/EEC means Council Directive 70/221/EEC of 20 March 1970 on the approximation of the laws of the Member States relating to liquid fuel tanks and rear protective devices for motor vehicles and their trailers,

– Directive 70/222/EEC means Council Directive 70/222/EEC of 20 March 1970 on the approximation of the laws of the Member States relating to the space for mounting and the fixing of rear registration plates on motor vehicles and their trailers,

– Directive 70/311/EEC means Council Directive 70/311/EEC of 8 June 1970 on the approximation of the laws of the Member States relating to the steering equipment for motor vehicles and their trailers,

– Directive 70/387/EEC means Council Directive 70/387/EEC of 27 July 1970 on the approximation of the laws of the Member States relating to the doors of motor vehicles and their trailers,

– Directive 71/127/EEC means Council Directive 71/127/EEC of 1 March 1971 on the approximation of the laws of the Member States relating to the rear-view mirrors of motor vehicles,

– Directive 71/320/EEC means Council Directive 71/320/EEC of 26 July 1971 on the approximation of the laws of the Member States relating to the braking devices of certain categories of motor vehicles and of their trailers,

– Directive 72/245/EEC means Council Directive 72/245/EEC of 20 June 1972 on the approximation of the laws of the Member States relating to the suppression of radio interference produced by spark-ignition engines fitted to motor vehicles,

– Directive 72/306/EEC means Council Directive 72/306/EEC of 2 August 1972 on the approximation of the laws of the Member States relating to the measures to be taken against the emission of pollutants from diesel engines for use in vehicles,

– Directive 74/61/EEC means Council Directive 74/61/EEC of 17 December 1973 on the approximation of the laws of the Member States relating to devices to prevent the unauthorized use of motor vehicles,

– Directive 74/483/EEC means Council Directive 74/483/EEC of 17 September 1974 on the approximation of the laws of the Member States relating to the external projections of motor vehicles,

– Directive 75/443/EEC means Council Directive 75/443/EEC of 26 June 1975 on the approximation of the laws of the Member States relating to the reverse and speedometer equipment of motor vehicles,

– Directive 76/115/EEC means Council Directive 76/115/EEC of 18 December 1975 on the approximation of the laws of the Member States relating to anchorages for motor-vehicle safety belts,

– Directive 76/756/EEC means Council Directive 76/756/EEC of 27 July 1976 on the approximation of the laws of the Member States relating to the installation of lighting and light-signalling devices on motor vehicles and their trailers,

– Directive 76/757/EEC means Council Directive 76/757/EEC of 27 July 1976 on the approximation of the laws of the Member States relating to reflex reflectors for motor vehicles and their trailers,

– Directive 76/758/EEC means Council Directive 76/758/EEC of 27 July 1976 on the approximation of the laws of the Member States relating to end-outline marker lamps, front position (side) lamps, rear position (side) lamps and stop lamps for motor vehicles and their trailers,

– Directive 76/759/EEC means Council Directive 76/759/EEC of 27 July 1976 on the approximation of the laws of the Member States relating to direction indicator lamps for motor vehicles and their trailers,

– Directive 76/760/EEC means Council Directive 76/760/EEC of 27 July 1976 on the approximation of the laws of the Member States relating to the rear registration plate lamps for motor vehicles and their trailers,

– Directive 76/761/EEC means Council Directive 76/761/EEC of 27 July 1976 on the approximation of the laws of the Member States relating to motor-vehicle headlamps which function as main-beam and/or dipped-beam headlamps and to incandescent electric filament lamps for such headlamps,

– Directive 76/762/EEC means Council Directive 76/762/EEC of 27 July 1976 on the approximation of the laws of the Member States relating to front fog lamps for motor vehicles and filament lamps for such lamps,

– Directive 77/538/EEC means Council Directive 77/538/EEC of 28 June 1977 on the approximation of the laws of the Member States relating to rear fog lamps for motor vehicles and their trailers,

– Directive 77/539/EEC means Council Directive 77/539/EEC of 28 June 1977 on the approximation of the laws of the Member States relating to reversing lamps for motor vehicles and their trailers,

– Directive 77/541/EEC means Council Directive 77/541/EEC of 28 June 1977 on the approximation of the laws of the Member States relating to safety belts and restraint systems of motor vehicles,

– Directive 77/649/EEC means Council Directive 77/649/EEC of 27 September 1977 on the approximation of the laws of the Member States relating to the field of vision of motor vehicle drivers,

– Directive 78/316/EEC means Council Directive 78/316/EEC of 21 December 1977 on the approximation of the laws of the Member States relating to the interior fittings of motor vehicles (identification of controls, tell-tales and indicators),

– Directive 78/317/EEC means Council Directive 78/317/EEC of 21 December 1977 on the approximation of the laws of the Member States relating to the defrosting and demisting systems of glazed surfaces of motor vehicles,

– Directive 78/318/EEC means Council Directive 78/318/EEC of 21 December 1977 on the approximation of the laws of the Member States relating to the wiper and washer systems of motor vehicles,

– Directive 78/549/EEC means Council Directive 78/549/EEC of 12 June 1978 on the approximation of the laws of the Member States relating to the wheel guards of motor vehicles,

– Directive 80/1269/EEC means Council Directive 80/1269/EEC of 16 December 1980 on the approximation of the laws of the Member States relating to the engine power of motor vehicles,

– Directive 90/630/EEC means Commission Directive 90/630/EEC of 30 October 1990 adapting to technical progress Council Directive 77/649/EEC on the approximation of the laws of the Member States relating to the field of vision of motor vehicle drivers,

– Directive 92/22/EEC means Council Directive 92/22/EEC of 31 March 1992 on safety glazing and glazing materials on motor vehicles and their trailers,

– Directive 92/23/EEC means Council Directive 92/23/EEC of 31 March 1992 relating to tyres for motor vehicles and their trailers and to their fitting,

– Directive 93/91/EEC means Commission Directive 93/91/EEC of 29 October 1993 adapting to technical progress Council Directive 78/316/EEC relating to the interior fittings of motor vehicles (identification of controls, tell-tales and indicators),

– Directive 94/20/EC: Directive 94/20/EC of the European Parliament and of the Council of 30 May 1994 relating to the mechanical coupling devices of motor vehicles and their trailers and their attachment to those vehicles,

– Directive 94/68/EC means Commission Directive 94/68/EC of 16 December 1994 adapting to technical progress Council Directive 78/318/EEC on the approximation of the laws of the Member States relating to the windscreen wiper and washer systems of motor vehicles,

– Directive 95/56/EC means Commission Directive 95/56/EC of 8 November 1995 adapting to technical progress Council Directive 74/61/EEC relating to devices to prevent the unauthorized use of motor vehicles,

– Directive 97/28/EC means Commission Directive 97/28/EC of 11 June 1997 adapting to technical progress Council Directive 76/756/EEC relating

to the installation of lighting and light-signalling devices on motor vehicles and their trailers,

– Directive 2001/43/EC: Directive 2001/43/EC of the European Parliament and of the Council of 27 June 2001 amending Council Directive 92/23/EEC relating to tyres for motor vehicles and their trailers and to their fitting,

– Directive 2001/113/EC: Directive 2001/56/EC of the European Parliament and of the Council of 27 September 2001 relating to heating systems for motor vehicles and their trailers, amending Council Directive 70/156/EEC and repealing Council Directive 78/548/EEC,

– Directive 2001/92/EC means Commission Directive 2001/92/EC of 30 October 2001 adapting to technical progress Council Directive 92/22/EEC on safety glazing and glazing materials on motor vehicles and their trailers and Council Directive 70/156/EEC relating to the type-approval of motor vehicles and their trailers,

– Directive 200397/EC: Directive 2003/97/EC of the European Parliament and of the Council of 10 November 2003 on the approximation of the laws of the Member States relating to the type-approval of devices for indirect vision and of vehicles equipped with these devices, amending Directive 70/156/EEC and repealing Directive 71/127/EEC,

– Directive 2003/102/EC: Directive 2003/102/EC of the European Parliament and of the Council of 17 November 2003 relating to the protection of pedestrians and other vulnerable road users before and in the event of a collision with a motor vehicle and amending Council Directive 70/156/EEC,

– Directive 2006/40/EC: Directive 2006/40/EC of the European Parliament and of the Council of 17 May 2006 relating to emissions from air conditioning systems in motor vehicles and amending Council Directive 70/156/EEC,

– Regulation (EC) No 715/2007 means Regulation (EC) No 715/2007 of the European Parliament and of the Council of 20 June 2007 on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information,

– Regulation (EC) No 631/2009 means Commission Regulation (EC) No 631/2009 of 22 July 2009 laying down detailed rules for the implementation of Annex I to Regulation (EC) No 78/2009 of the European Parliament and of the Council on the type-approval of motor vehicles with regard to the protection of pedestrians and other vulnerable road users, amending Directive 2007/46/EC and repealing Directives 2003/102/EC and 2005/66/EC,

– Regulation (EU) No 672/2010 means Commission Regulation (EU) No 672/2010 of 27 July 2010 concerning type-approval requirements for windscreen defrosting and demisting systems,

– Regulation (EU) No 1003/2010 means Commission Regulation (EU) No 1003/2010 of 8 November 2010 concerning type-approval requirements for the space for mounting and the fixing of rear registration plates on motor vehicles and their trailers,

– Regulation (EU) No 1008/2010 means Commission Regulation (EU) No 1008/2010 of 9 November 2010 concerning type-approval requirements for windscreen wiper and washer systems of certain motor vehicles,

– Regulation (EU) No 1009/2010 means Commission Regulation (EU) No 1009/2010 of 9 November 2010 concerning type-approval requirements for wheel guards of certain motor vehicles,

– Regulation (EU) 2021/535 means Commission Implementing Regulation (EU) 2021/535 of 31 March 2021 laying down rules for the application of Regulation (EU) 2019/2144 of the European Parliament and of the Council as regards uniform procedures and technical specifications for the type-approval of vehicles, and of systems, components and separate technical units intended for such vehicles, as regards their general construction characteristics and safety.

Section 5 In these regulations is meant by

– Regulation No 1 of the Economic Commission for Europe of the United Nations (UNECE)– Uniform provisions concerning the approval of motor vehicle headlamps emitting an asymmetrical passing beam and/or a driving beam and equipped with filament lamps of category R2 and/or HS1;

– Regulation No 3 of the Economic Commission for Europe of the United Nations (UNECE) –Uniform provisions concerning the approval of retro-reflecting devices for motor vehicles and their trailers;

– Regulation No 4 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the approval of devices for the illumination of rear registration plates of power-driven vehicles and their trailers;

– Regulation No 5 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the approval of power-driven vehicle's sealed beam headlamps emitting a European asymmetrical passing beam or a driving beam or both;

– Regulation No 6 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the approval of direction indicators for power-driven vehicles and their trailers;

– Regulation No 7 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the approval of front and rear position lamps, stop lamps and end-outline marker lamps for motor vehicles (except motorcycles) and their trailers;

– Regulation No 8 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the approval of motor vehicle headlamps emitting an asymmetrical passing beam or a driving beam or both and equipped with halogen filament lamps (H1, H2, H3, HB3, HB4, H7, H8, H9, HIR1, HIR2 and/or H11);

– Regulation No 10 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the approval of vehicles with regard to electromagnetic compatibility;

– Regulation No 11 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the approval of vehicles with regard to door latches and door retention components;

– Regulation No 13 of the Economic Commission for Europe of the United Nations (UNECE) — Uniform provisions concerning the approval of vehicles of categories M, N and O with regard to braking

– Regulation No 13-H of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the approval of passenger cars with regard to braking;

– Regulation No 14 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the approval of vehicles with regard to safety-belt anchorages, ISOFIX anchorages systems, ISOFIX top-tether anchorages and i-Size seating positions;

– Regulation No 16 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the approval of:

I. safety belts, restraint systems, child restraint systems and ISOFIX child restraint systems for occupants of power-driven vehicles

II. vehicles equipped with safety belts, safety-belt reminder, restraint systems, child restraint systems, ISOFIX child restraint systems and i-Size child restraint systems;

– Regulation No 18 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the approval of motor vehicles with regard to their protection against unauthorized use;

– Regulation No 19 of the Economic Commission for Europe of the United Nations (UNECE) –Uniform provisions concerning the approval of power-driven vehicle fog lamps;

– Regulation No 20 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the approval of motor vehicle headlamps emitting an asymmetrical passing beam or a driving beam or both and equipped with halogen filament lamps (H4 lamps);

– Regulation No 23 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the approval of reversing lamps for power-driven vehicles and their trailers;

– Regulation No 26 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the approval of vehicles with regard to their external projections;

– Regulation No 27 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the approval of vehicles with regard to advanced warning triangles;

– Regulation No 30 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the approval of pneumatic tyres for motor vehicles and their trailers;

– Regulation No 31 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the approval of power driven vehicle's sealed-beam headlamps (SB) emitting a European asymmetrical passing beam or a driving beam or both;

– Regulation No 34 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the approval of vehicles with regard to the prevention of fire risks;

– Regulation No 37 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the approval of filament lamps for use in approved lamp units of power-driven vehicles and their trailers;

– Regulation No 38 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the approval of rear fog lamps for power-driven vehicles and their trailers;

– Regulation No 39 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the approval of vehicles with regard to speedometer equipment including its installation

– Regulation No 46 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the approval of devices for indirect vision and of motor vehicles with regard to the installation of these devices;

– Regulation No 48 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the approval of vehicles with regard to the installation of lighting and light-signalling devices;

– Regulation No 55 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the type-approval of mechanical coupling components of combinations of vehicles.

– Regulation No 67 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning:

I. approval of specific equipment for vehicles of category M and N using liquefied petroleum gases in their propulsion system;

II. approval of vehicles of category M and N fitted with specific equipment for the use of liquefied petroleum gases in their propulsion system with regard to the installation of such equipment;

– Regulation No 79 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the approval of vehicles with regard to steering equipment;

– Regulation No 87 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the approval of daytime running lamps for power-driven vehicles;

– Regulation No 97 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the approval of vehicle alarm systems and of motor vehicles with regard to their alarm systems;

– Regulation No 98 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the approval of motor vehicle headlamps equipped with gas-discharge light sources;

– Regulation No 99 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the approval of gas-discharge light sources for use in approved gas-discharge lamp units of power-driven vehicles;

– Regulation No 100 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the approval of vehicles with regard to specific requirements for the electric power train;

– Regulation No 108 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the approval for the production of retreaded pneumatic tyres for motor vehicles and their trailers;

– Regulation No 109 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the approval for the production of retreaded pneumatic tyres for commercial vehicles and their trailers;

– Regulation No 110 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the approval of:

I. specific components of motor vehicles using compressed natural gas (CNG) and/or condensed natural gas (LNG- Liquefied Natural Gas) in their propulsion system;

II. vehicles with regard to the installation of specific components of an approved type for the use of compressed natural gas (CNG) and/or liquefied natural gas (LNG) in their propulsion system;

– Regulation No 112 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the approval of motor vehicle headlamps emitting an asymmetrical passing beam or a driving beam or both and equipped with filament lamps and/or light-emitting diode (LED) modules;

– Regulation No 113 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the approval of motor vehicle headlamps emitting a symmetrical European passing beam or a driving beam or both and equipped with filament lamps, gas-discharge light sources or LED modules;

– Regulation No 116 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the protection of motor vehicles against unauthorised use;

– Regulation No 117 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the approval of tyres with regard to rolling sound emissions and/or adhesion on wet surfaces and/or rolling resistance;

– Regulation No 119 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the approval of cornering lamps for power-driven vehicles;

– Regulation No 121 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the approval of vehicles with regard to the location and identification of hand controls, tell-tales and indicators;

– Regulation No 122 of the Economic Commission for Europe of the United Nations (UNECE) — Uniform provisions concerning the approval of vehicles of categories M, N and O with regard to braking

– Regulation No 123 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the approval of adaptive front-lighting systems (AFS) for motor vehicles;

– Regulation No 125 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the approval of motor vehicles with regard to the forward field of vision of the driver;

– Regulation No 127 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the approval of motor vehicles with regard to their pedestrian safety performance;

– Regulation No 128 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the approval of light emitting diode (LED) light sources for use in approved lamp units on power-driven vehicles and their trailers;

– Regulation No 134 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the approval of motor vehicles and their components with regard to the safety-related performance of hydrogen-fuelled vehicles.

Section 6 For the purposes of these regulations,

– Swedish standard SMS 2470: Vehicles – Seat belt anchorages;

– Swedish standard SS 3110: Vehicles – special running lamps;

– US standard SAE J850: Fixed rigid barrier collision tests;

– US standard SAE J839b: Passenger car side door latch systems;

– US standard SAE J934a: Vehicle passenger door hinge systems;

– US standard SAE J579a-c: Sealed beam headlamp units for motor vehicles;

– US standard ANSI Z26.1: American national standard for safety glazing materials for glazing motor vehicles operating on land highways;

– US standard FMVSS 108: Federal motor vehicle safety standard No. 108 on lamps, reflective devices and associated equipment.

Section 7 The ECE Regulations listed in Section 5 have been adopted by the European Union and published in the Official Journal of the European Union.

Section 8 When these regulations state that the requirements of a particular version of an EC or EU Directive, EU Regulation or ECE

Regulation are to be applied, the requirements of a later version of the legal act may also be applied.

Chapter 2 Special-type rally cars

General requirements

Section 1 Special-type rally cars must be built on a series-produced body from a professional manufacturer and may only be driven on the road during a race, demonstration or similar sporting event or in connection with such, and must then meet the requirements of Sections 3 to 41 and Chapter 4 with regard to lighting and reflectors.

Section 2 At a registration inspection for a special-type rally car, documentation from a race organisation for rally races must be provided. The documentation must show that the vehicle meets the requirements for the race class in which the vehicle intends to compete. The documentation must contain at least the information set out in Annex 3 and be signed by a responsible person appointed by the race organisation.

Exhaust systems, emissions and vehicle noise

Section 3 The noise level for special-type rally cars may not exceed 100 dB(A) at an engine speed of 4 500 rpm, or 95 dB(A) at 3 500 rpm, measured as a stationary measurement in accordance with Annex 5 to the Swedish Transport Agency's regulations and general advice (TSFS 2017:54) on roadworthiness testing.

Section 4 Special-type rally cars powered by an internal combustion engine must have an exhaust system consisting of exhaust pipe, catalytic converter and effective means of preventing disturbing noise (silencer).

Exhaust pipes must not discharge or emit exhaust gases under the driver's or passenger compartment, nor under any other part of the bodywork which is joined to such a compartment.

Section 5 For petrol-engined special-type rally cars with fuel injection, the carbon monoxide content in the exhaust gas at an engine speed of 2 500 rpm may not exceed 1 per cent by volume. For cars with carburettors, the value may reach 2 per cent by volume.

Fuel system

Section 6 Fuel lines must be designed such that they are not affected by the fuel and the temperatures to which the car is normally exposed.

Connections to fuel lines must be designed so that the fuel system does not leak.

Section 7 The fuel tank must be permanently installed, made of metal or plastic, and intended for the fuel that is to be used.

The fuel tank must not be damaged so as to pose a risk that the fuel may leak out during normal use.

Section 8 With respect to the safety of the fuel system, special-type rally cars fuelled by LPG must meet the requirements of ECE Regulation 67, 01 series of amendments with components type-approved in accordance with ECE Regulation 67, 01 series of amendments, or equivalent.

Section 9 With respect to the safety of the fuel system, special-type rally cars fuelled by CNG must meet the requirements of ECE Regulation 110, in its original version, with components type-approved in accordance with ECE Regulation 110, in its original version, or equivalent.

Section 10 With respect to the safety of the fuel system, special-type rally cars fuelled by hydrogen (fuel cell) must be type-approved in accordance with ECE Regulation 134, 01 series of amendments.

Space for rear registration plate

Section 11 Special-type rally cars must have a space for a rear registration plate that accommodates such a plate as assigned by the Swedish Transport Agency.

Doors and door locks

Section 12 Doors of special-type rally cars must be designed so as to allow safe entry and exit.

The door locks must be designed so as to prevent doors from opening inadvertently and must have two separate lock positions, the fully locked and half locked position, operable from the interior of the vehicle.

Audible warning device

Section 13 Special-type rally cars must have an audible warning device that emits an even tone.

Braking system

Section 14 Special-typerally cars must have a braking system consisting of a service brake and a parking brake.

The service brake must act on all the wheels of the vehicle and be dimensioned such that, when braking from 80 km/h to a standstill, with the engine disengaged and cold wheel brakes from the start, it decelerates the vehicle by at least 5.8 m/s^2 at a pedal force not exceeding 490 N.

The parking brake must be able to hold the car on sloping ground even if the driver leaves the car.

Section 15 The braking system must be functionally safe under normal operating conditions. The components of the braking system must be satisfactorily executed from a safety point of view.

Section 16 The braked components of the service brake and the parking brake must be directly connected to the wheels by components that are dimensioned so as not to jeopardise the proper functioning of the brakes. There must be no device between wheel and braked component capable of breaking the connection.

Section 17 The service brake must be arranged such that the wheels of the same axle are braked with the same force when all the circuits of the brake are functioning and the friction between the wheels and the road surface is equal for the wheels of the same axle.

Section 18 All components of the service brake must withstand a load corresponding to a force applied to the control of 980 N. Brake pipes and lines must be firmly attached to the chassis or equivalent so that they are not subjected to damage or abrasion by vibration normally occurring during travel.

Section 19 The control and other components of the braking system must have sufficient reserve of motion to satisfy the braking force even if the brakes are hot and the brake linings are worn.

Section 20 The brake fluid reservoir must be readily accessible for inspection and filling. It must be arranged and positioned in such a way that the level of liquid can be easily checked.

Signal interference and electromagnetic compatibility (EMC)

Section 21 Ignition systems on special-type rally cars must be protected against radio interference (EMC).

> ***General advice***
> *This can be attested by an expert opinion verifying that the protection requirements of Directive 72/245/EEC, in its original version, are met.*

Section 22 Special-type rally cars put into service on or after 1 July 2013 must not be equipped with short-range radar equipment in the 24 GHz frequency band.

Safety equipment and seats

Section 23 Special-type rally cars must be fitted with seats and 4-point or 6-point seat belts specially adapted and suitable for racing.

The car must be equipped with a protective cage from a professional manufacturer of protective cages. However, protective cages may be self-made if the structure is of satisfactory strength. Detailed provisions on the design and construction of self-made protective cages are set out in the Annex.

The protective cage must be firmly anchored to the car frame and bodywork and be fitted with cage padding in exposed places.

Seat belt anchorages for front seat positions must be geometrically suitably positioned and arranged in a manner satisfactory from a strength point of view.

General advice

Seat belts complying with standard ISO 8853 or equivalent or approved by the FIA (Federation Internationale de l'Automobile), SFI (SFI Foundation Inc.) or equivalent are to be considered suitable for racing.

Seats approved by the FIA (Federation Internationale de l'Automobile), SFI (SFI Foundation Inc.) or equivalent national or international race organisations are to be considered suitable for racing.

Reversing

Section 24 Special-type rally cars must have a reverse gear that can be operated from the driver's seat.

Controls and instruments

Section 25 Pedals and their connections with the devices they operate must have a reliable design. Brake and clutch pedals shall be equipped with anti-slip protection consisting of pedal rubber or similar.

Section 26 The accelerator must be positioned so that it can be controlled by the right foot or hand and be of reliable design. The accelerator must be arranged so that it automatically returns to the position for idling when the lever is released. This does not apply when 'automatic cruise control' is used.

However, the controls may be positioned in other ways if the car has been specially adapted for a driver with a disability.

Section 27 The service brake must be arranged so that it is operated by the right foot or hand.

However, the controls may be positioned in other ways if the car has been specially adapted for a driver with a disability.

Section 28 Gear controls must be easy to reach in order to ensure safe shifting.

Section 29 The switch for main- and dipped-beam lights must be arranged so as to enable it to be operated without the risk of an incorrect lighting function being switched on or the main headlamps being switched off.

Section 30 A speedometer indicating the speed of the vehicle must be located in the direct field of vision of the driver and it must be possible to read it both in daylight and in the dark.

Section 31 The steering system must be constructed and dimensioned so that the risk of damage or malfunction is low.

The steering system must give the car good directional stability and soft and well-controllable steering.

Engine power

Section 32 The engine power of special-type rally cars with an internal combustion engine must be determined in accordance with:

1. Directive 80/1269/EEC, in the original version,
2. Regulation (EC) No 715/2007, in its original version,
3. ECE Regulation 85, in its original version; or
4. other equivalent power standard.

The measured power value must be reported in kW.

Visibility and vision aids

Section 33 Special-type rally cars, if they have a windscreen, must have both a windscreen wiper and washer and a defrosting and demisting device.

Windscreens must be made of laminated safety glass and marked in accordance with the requirements of ECE Regulation 43, in its original version. Windows other than the windscreen may be of a material other than safety glass marked in accordance with ECE Regulation 43, provided that the material does not give rise to sharp points when crushed.

The defrosting and demisting device must be capable of keeping the windscreen free of mist and ice while driving. This also applies to the side windows to such an extent that visibility through the external rear-view mirrors is ensured.

Section 34 Special-type rally cars must have two exterior rear-view mirrors, or cameras, one on each side, through which the driver can see the traffic behind him. Each rear-view mirror shall have a mirror surface of at least 90 cm^2.

Tyres and wheel guards

Section 35 Special-type rally cars must have wheel guards that protect other road users from stones that are thrown up, mud, ice, snow, water and the like as far as is possible

Section 36 Special-type rally cars must have tyres that are dimensioned for at least the axle load they have to carry when the car is loaded to its total weight.

Section 37 Studded tyres must be designed in such a way that they do not damage the road unnecessarily.

Vehicle identification mark

Section 38 Special-type rally cars put into service on or after 2 June 2025 must bear a vehicle identification number assigned by a vehicle manufacturer and comply with the design requirements set out in Annex II to Commission Regulation (EU) 2021/535 in its original version.

If the vehicle manufacturer has not assigned a vehicle identification number, such a number may also be assigned by an organisation for racing vehicles using a number series issued by the Swedish Transport Agency.

The Swedish Transport Agency issues number series provided that the organisation for racing vehicles can confirm that essential parts from which the rally car was built have not been acquired through theft or fraudulent practice. The organisation for racing vehicles must be able to demonstrate how it has been ensured that essential parts from which the rally car was built have not been acquired through theft or fraudulent practice.

‘Essential parts’ describes:

1. frame if the bearing frame is available,
2. chassis, if the vehicle is constructed on a chassis;
3. bodywork if the vehicle has such bodywork;
4. axles;
5. engine; and
6. any gearbox.

General advice

A declaration that essential elements have not been obtained through theft or deception may be made by providing access documents such as receipts or equivalent documents to the organisation from the owner of the vehicle.

Section 39 Vehicle identification marks issued by the Swedish Transport Agency and assigned by a race organisation must consist of a fixed, unique 17-character string, with characters 1-3 being YVV and must be punched in the car.

The mark must be positioned in such a way that it is protected as far as possible against damage and is not hidden by retrofitted items of equipment. The mark must also be made in such a way that it is difficult to remove and is clearly legible. The height must be at least 7 mm in the case of letters and figures punched directly on the chassis, frame or other similar part of the vehicle.

Section 40 Special-type rally cars put into service before 2 June 2025 must retain the vehicle identification mark assigned to the car by the vehicle manufacturer or racing vehicle organisation.

The mark must remain punched in the car or affixed to a plate on the car and clearly legible with a height of letters and numbers of at least 4 mm in the case of the plate and at least 7 mm in the case of the punched marking. However, punched-in markings may have a height of at least 5 mm if the car is a 1981 model or earlier.

Warning triangle

Section 41 When travelling on the road with a special-type rally car, a warning triangle must be carried that is type-approved in accordance with ECE Regulation 27, in its original version.

Chapter 3 – Standard-type rally cars

General requirements

Section 1 Before being registered as a standard-type rally car, cars must be an approved version of a series-produced passenger car.

'Approved version' means a passenger car registered and put into service on the basis of:

1. a type-approval in accordance with Chapter 3, Section 1 of the Vehicles Ordinance (2009:211);

2. an individual approval in accordance with Chapter 4, Section 1 of the Vehicles Ordinance (2009:211); or

3. put into service in connection with a registration inspection or type inspection in accordance with older rules.

Section 2 Standard-type rally cars may, to a limited extent, be adapted for racing by fitting a protective cage, replacing the seats, steering wheel, steering ratio and belts.

All airbags, including explosive capsules, must be removed.

Section 3 Standard-type rally cars must meet the requirements concerning condition and equipment set out in Sections 5–139 and the requirements concerning lighting and reflectors set out in Chapter 4.

Section 4 At a registration inspection for a standard-type rally car, documentation from a race organisation for rally races must be provided. The documentation must show that the vehicle meets the requirements for the race class in which the vehicle intends to compete. The documentation must contain at least the information set out in Annex 2 and be signed by a responsible person appointed by the race organisation.

Protective cage

Section 5 Standard-type rally cars must be equipped with a protective cage from a professional manufacturer of protective cages. However, protective cages may be self-made if the structure is of satisfactory strength. Detailed provisions on the design and construction of self-made protective cages are set out in the Annex.

The protective cage must be firmly anchored to the car frame and bodywork and be fitted with cage padding in exposed places.

Vehicle identification mark

Section 6 Standard-type rally cars must retain, on their frame or equivalent structure, the vehicle identification numbers assigned to them by the original vehicle manufacturer when the car was manufactured.

At least one of the car's original identification marks must be clearly visible and must not be hidden by retrofitted items of equipment. Additional marking with the vehicle identification number of the vehicle may be affixed to a plate on the vehicle. The marking must be clearly legible with a height of letters and numbers of at least 4 mm.

Engine power

Section 7 The engine power of standard-type rally cars must be determined in accordance with:

1. Directive 80/1269/EEC, in the original version,
2. ECE Regulation 85, in its original version;
3. Regulation (EC) No 715/2007, in its original version; or
4. other equivalent power standard.

The measured power value must be reported in kW.

The engine power must not exceed the original engine power by more than 10 per cent.

Fuel system with liquid fuel

Section 8 The provisions of Sections 9-14 concerning fuel tanks and fuel systems apply to standard-type rally cars fuelled by a fuel that is liquid at normal temperature (+20 °C) and normal pressure (100 kPa).

Fire protection

Section 9 With respect to fire protection, standard-type rally cars must comply with the requirements of ECE Regulation 34, in its original version, or Sections 10-12.

Alternative requirements for fire protection instead of ECE Regulation 34

Section 10 The tank filler opening or other opening to the fuel tank of the car must not be located in the driver's or passenger compartment. If the car is a 1984 model or later, the opening must also not be located in the luggage compartment or engine compartment.

Section 11 Fuel lines must be designed such that they are not affected by the fuel and the temperatures to which the car is normally exposed.

The connection of the fuel line must be satisfactorily tight.

Section 12 Fuel tanks of standard-type rally cars much comply with the requirements of Directive 70/221/EEC, in its original version, or ECE Regulation 34, in its original version, insofar as applicable to fuel tanks.

Instead of the requirements in the first paragraph, fuel tanks of standard-type rally cars that are a 1997 model or earlier may have a metal fuel tank complying with Section 13 or a plastic fuel tank complying with Section 14.

Alternative requirements for fuel tanks in a 1997 model or earlier

Section 13 Metal fuel tanks in cars that are a 1971 model or later must be tested in a barrier collision test according to US standard SAE J850 Feb 1963 with a test speed of at least 8.3 km/h.

The fuel tank for the test must be filled to 90 per cent of its total volume with liquid having approximately the same viscosity and at least the same density as the fuel with which the car is to be fuelled.

During the test, no more than 30 grams of liquid in total may escape from the fuel tank, the filler pipe, the filler cap, the connections and the fuel metering fitting. The maximum leakage rate after the test is 30 g/min.

Section 14 A plastic fuel tank in a 1997 model or earlier must comply with the requirements of Annex 5 to ECE Regulation 34, in its original version.

A 1983 model or earlier may, instead of the requirements of the first paragraph, have a plastic tank made of glass fibre reinforced thermoset plastic with the following characteristics:

1. The thermoset must be unsaturated polyester, epoxy or other thermoset with equivalent properties.

2. The glass fibre content of the thermoset must be not less than 25 % and not more than 55 % by weight.

3. The glass fibre reinforcement must be of the mat type or be of fibres for spraying or of coiled filaments.

4. The walls of the tank must have a thickness of at least 2 mm and must be constructed with at least two layers of glass fibre reinforcement.

Fuel systems for gas-fuelled cars

Section 15 With respect to the safety of the fuel system, standard-type rally cars fuelled by LPG must be type-approved in accordance with ECE Regulation 67, 01 series of amendments, or must meet the requirements of ECE Regulation 67, 01 series of amendments with components type-approved in accordance with ECE Regulation 67, 01 series of amendments.

Section 16 With respect to the safety of the fuel system, standard-type rally cars fuelled by CNG must meet the requirements of ECE Regulation 110, in its original version, with components type-approved in accordance with ECE Regulation 110, in its original version, or equivalent.

Electric cars

Section 17 Standard-type rally cars that are fully or partly powered by electricity must comply with the requirements of ECE Regulation 100, 01 series of amendments.

Hydrogen fuel systems (fuel cell)

Section 18 With respect to the safety of the fuel system, standard-type rally cars fuelled by hydrogen (fuel cell) must be type-approved in accordance with ECE Regulation 134, 01 series of amendments.

Radio interference and electromagnetic compatibility (EMC)

Section 19 With respect to electromagnetic compatibility, standard-type rally cars put into service on or after 1 January 1996 must comply with the requirements of Directive 72/245/EEC as amended by Directive 95/54/EC, or ECE Regulation 10, 02 series of amendments.

The first subparagraph does not apply cars type-approved before 1 January 1996 under Directive 72/245/EEC, in its original version, or to diesel-powered cars type-approved before 1 January 1996 under Directive 72/306/EEC, in its original version.

Section 20 Standard-type rally cars put into service before 1 January 1996 and which are a 1975 model or later and are fitted with an ignition system, must be protected against radio interference.

This requirement is deemed to be met if the car complies with the requirements of:

1. Directive 72/245/EEC, in the original version,
2. ECE Regulation 10, in its original version; or
3. the regulations issued by virtue of the Ordinance (1972:384) on measures against radio interference or the Radio Interference Ordinance (1985:625).

Section 21 Standard-type rally cars put into service on or after 1 July 2013 must not be equipped with short-range radar equipment in the 24 GHz frequency band.

Exhaust system

Section 22 Exhaust systems of standard-type rally cars powered by an internal combustion engine must consist of an exhaust pipe, a catalytic converter and effective means (silencer) of preventing disturbing noise from the exhaust system.

Standard-type rally cars do not need to have a catalytic converter if the original car was approved without one.

Section 23 Exhaust pipes on standard-type rally cars must not discharge or emit exhaust gases under the driver's or passenger compartment, nor under any other part of the bodywork which is joined to such a compartment.

Exceptions may, however, be accepted if the design of the bodywork and exhaust pipes is such that there is deemed to be no risk of exhaust gases entering the compartment while driving.

External vehicle noise

Section 24 The maximum permissible noise level for standard-type rally cars may not exceed 100 dB(A) at an engine speed of 4 500 rpm, or 95 dB(A) at 3 500 rpm, measured as a stationary measurement in accordance with Annex 5 to the Swedish Transport Agency's regulations and general advice (TSFS 2017:54) on roadworthiness testing.

Tires

Section 25 Standard-type rally cars must have tyres that are dimensioned for at least the axle load they have to carry when the car is loaded to its total weight.

Section 26 Standard-type rally cars must have tyres dimensioned for the car's maximum speed.

Cars put into service before 1 January 1996 need not have tyres dimensioned for a speed higher than 180 km/h, or 170 km/h in the case of tyres of the Reinforced type.

Winter tyres only need to be dimensioned for a maximum speed of 160 km/h.

Car tyre requirements

Section 27 Tyres put into service on a standard-type rally car must be type-approved in accordance with:

1. Directive 92/23/EEC, in the original version,
2. ECE Regulation 30, in its original version; or
3. ECE Regulation 54, in its original version.

Tyres which are retreaded must be type-approved in accordance with:
1. ECE Regulation 108 in the original version, or
2. ECE Regulation 109 in the original version,

Section 28 With respect to tyre noise, tyres placed into service on standard-type rally cars must be type-approved in accordance with Directive 92/23/EEC, as amended by Directive 2001/43/EC, or ECE Regulation 117, in its original version.

The requirement set out in the first paragraph does not apply to:

– winter tyres with studs;

– tyres intended for speeds below 80 km/h;

– tyres having a nominal rim diameter of 254 mm or less (10" rim) or 635 mm or greater (25" rim); or

– T-type spare tyres for temporary use.

Specific requirements for the use of winter tyres, etc.

Section 29 The definition of winter tyres and requirements concerning the use of winter tyres can be found in the Swedish Transport Agency's regulations and general advice (TSFS 2009:19) on the use of tyres, etc. intended for cars and trailers towed by cars. These regulations also set out the restrictions on the use of studded tyres.

Steering

Section 30 Standard-type rally cars put into service on or after 1 January 2005 must have a steering system complying with the requirements of ECE Regulation 79, in its original version.

If the car was put into service between 1 January 2005 and 31 December 2017, it may comply with Directive 70/311/EEC in its original version with respect to its steering system instead of the requirements laid down in the first paragraph.

If the car was put into service before 1 January 2005, it must have a steering system that is designed and dimensioned so that the risk of damage or malfunction is small. The steering system must give the car good directional stability and soft and well-controllable steering.

Braking system

Section 31 With respect to braking systems, standard-type rally cars put into service on or after 1 January 2005 must be type-approved in accordance with ECE Regulation 13-H, in its original version.

Standard-type rally cars put into service between 1 January 2005 and 31 December 2017 may comply with the requirements of Directive 71/320/EEC, in its original version, instead of the requirements for braking equipment set out in the first paragraph.

Section 32 With respect to braking equipment, standard-type rally cars put into service before 1 January 2005 and which are a 1974 model or later

1. must comply with the requirements of Directive 71/320/EEC, in its original version;
2. must be type-approved in accordance with ECE Regulation 13-H, in its original version; or
3. for cars with a total weight of up to 3 500 kg, must meet the requirements of Sections 35-57.

Section 33 Standard-type rally cars that are a 1973 model or earlier must have braking equipment consisting of two independent systems or a system which can be actuated by two independent devices and which is capable of decelerating the car by at least 4 m/s^2. One of the systems must be able to hold the car on sloping ground, even if the driver has left the car.

Section 34 The braking system must be functionally safe under normal operating conditions. The components of the braking system must be satisfactorily executed from a safety point of view.

Section 35 The braked components of the service brake and the parking brake must be directly connected to the wheels or connected to the wheels by components that are dimensioned so as not to jeopardise the proper functioning of the brakes. Between the wheel and the braked component there must be no means of breaking the connection.

Section 36 The service brake must act on all the wheels of the car and must be arranged such that the wheels of the same axle are braked with the same force when all the circuits of the brake are functioning and the friction between the wheels and the road surface is equal for the wheels of the same axle.

Section 37 All components of the service brake must, unless otherwise prescribed in a particular case, withstand stresses corresponding to a force on the control of 980 N. Brake pipes and lines must be fixed to the chassis or equivalent so as not to be damaged by shaking or abrasion.

Section 38 The control and other components of the braking system must offer sufficient reserve of motion to satisfy the braking requirement even if the brakes are hot and the brake linings are worn. Unless otherwise prescribed in a particular case, deterioration of the service brake must be easily compensated by automatic or manual adjustment means.

Section 39 The brake fluid reservoir must be readily accessible for inspection and filling. It must either be arranged and positioned so that the

fluid level can be easily checked without opening the reservoir or be fitted with a warning device to warn when the fluid level in the reservoir becomes so low that there is a risk of the braking system becoming inoperative as a result. Such a warning device must be of reliable construction and arranged so that the driver can easily check its operation even when the fluid level is sufficient. The reservoir must be made of materials with good resistance to corrosion and resistance to battery acids.

Section 40 The type of brake fluid to be used must be specified immediately adjacent to the filler opening of the brake fluid reservoir. In the absence of such specification, the brake fluid must meet the requirements of US standard SAE J1703.

Section 41 Unless otherwise prescribed in a particular case, braking systems must be tested on a road surface with a coefficient of friction of 0.8 and with the car laden to its maximum gross mass.

Section 42 During brake testing, the vehicle's deviation off course must be no greater than that it can be kept within a road width of 3.5 metres. During the test, course corrections may be made corresponding to an $\pm$ 180° steering angle.

Section 43 Braking systems on standard-type rally cars equipped with an anti-lock device, known as an anti-lock system, must, if the anti-lock device ceases to function, be designed so that the requirements of Section 50 are met.

Section 44 The braking system referred to in Section 43 must be fitted with an optical warning device to warn the driver if the anti-lock device fails.

Parking brake

Section 45 The parking brake must have a control that is completely separate from the service brake. It must be possible to apply the parking brake without damage at speeds of up to 20 km/h. It must be designed so that it can be held in the applied position by purely mechanical means.

The parking brake and the service brake may have common mechanical parts which are directly mounted on the braked axle provided that they are dimensioned so that the risk of failure of these parts is virtually non-existent.

Section 46 The parking brake must be designed so that, under any loading condition, within the limits of the permissible laden mass or guaranteed axle load and with the load evenly distributed over the load compartment, it is capable of holding the vehicle on a plane with a 16 per cent inclination. This requirement must be met downhill and uphill and at a coefficient of friction between tyre and road surface of 0.6 at a control force on hand controls not exceeding 392 N for vehicles with a maximum mass not exceeding

3 500 kg. Where the parking brake is foot-operated, the control force shall not exceed 490 N.

Service brake

Section 47 The service brake must act on all wheels of the vehicle.

Section 48 The transmission of the service brake must be divided into two or more circuits. However, certain mechanical parts, such as the connection between the control and the master cylinder, may be shared by the circuits provided that they are particularly strongly dimensioned and provide safe operation.

These requirements must be met without the use of parts which are normally in standby mode and which are brought into operation only in the event of a failure of the service braking system.

Section 49 The service brake must either be designed so that the movement of the brake shoes or equivalent when the brake is applied does not change with the wear of the brake linings or be fitted with a warning device indicating with a light signal when wear is so great that adjustment or repair is required to ensure braking in accordance with Section 52.

Section 50 Brake pipes must be designed and positioned so as to avoid corrosion as far as possible.

Plastic brake pipes must meet the requirements of DIN 74324 (July 1987) or SAE J1394 APR83 or equivalent requirements for material and strength characteristics.

Section 51 If a fault occurs in a circuit, the deceleration of the vehicle during braking must nevertheless achieve at least half of the deceleration specified in Section 55. This requirement must be met under all loading conditions within the limits of the permissible laden mass or guaranteed axle load and with the load evenly distributed over the load compartment.

If, during such braking operation, residual circuit or circuits of the service braking system are used, the prescribed deceleration must be achieved at a pedal force not exceeding 490 N for vehicles having a maximum mass not exceeding 3 500 kg.

If the requirement cannot be met with the residual circuit or circuits of the service brake, the deceleration shall be achievable by means of a secondary brake, which may be the parking brake or other separate braking system.

Section 52 The service brake and the secondary brake may have common mechanical parts which are directly mounted on the braked axle provided that they are dimensioned so that the risk of failure of these parts is virtually non-existent. The simultaneous use of the service brake and the secondary brake must not result in both being rendered inoperative, irrespective of whether both braking systems are satisfactory or one of them is inoperative.

If the secondary brake is hand-operated, the deceleration must be achieved at a control force not exceeding 392 N.

Section 53 Hydraulic transmission must be fitted with a warning device which, by optical signal, warns the driver at the latest when a pressure difference of not more than 1 700 kPa (17 kp/cm^2) has occurred between the brake circuits or when the level in the brake fluid reservoir has fallen to a level where there is a risk of the brake system becoming inoperative. It must be easy for the driver to control the warning device, even when the braking system is operating correctly.

Section 54 Braking systems must be arranged so that, under any loading condition within the limits of the maximum permissible mass or guaranteed axle load and with the load evenly distributed over the load compartment, no wheel is locked at a deceleration lower than that prescribed in Section 55. In addition, for a car with a total weight not exceeding 3 500 kg and at decelerations between 5.8 and 8.0 m/s^2, the rear wheels must not lock other than momentarily before the front wheels.

Section 55 The service brake must be designed so that, when braking from 80 km/h to a standstill, with the engine disengaged and cold wheel brakes from the start, it decelerates the vehicle, at maximum mass, by at least 5.8 m/s^2 at a pedal force not exceeding 490 N.

The deceleration must not increase abnormally if the pedal force is constant.

Section 56 When braking from a speed of 80 per cent of the maximum design speed of the vehicle to a standstill with cold wheel brakes from the start and with a constant deceleration of 4 m/s^2 the pedal force must not exceed 294 N. The vehicle must be laden to its maximum mass. The engine must be disengaged.

The deceleration must not increase abnormally if the pedal force is constant.

Section 57 The fading properties of the service brake during heating must be examined as follows.

The brakes must be run-in. With cold wheel brakes from the start, 15 decelerations must be made from an initial speed of 80 per cent of the maximum design speed of the car, but not more than 120 km/h, to half the initial speed. In the first braking operation, the pedal force must be adjusted so that the deceleration is 3 m/s^2.

For the next 14 braking operations, the same pedal force must be applied. The time between the start of each braking operation must be 45 seconds. The engine must be connected to the drive wheels through the highest gear, without the use of overdrive. After the wheel brakes have been heated as above, the deceleration must not be less than 4.6 m/s^2 in the case of immediate subsequent braking from 80 km/h to a standstill, with a disengaged engine and pedal force not exceeding 490 N, and not less than

3.5 m/s^2 at the pedal force which, with cold wheel brakes, has given a deceleration of 5.8 m/s^2. When braking during the warm-up phase, deceleration must at no time be less than 1.8 m/s^2.

Section 58 The fading characteristics of the service brake during water soaking must be examined as follows.

After the car has been slowly driven for two minutes in a water trench with such a water depth that the wheel brakes are well soaked, a number of brake operations must be made in close succession from 40 km/h to a standstill with a constant deceleration of 2.5 m/s^2. During the braking operations, the pedal force must not exceed 490 N. To pass the test either, at the tenth braking operation, the pedal force must be not more than 88 N greater and not more than 40 per cent less than the pedal force which produced the deceleration of 2.5 m/s^2 when the wheel brakes were dry and cold, or at the fifteenth braking operation, the pedal force must not be more than 20 per cent greater and not more than 40 per cent less than the pedal force which produced the deceleration of 2.5 m/s^2 when the wheel brakes were dry and cold.

Reversing

Section 59 A standard-type rally car must be fitted with a reversing device that can be operated from the driver's seat.

Anti-theft device and anti-theft alarm

Section 60 If a standard-type rally car has a mechanical anti-theft device or immobilizer, the anti-theft devices must comply with the requirements of:

1. Directive 74/61/EEC, as amended by Directive 95/56/EC;
2. ECE Regulation 116, in its original version; or
3. ECE Regulation 18, in its original version; and ECE Regulation 97, in its original version.

If a standard-type rally car was put into service before 1 January 2005, the anti-theft devices may instead comply with the requirements of Directive 74/61/EEC, in its original version, or ECE Regulation 18, in its original version.

If the car is a 1975 model or earlier, there are no special requirements for the car's anti-theft devices.

Section 61 If a standard-type rally car that was put into service on or after 1 January 2005 has an anti-theft alarm, the alarm must comply with the requirements of:

1. Directive 74/61/EEC, as amended by Directive 95/56/EC;
2. ECE Regulation 97, in its original version; or
3. ECE Regulation 116, in its original version.

The alarm must be installed in such a way that it meets the requirements of:

1. Directive 74/61/EEC, in the original version,
2. ECE Regulation 97, in its original version; or
3. ECE Regulation 116, in its original version.

Vehicle bodies and prohibited devices

Body design

Section 62 Provisions on the external design of vehicles with regard to the risk of injury to other road users and road safety in general are laid down in Chapter 2, Section 8 of the Vehicles Ordinance (2009:211).

Prohibited devices

Section 63 A standard-type rally car may not be fitted with the following parts or accessories:

1. A device the height of which above the surrounding bodywork surface exceeds 30 mm and which has a width less than its height and which is not necessary for the use of the car. However, such a device which is of a soft material with a hardness not exceeding 50 Shore A and is resilient such that its height does not exceed 30 mm when subjected to light force not exceeding 100 N is permitted. The prohibition does not apply to original ornamentation on car models from 1972 or earlier.

2. A spoiler consisting of a wing built up on brackets and which does not connect to the bodywork with its front edge. However, what is known as a caravan spoiler or a spoiler intended as a dirt deflector for a rear window is allowed. The prohibition does not apply to spoilers of a soft material with a hardness not exceeding 60 Shore A. The prohibition also does not apply to original-mounted spoilers on 1972 car models or earlier.

3. Wing nuts and wing nut-like devices on wheels and hubcaps of 1968 car models or later; However, the prohibition does not apply to wing nuts and wing nut-like devices which are within a vertical plane tangential to the sidewall of the tyre, or within the surface formed by horizontal straight lines tangential to the car body closest to the wheel.

4. Shades made of metal or other hard material retrofitted over headlamps.

5. Roof carriers, such as ski racks and roof racks, which project more than 50 mm beyond a vertical plane through the lateral limit of the roof at the point of projection of the roof carrier.

However, a car type-approved in accordance with Directive 74/483/EEC, in its original version, or ECE Regulation 26, in its original version, and fitted, at the time of approval, with the parts or accessories referred to in points 1 to 3 of the first paragraph may be fitted with such devices.

Doors, door locks and door hinges

Section 64 With respect to doors, door locks and door hinges, standard-type rally cars from 1971 and later must comply with the requirements of Directive 70/387/EEC, in its original version, or ECE Regulation 11, in its original version.

Standard-type rally cars put into service before 1 January 2005 that are a 1971 model or later may, instead of the requirements in the first paragraph, meet the requirements of Sections 65-70.

Alternative requirements for cars put into service before 1 January 2005

Section 65 Cars must be designed in such a way as to allow safe entry and exit. Door locks must be designed as to prevent doors from being opened inadvertently.

Section 66 Door locks and door hinges must, with the exception of door locks and door hinges for a sliding door, comply with Sections 67-70.

Section 67 Door locks must have two separate lock positions, the fully locked and half locked position, and must have controls operable from the interior of the vehicle.

Section 68 Door locks must be capable of withstanding longitudinally a force of 11.1 kN in the fully locked position and 4.4 kN in the half locked position and of withstanding transversely a force of 8.9 kN in the fully locked position and 4.4 kN in the half locked position, when tested in accordance with US standard SAE J839b, May 1965.

Section 69 Door locks in the fully locked position must remain in this position if they, including controls, are subjected to longitudinal or transverse acceleration of 294 m/s^2 when tested according to the US standard SAE J839b, May 1965.

Section 70 All hinges of the door must together be capable of withstanding a force of 11.1 kN longitudinally and 8.9 kN transversely when tested in accordance with the US standard SAE J934a, September 1969.

Mudguards

Section 71 With respect to mudguards, standard-type rally cars that are a 1953 model or later must comply with the requirements of:

1. Directive 78/549/EEC, in the original version,
2. Regulation (EU) No 1009/2010, in its original version, or
3. Annex V to Regulation (EU) 2021/535, in its original version.

Cars put into service before 1 January 2005 may, instead of the requirements in the first paragraph, comply with Sections 72-75.

Exceptions from the requirements of the first and second paragraphs are, however, allowed for cars where, having regard to the car's design or purpose, mudguards have a significant adverse effect.

Alternative requirements for cars put into service before 1 January 2005

Section 72 Mudguards must be designed such that their front part extends at least to a radial plane 30˚ forward from a vertical plane passing through the centre of the wheel, and such that their rear part extends to a horizontal plane not more than 150 mm above a horizontal plane passing through the centre of the wheel (see: Figure 1).

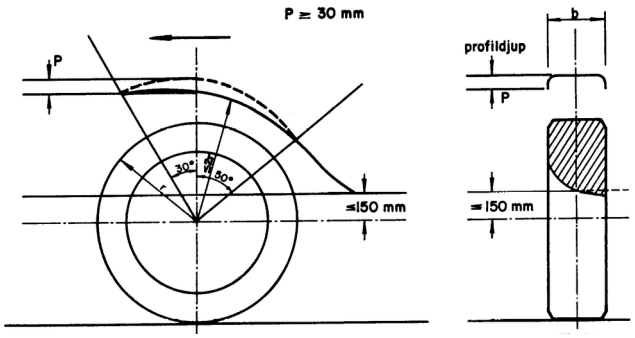


Figure 1. Mudguards from the side and across the width of the tyre.

Section 73 The part of the mudguard situated between two radial planes – 30° forward and 50° rearward from a vertical plane passing through the centre of the wheel – must cover the width of the tyre (see Figure 1). Otherwise, the mudguards to the rear, as referred to in Section 72, must cover at least half of the width of the tyre.

Section 74 Mudguards must have turned-down edges on the sides. The edges shall be designed such that, from the front, the mud guard's profile in the vertical plane through the wheel centre has a depth of at least 30 mm. The profile depth may gradually decrease towards the radial plan referred to in Section 72 (see Figure 1).

Section 75 The part of the mudguard situated above a horizontal plane passing through the centre of the wheel must not, on standard-type rally cars that are a 1963 model or later, be located at a distance from the centre of the wheel greater than twice the radius of the wheel, measured to the edges of the mudguard (see Figure 1).

Coupling device

Section 76 The coupling device to be mounted on a standard-type rally car must be type-approved and installed in accordance with Directive 94/20/EC, in its original version, or ECE Regulation 55, 01 series of amendments.

Section 77 If the car is fitted with a coupling device, there must also be a trailer connector which is satisfactorily positioned in relation to the coupling device and designed so as to avoid any failure of the coupling to the trailer.

Audible warning device

Section 78 Standard-type rally cars must have an audible warning device that emits an even tone.

The loudness of the audible warning device, measured 7 metres in front of the car at a height between 0.5 and 1.5 metres above the ground, must be not less than 93 dB (A) and not more than 112 dB (A), when the engine is switched off.

The basic frequencies (basic tones) or harmonic components (harmonics) of the audible warning device must not be capable of being varied in a clearly audible manner, such as a signal horn that plays a tune.

Warning triangle

Section 79 When travelling on the road with a standard-type rally car, a warning triangle must be carried that is type-approved in accordance with ECE Regulation 27, in its original version.

Collision characteristics (pedestrian protection)

Section 80 With respect to collision protection for pedestrians, standard-type rally cars put into service on or after 31 December 2012 must comply with the requirements of:

1. Regulation (EC) No 78/2009 supplemented by Regulation (EC) No 631/2009; or

2. ECE Regulation 127, in its original version.

Cars put into service between 31 December 2012 and 23 February 2021 may, instead of the requirements of the first paragraph relating to collision protection, comply with Directive 2003/102/EC, in its original version, subject to the restrictions laid down in that Directive.

Driver and passenger compartment

Section 81 Provisions on the configuration of the driver's position are laid down in Section 5 of the Vehicles Ordinance (2009:211).

Passenger positions must not be further forward than the driver's position.

Seats and seat anchorage

Section 82 Seats in standard-type rally cars must be suitable for racing and be reliably anchored from a strength point of view.

Cars must not be equipped with longitudinal seats, rear-facing seats or jump seats.

Cars put into service after 2 June 2025 must not be equipped with a rear seat.

> ***General advice***
> *Seats approved by the FIA (Federation Internationale de l'Automobile), SFI (SFI Foundation Inc.) or equivalent national or international race organisations are to be considered suitable for racing.*

Seat belts

Seat belt in front seats

Section 83 Standard-type rally cars must have seat belts in the front seats that are specially adapted and suitable for racing. The seat belts must be 4, 5 or 6-point belts.

Standard-type rally cars may not keep the seat belts that were in the front seat of the car before it was modified for racing.

> ***General advice***
> *Seat belts complying with standard ISO 8853 or equivalent or approved by the FIA (Federation Internationale de l'Automobile), SFI (SFI Foundation Inc.) or equivalent are to be considered suitable for racing.*

Section 84 Seat belt anchorages for front seat positions must be geometrically suitably positioned and arranged in a manner satisfactory from a strength point of view.

Seat belt in rear seats

Section 85 Standard-type rally cars that are a 1971 model or later and have seats left for passengers in the rear seat must also be fitted with seat belts in those seats.

With respect to seat belts, their anchorages and their installation, cars must comply with Sections 86-88. If the car was put into service before 1 January 2005, it may instead comply with Sections 89-99 with respect to seat belts, their anchorages and their installation.

Section 86 The seat belts must be type-approved in accordance with ECE Regulation 16, 04 series of amendments.

If the car was put into service between 1 January 2005 and 31 December 2017, it may instead be fitted with safety belts type-approved in accordance with Directive 77/541/EEC, as amended by Directive 2000/3/EC.

Section 87 The seat-belt anchorages must comply with the requirements of ECE Regulation 14, 04 series of amendments.

If the car was put into service between 1 January 2005 and 31 December 2017, it may instead have safety belt anchorages complying with the requirements of Directive 76/115/EEC, as amended by Directive 96/38/EC.

Section 88 The seat belts must be installed in accordance with the requirements of Regulation 16, 04 series of amendments.

If the car was put into service between 1 January 2005 and 31 December 2017, it may instead be fitted with safety belts installed in accordance with the requirements of Directive 77/541/EEC, as amended by Directive 2000/3/EC.

Alternative seat belt requirements for cars put into service before 1 January 2005

Section 89 Rear seat belts must be three-point belts: For cars that are a 1975 model or later, the seat belts must be three-point retracting belts, which means that the belts are fitted with retractors.

However, a seat belt for a centre or other rear seating position where the upper attachment point cannot be arranged without great inconvenience may be a lap belt.

A centre seat in a car that is a 1983 model or earlier is not required to have a seat belt if the seat width in the rear seat is less than 1 350 mm.

A seat belt for a seat other than next to the car door may, in a car that is a 1978 model or earlier, be a diagonal belt.

Section 90 Seat belts must be type-approved:

1. in accordance with Directive 77/541/EEC, in its original version;
2. in accordance with ECE Regulation 16, in its original version; or
3. by the former Swedish Road Safety Administration or the Swedish Road Administration.

Section 91 The seat-belt anchorages must comply with the requirements of:

1. Directive 76/115/EEC, in its original version;
2. ECE Regulation 14, in its original version; or
3. Sections 93-98.

Section 92 Seat belts must be fitted such that their installation complies with the requirements of:

1. Directive 77/541/EEC, in its original version;

2. ECE Regulation 16, in its original version; or
3. Section 99.

Section 93 Seat belt anchorages must be located in the car body or seat.

The upper effective anchorage (see Figure 2) must be located at least 450 mm above the H-point and behind a vertical plane passing through the H-point perpendicular to the median longitudinal plane of the car. The upper anchorage point may be adjustable such that, with a simple grip, is can be moved between different height positions in order to obtain the desired belt geometry. It is sufficient that the positioning requirements are met for one height position.

The lower effective anchorages (see Figure 2) must be located on either side of the median plane of the seating position. The distance between the two vertical planes passing through these lower fixing points parallel to the plane of symmetry of the seating position shall be at least 350 mm. In addition, they shall be so positioned that the distance between the planes and the median plane of the seating position is not less than 120 mm.

The angle α (see Figure 3) must be at least 30° and at most 80° even if the angle α is to be as close to 60° as possible. If the distance between the H-point and the lower anchorage point is less than 100 mm, the angle α must, however, be at least 10° and at most 80°.

In cars that are a 1979 model or earlier, the anchorages may be located according to Swedish standard SMS 2470 edition 1 or, if the car's design is such that the requirements of the standard cannot be met, the anchorages may be located in another appropriate way.

Figure 2. Effective anchorage.

Figure 3. Location of anchorage.

Section 94 Seat belt anchorages must withstand, for at least 0.2 seconds, the forces to which they are subjected when tested in accordance with Section 95 or 96.

Section 95 Anchorages for a three-point belt must be combined for the purpose of the test with a belt whose hip strap and diagonal strap, through a pull yoke (see Figure 4 and Figure 5), are simultaneously subjected to a force F of 13.5 ± 0.2 kN. The forces must be directed forward at an angle of 10° ± 5° above the horizontal plane and parallel to the median longitudinal plane of the bodywork. The value of the forces must be achieved as quickly as possible. If a relinker is fitted to the seat belt, the diagonal strap during the test must pass through the relinker.

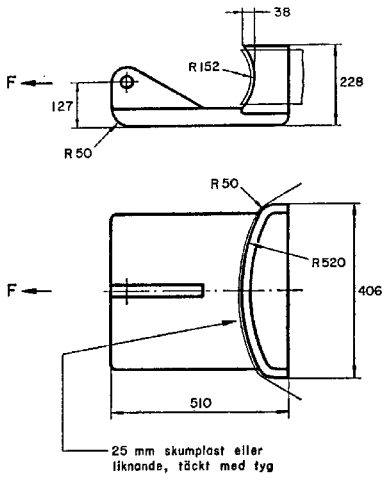


Figure 4. Pull yoke for hip strap.

Figure 5. Pull yoke for diagonal strap.

Section 96 Anchorages for a hip strap must be combined for the purpose of the test with a belt which, through a pull yoke (see Figure 4), is subjected to a force F of 22.3 ± 0.2 kN. The force must be directed forward at an angle of 10° ± 5° above the horizontal plane and parallel to the median longitudinal plane of the bodywork. The value of the force must be achieved as quickly as possible.

Section 97 If an anchorage is positioned in a car seat, a force corresponding to 20 times the weight of the seat must be applied at the same time horizontally straight ahead to the centre of gravity of the seat in accordance with Sections 95 and 96.

Section 98 The H-point must be determined using a test dummy in accordance with ECE Regulation 14 positioned on the seat. In the case of seats with adjustable backrests, the angle between the dummy's torso line and a vertical through the H-point must be as close as to 25° as possible.

Section 99 Seat belts must be fitted in such a way that there is no risk of belt straps being worn against hard vehicle components, that the fixed parts of the buckle cannot be confused and that, under normal conditions of use, it can function satisfactorily.

Seat belt buckles must not be readily releasable inadvertently. Seat belts must be capable of being buckled and opened with one hand. However, this does not apply to a belt for a seating position in a seat for more than one occupant.

Hard belt components such as buckles and the adjuster with which the length of the belt strap can be adjusted between the seat belt anchorages

must not be in contact with the front of the body after the passenger has put on the seat belt.

Windows

Section 100 With respect to the installation of windows, standard-type rally cars that are a 1971 model or earlier must comply with the requirements of:

1. Directive 92/22/EEC, as amended by Directive 2001/92/EC, with glazing type-approved in accordance with the Directives, or

2. ECE Regulation 43, in its original version, with glazing type-approved in accordance with the Regulation.

Cars put into service before 1 January 2005 may, instead of the requirements in the first paragraph, comply with the installation requirements in Sections 102-105.

Section 101 Windows in standard-type rally cars may not be fitted with paint layers or film that may cause disturbing reflections or risk of glare for other road users or that may result in the requirements for light transmission in Section 105 not being met.

Alternative installation requirements for windows in cars put into service before 1 January 2005

Section 102 Windows must comprise laminated or tempered glass, except for the windscreen which may only be made of laminated glass.

However, windows may be made of plastic if they are the roof hatch or the glazing in a soft-top canopy.

Section 103 Windows made of laminated or tempered glass standard-type rally cars that are a 1988 model or later must be:

1. type-approved in accordance with Directive 92/22/EEC, in its original version;

2. type-approved in accordance with ECE Regulation 43, in its original version; or

3. of a type which is considered to meet the corresponding requirements.

> ***General advice***
> *For the purpose of assessing what constitutes corresponding requirements, windows made of laminated or tempered glass conforming to the US standard ANSI Z 26.1 1968 including Z 26.1a-1969 are deemed to meet the requirements.*

Section 104 Plastic windows in standard-type rally cars that are a 1992 model or later must be:

1. type-approved in accordance with Directive 92/22/EEC, in its original version;

2. type-approved in accordance with ECE Regulation 43, in its original version; or

3. made of materials that do not give rise to sharp points when crushed.

Section 105 Windows in standard-type rally cars in the driver's field of vision must have light transmission both forward and toward both sides of at least 70 per cent.

Field of vision and devices for indirect vision (rear-view mirrors)

Field of vision

Section 106 With respect to field of vision, standard-type rally cars must comply with the requirements of Directive 77/649/EEC, as amended by Directive 90/630/EEC, or ECE Regulation 125, in its original version.

Section 107 Cars put into service before 1 January 2005 need not comply with Section 106, but must nevertheless be designed in such a way that the field of vision from the driver's position enables the driver to have a satisfactory view of surrounding traffic.

Rear-view mirrors and devices for indirect vision

Section 108 With respect to devices for indirect vision, standard-type rally cars put into service on or after 26 January 2010 must comply with the requirements of Directive 2003/97/EC, in its original version, or ECE Regulation 46, 02 series of amendments.

In addition, rear-view mirrors or equivalent devices for indirect vision that are used must be type-approved in accordance with the Directive or Regulation.

Section 109 With respect to the installation of rear-view mirrors, standard-type rally cars put into service between 1 January 2005 and 25 January 2010 must comply with the requirements set out in:

1. Directive 2003/97/EC, in its original version;

2. Directive 71/127/EEC, in its original version; or

3. ECE Regulation 46, in its original version.

In addition, rear-view mirrors used must be type-approved in accordance with one of the Directives or the Regulation.

Section 110 With respect to the installation of rear-view mirrors, standard-type rally cars put into service before 1 January 2005 that are a 1986 model or later must comply with Section 109 or the requirements of

1. Directive 71/127/EEC, in its original version, with type-approved rear-view mirrors;

2. ECE Regulation 46, in its original version, with type-approved rear-view mirrors; or

3. Sections 112-118.

Section 111 With respect to the installation of rear-view mirrors, standard-type rally cars that are a 1985 model or earlier must comply with the requirements of ECE Regulation 46, in its original version with type-approved rear-view mirrors, or the annex to the Swedish Road Safety Administration's repealed regulations (TSVFS 1985:38) on rear-view mirrors.

Instead of the requirements of the first paragraph, cars that are a 1968 model or earlier may have at least one rear-view mirror positioned such that the driver can observe the traffic behind him. This mirror must comply with the requirements of Section 5 of the Annex to the repealed regulations of the Swedish Road Safety Administration (TSVFS 1985:38) on rear-view mirrors.

Requirements for installing rear-view mirrors in vehicles put into service before 1 January 2005 that are a 1986 model or later

Section 112 Cars must have rear-view mirrors positioned and in such numbers that the road can be viewed at a width of:

1. at least 10 metres on either side of the car's centre line at a distance of 60 metres from the driver's view point and rearwards; and

2. at least 2.5 metres outwards from a vertical plane parallel to the centre line of the car tangential to the left side of the car, at a distance of 10 metres from the driver's view point and further to the rear.

If, because of the structure of the car, it is only partially or not at all possible to comply with the requirements of paragraph 1, the car must have additional rear-view mirrors so that the road can also be viewed at a width of at least 2.5 metres outwards from a vertical plane parallel to the centre line of the car and tangential to the right side of the car, at a distance of 10 metres from the driver's view point.

Section 113 Distances from the driver's view point must be measured in accordance with paragraph 16.5 of ECE Regulation 46.

Section 114 Rear-view mirrors shall:

1. be type-approved in accordance with Directive 71/127/EEC, in its original version;

2. be type-approved in accordance with ECE Regulation 46, in its original version; or

3. comply with Sections 115-118.

Section 115 Rear-view mirrors must be adjustable. In addition, the interior rear-view mirror must be adjustable from the driver' seating position and without the use of tools. It must not be possible for normal vibrations of the vehicle to change the position of the rear-view mirror.

Section 116 The reflecting surface of the rear-view mirror must be flat or slightly convex and must be capable of rendering the reflected image clearly

and without significant distortion. The radius of curvature of the surface shall be at least 800 mm. The rear-view mirror's colour reflection shall be such that light signals and signs that occur in traffic can be identified in the mirror.

Section 117 The rear-view mirror, including its fixtures, shall have rounded edges with a radius of curvature of at least 2.5 mm. These Requirements shall not apply to

1. parts of a rear-view mirror having a material hardness of 60 Shore A or less;

2. those parts of the rear-view mirror which, when the mirror is installed on a flat surface, cannot come into contact with a sphere 165 mm in diameter in the case of the inner parts of the rear-view mirror, or cannot come into contact with a sphere 100 mm in diameter in the case of the outer parts of the rear-view mirror; and

3. the mounting holes etc. of the rear-view mirror if there is rounding.

Section 118 Exterior rear-view mirrors must be fitted inside the external limiting plane of the vehicle or be capable of being folded mainly inside that plane.

The folding requirement is deemed to be met by a mirror approved in accordance with ECE Regulation 46 or Directive 71/127/EEC or if the mirror is folded away when subjected from the front or rear to a force parallel to the longitudinal axis of the car of 250 N.

The folding requirement laid down in the first paragraph does not apply to a rear-view mirror which is temporarily used to improve rear-view visibility when a trailer is coupled.

Windscreen wipers and washers

Section 119 If fitted with a windscreen, standard-type rally cars that are a 1971 model or later must have both windscreen wipers and a windscreen washers complying with the requirements of:

1. Directive 78/318/EEC, as amended by Directive 94/68/EC;

2. Regulation (EU) No 1008/2010, in its original version; or

3. Annex IV to Regulation (EU) 2021/535, in its original version.

Cars put into service before 1 January 2005 that are a 1971 model or later may, instead of the requirements in the first paragraph, meet the requirements of Sections 120-122.

Cars that are a 1970 model or earlier must have windscreen wipers if there is a windscreen. If the car is a 1955 model or earlier, it only needs to have windscreen wipers if the car was equipped with them when it was put into service.

Windscreen wipers and washers for vehicles put into service before 1 January 2005

Section 120 Windscreen wipers must have a sweep speed of not less than 10 and not more than 55 cycles per minute. It must be possible for sweep speeds to be achieved regardless of the load and speed of the vehicle up to the maximum speed at which the car can be driven, but not exceeding 130 km/h.

The windscreen wipers must return to the standby mode or special parking mode after being switched off.

Section 121 The windscreen washer must be capable of spraying liquids in the area wiped by the windscreen wiper blades.

The windscreen washer must be capable of spraying liquid onto the target area of the windscreen without leakage, without hoses becoming detached or failure of any nozzle under normal conditions when exposed to ambient temperatures between –18 °C and +80 °C.

The performance of the windscreen washer must not be impaired if 50 per cent methyl or isopropyl alcohol or equivalent is used as washer fluid.

Section 122 The fluid reservoir for the windscreen washer system must hold at least 1.0 litres of liquid. The reservoir must be positioned in such a way that the filler opening is easily accessible.

Demisting device (defroster)

Section 123 If fitted with a windscreen, standard-type rally cars must have defrosters capable of keeping the windscreen clear of mist and ice.

Cars that are a 1971 model or earlier need only have a defroster if the car had such equipment when it was put into service for the first time.

General advice

A car is considered to be able to keep the windscreen clear of mist and ice if it meets the requirements of:

1. *Directive 78/317/EEC, in the original version,*
2. *Regulation 672/2010, in its original version; or*
3. *Annex VI to Regulation (EU) 2021/535, in its original version.*

Heating system

Section 124 Standard-type rally cars put into service on or after 9 May 2005 must be fitted with a heating system for the passenger compartment complying with the requirements of Directive 2001/56/EC, in its original version, or ECE Regulation 122, in its original version.

Speedometers

Section 125 Standard-type rally cars must be fitted with a speedometer and the meter must meet the requirements of:

1. Directive 75/443/EEC, in its original version,
2. ECE Regulation 39, in its original version; or
3. Sections 126-129.

Section 126 The speedometer must be located in the direct field of vision of the driver and it must be possible to read it both in daylight and in the dark. The speedometer shall be capable of displaying the maximum speed that the original manufacturer of the car indicated the car can be driven at.

Section 127 The speedometer must indicate the speed in kilometres per hour (km/h). Speeds under 20 km/hour need not be displayed.

Speedometers in standard-type rally cars that are a 1970 model and earlier may indicate speed in miles per hour (mph) provided that the speedometer is suitably marked to indicate speed also in km/h.

Section 128 The speedometers of standard-type rally cars that are a 1981 model or later must not show a speed less than the real speed. Displayed speed (V_1, expressed in km/h) and real speed (V_2, expressed in km/h) must, at speeds between 40 km/h and 140 km/h, comply with the following formula:

$$V_1 - V_2 \leq \frac{V_2}{20} + 10$$

Section 129 Speedometers of standard-type rally cars that are a 1980 model or earlier may have a display in accuracy of not more than 10 % of real speed.

Controls and symbols

Positioning and design of controls

Section 130 Pedals and their connections with the devices they operate must have a reliable design. Brake and clutch pedals shall be equipped with anti-slip protection consisting of pedal rubber or similar.

Section 131 The accelerator must be positioned so that it can be adjusted with the right foot or hand and so arranged that the vehicle's speed can be varied easily and safely and be of reliable construction. The accelerator must be arranged so that it automatically returns to the position for idling when the lever is released. This does not apply, however, when ‘automatic cruise control’ is used.

However, the controls may be positioned in other ways if the car has been specially adapted for a driver with a disability.

Section 132 The service brake must be arranged so that it is operated by the right foot or hand.

However, the controls may be positioned in other ways if the car has been specially adapted for a driver with a disability.

Section 133 Gear controls must be easy to reach in order to ensure safe shifting.

Section 134 The switch for main and dipped-beam lights must be arranged so as to enable it to be operated without the risk of an incorrect lighting function being switched on or the main headlamps being switched off.

Marking of controls, tell-tales and indicators

Section 135 With respect to the marking of controls, tell-tales and indicators, standard-type rally cars entering into service on or after 1 January 2005 must comply with the requirements of ECE Regulation 121, in its original version.

Cars put into service between 1 January 2005 and 31 December 2017 may, instead of the requirements of the first paragraph with respect to the marking of controls, tell-tales and indicators, comply with the requirements of Directive 78/316/EEC, as amended by Directive 93/91/EEC.

Space for rear registration plate

Section 136 Standard-type rally cars put into service on or after 1 January 2005 must have space for mounting a rear registration plate which complies with the requirements of:

1. Directive 70/222/EEC, in the original version,
2. Regulation (EU) No 1003/2010, in its original version; or
3. Annex III to Regulation (EU) 2021/535, in its original version.

Exhaust gas emission control

Section 137 The carbon monoxide content of the exhaust gas during the idling test may reach 4.5 % by volume for standard-type petrol-fuelled rally cars. The speed during the idling test must be stable when the measured value is read, which means that a certain amount of throttle may be applied.

Air conditioning system and fluorinated greenhouse gases

Section 138 Standard-type rally cars put into service on or after 1 January 2011 must not have an air conditioning system designed to contain fluorinated greenhouse gases with a global warming potential exceeding 150.

With respect to emissions from air conditioning systems, cars put into service on or after 21 June 2009 and equipped with an air conditioning systems designed to contain fluorinated greenhouse gases with a global warming potential exceeding 150 must comply with the requirements of Directive 2006/40/EC, in its original version.

Retrofitting, topping up and refilling

Section 139 From 1 January 2011, the filling of fluorinated greenhouse gases with a global warming potential exceeding 150 in air conditioning systems in standard-type rally cars is not permitted. However, refilling of systems installed before 1 January 2011 containing such gases is permitted.

Chapter 4 Lighting devices and reflectors

General requirement

Section 1 With respect to lighting and reflectors, rally cars must comply with:

1. the requirements of Directive 76/756/EEC, in its original version, with headlamps, lamps and reflectors type-approved in accordance with the requirement of the Directive;

2. the requirements of ECE Regulation 48, in its original version, with headlamps, lamps and reflectors type-approved in accordance with the requirements of this Regulation; or

3. the general requirements in Sections 2–13, as well as the installation and type-approval or functional requirements for the respective lighting or reflector device in Sections 14–115.

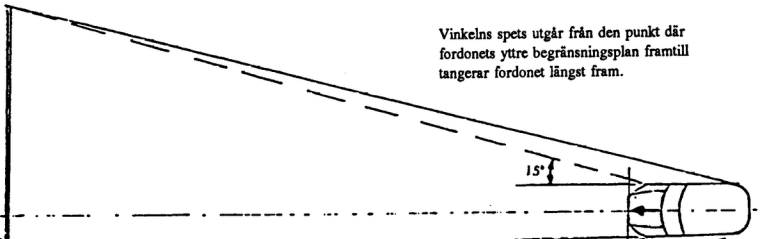
If the rally car has a lighting or reflector device that is not regulated in the first paragraph, points 1 or 2, the requirements in Sections 14-115 apply to the respective device.

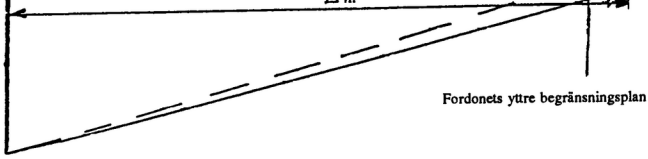
Section 2 Rally cars must not have lighting and reflector devices other than:

1. those set out in these regulations or other regulations issued by the Swedish Transport Agency for a passenger car; or

2. those fitted to a passenger car legally put into service on the basis of an EU vehicle type-approval.

Section 3 Rally cars must not have lamps or headlamps fitted that are capable of showing or emitting red light in the forward direction, or reflectors capable of reflecting red light in the forward direction when illuminated. Zone 1 in the forward direction applies vertically up to a horizontal plane of 1 000 mm above horizontal ground. The requirements





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are deemed to be met if there is only white or yellow light in zone 1 up to the specified height (see Figure 6).

Figure 6. Forward limitation for red light (zone 1).

Section 4 Rally cars must not have lamps or headlamps fitted that are capable of showing or emitting white light in the rearward direction or have reflectors capable of reflecting white light in the rearward direction when illuminated. Zone 2 in the rearward direction applies vertically up to a horizontal plane of 2 200 mm above horizontal ground. The requirements are deemed to be met if there is no white light in zone 2 up to the specified height (see Figure 7).

The requirements do not apply to registration plates, nationality marks, registration plate lamps, or reversing lights or reversing lamps.

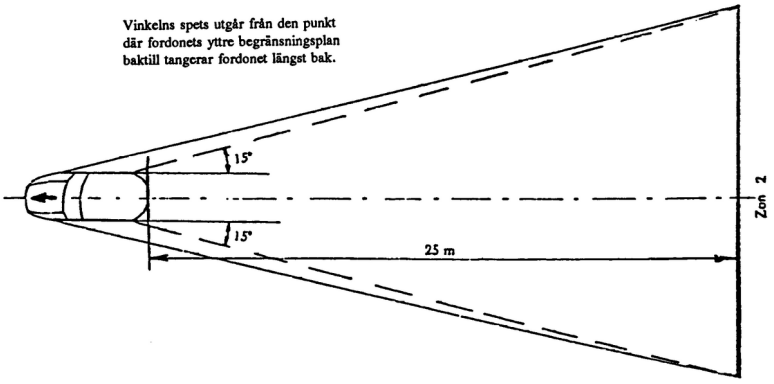

Figure 7. Backward limitation for while light (zone 2).

Section 5 The colours of the lighting and reflecting devices shall, at rated voltage, be within the limit values applicable to the respective colour and determined by the International Commission on Illumination (CIE).

Section 6 Rally cars must not have headlamps, lamps or reflecting devices retro-fitted with coatings of any colour.

Filament lamps for headlamps and lamps used on a car must also not be retrofitted with paint coatings.

Section 7 Stone chip protection may not be fitted to the rally car’s lamps or headlamps if the protection significantly impairs the light of the lamp or headlamp. This also applies to stone chipping protection made of material that is easily damaged and thus reduces the light of the lamp or headlamp.

Section 8 Headlamps, lamps and reflectors must be:

1. stably mounted on the rally car so that they do not vibrate or change position during normal driving;

2. mounted on the car in such a way as to meet the requirements of the separate type-approvals; and

3. positioned in such a way on the car that the driver of the car is not disturbed by the light.

Section 9 In the case of headlamps, lamps or reflectors prescribed or permitted in pairs, the units must be located at the same height and at the same distance from the centre line of the rally car. They must emit the same colour in pairs and have approximately the same luminosity. On a vehicle that is laterally asymmetrical, these requirements must be met as far as possible.

Section 10 Replaceable light sources used must be intended for the lighting devices.

General advice
Light sources that are replaced in ECE type-approved lighting devices should be type-approved in accordance with ECE Regulation 37 in the case of incandescent lamps or in accordance with ECE Regulation 128 in the case of LED lamps.

Section 11 Other lights which, in accordance with Chapter 3, Section 71 of the Road Traffic Ordinance (1998:1276), are sufficient to draw the attention of other road users to the rally car may only be emitted with daytime running lamps, front fog lamps or voltage-reduced dipped-beam headlamps. Only two such lamps or headlamps may be lit simultaneously.

Notwithstanding Chapter 3, Section 68 of the Road Traffic Ordinance, a car that has a daytime running lamp meeting the requirements of ECE Regulation 48 may be used during daylight hours without the prescribed lamps at the rear and on the side being lit.

Section 12 Voltage-reduced dipped-beam headlamps, if present on the rally car, must have a voltage at the filament lamp of at least 5.5, 11 and 22 V at 6, 12 and 24 V system voltage respectively at full generator charge and without any additional power consumer connected.

The headlamp must emit white light or light the colour of which complies with the requirements of Swedish standard SS 3110 Edition 1 Section 5 and must be of such intensity that in daylight and clear visibility the light is clearly visible at a distance of 150 metres.

Section 13 Rally cars must not have any devices that, during normal use of the car, emit disturbing reflective light or risk dazzling other drivers.

In addition, the vehicle must not have any devices that, while travelling, can display shifting or moving images, texts or equivalents, if they are visible to road users outside the vehicle.

Main-beam headlamps, including spotlights and corner lights

Section 14 Rally cars put into service on or after 1 January 2005 must have two or four front main-beam headlamps emitting white light.

Cars put into service before 1 January 2005 must have at least two front main-beam headlamps emitting white or yellow light capable of illuminating the road at night and in clear visibility over a distance of at least 100 metres in front of the car.

Section 15 In addition, rally cars may have additional main-beam headlamps consisting of spotlights or corner lights.

Section 16 The main-beam headlamps of rally cars that are a 1984 model or later must be type-approved in accordance with:

1. Directive 76/761/EEC, in its original version;
2. ECE Regulation 1, in its original version.
3. ECE Regulation 5, in its original version.
4. ECE Regulation 8, in its original version.
5. ECE Regulation 20, in its original version.
6. ECE Regulation 31, in its original version.
7. ECE Regulation 98, in its original version, with light sources type-approved in accordance with ECE Regulation 99, in its original version;
8. ECE Regulation 112, in its original version; or
9. ECE Regulation 113, in its original version.

Instead of the requirements of the first paragraph, main-beam headlamps may be of a type that meets the corresponding requirements.

However, main-beam headlamps which are spotlights or corner lights within the meaning of Section 15 and which were put into service on a car before 1 January 2005 need not be type-approved.

Additional main-beam headlamps and their light sources need not be type-approved on a rally car.

> ***General advice***
> *For the purpose of assessing what constitutes corresponding requirements according to the second paragraph, main-beam headlamps conforming to one of the US standards SAE J579a, b or c are deemed to meet the requirements. If the car is a 1995 model or earlier, headlamps conforming to the US standard FMVSS 108, section S7 of the version of 1 October 1989 are to be deemed to meet the requirements.*

Section 17 Main-beam headlamps on rally cars that are a 1984 model or later may not be positioned laterally so that the outer edge of the light-emitting surface of the headlamp is closer to the lateral external limiting plane of the car than the outer edge of the light-emitting surface of the dipped-beam headlamp located on the same side of the centre line of the car.

If the headlamp glass only covers part of the reflector's aperture, only this part must be considered.

Section 18 Main-beam headlamps must be adjustable.

Section 19 Main-beam headlamp

1. may be part of a grouped device together with a forward-facing headlamp or lamp;
2. may not be part of a combined device together with another headlamp or lamp; and
3. may be part of a multifunction device together with a dipped-beam headlamp, front fog lamp, front position lamp and parking lamp.

Section 20 Main-beam headlamps must be connected to the electrical system of the rally car so as to extinguish immediately upon switching from the main beam to the dipped beam.

Section 21 On rally cars that are a 1985 model or later there must be a tell-tale showing a steady blue light when the main-beam headlamp is on. The lamp must be clearly visible from the driver's position when driving in the dark.

Dipped-beam headlamp

Section 22 Rally cars put into service on or after 1 January 2005 must have two front dipped-beam headlamps emitting white light.

Section 23 Rally cars put into service before 1 January 2005 must have two front dipped-beam headlamps emitting white or yellow light and illuminating the road at least 40 metres in front of the car at night and in clear visibility without dazzling oncoming vehicles.

However, the car may have four dipped-beam headlamps if they are connected so that both pairs cannot be lit simultaneously.

Section 24 Dipped-beam headlamps on rally cars that are a 1967 model or later must be designed with asymmetrical lights for right-hand traffic.

Dipped-beam headlamps on rally cars that are a 1966 model or earlier must be designed with asymmetrical lights for right-hand traffic or designed for symmetrical light.

Section 25 Dipped-beam headlamps on rally cars that are a 1984 model or later must be type-approved in accordance with:

1. 76/761/EEC, in its original version;
2. ECE Regulation 1, in its original version.
3. ECE Regulation 5, in its original version.
4. ECE Regulation 8, in its original version.
5. ECE Regulation 20, in its original version.
6. ECE Regulation 31, in its original version.

7. ECE Regulation 98, in its original version, with a light source type-approved in accordance with ECE Regulation 99, in its original version;

8. ECE Regulation 112, in its original version; or

9. ECE Regulation 113, in its original version.

Instead of the requirements of the first paragraph, dipped-beam headlamps may be of a type that meets the corresponding requirements.

General advice

For the purpose of assessing what constitutes corresponding requirements, dipped-beam headlamps conforming to one of the US standards SAE J579a, b or c are deemed to meet the requirements. If the car is a 1995 model or earlier, headlamps conforming to the US standard FMVSS 108, section S7 of the version of 1 October 1989 are to be deemed to meet the requirements.

Section 26 The lateral position of the dipped-beam headlamp must be not more than 400 mm from the outer limits of the rally car, measured to the light-emitting surface of the dipped-beam headlamp, and the distance between the inner edges of the light-emitting surface of the respective dipped-beam headlamp must be not less than 600 mm.

If the headlamp glass only covers part of the reflector's aperture, only this part must be considered.

Cars that are a 1986 model or earlier may have dipped-beam headlamps positioned laterally at a distance greater than 400 mm if they are equipped with front position lamps positioned in accordance with Section 46 and these are connected to the electrical system so that they are lit at the same time as the dipped-beam headlamps.

Section 27 The vertical position of the dipped-beam headlamp must be not less than 500 mm and not more than 1 200 mm above the ground, measured respectively to the lower and upper edges of the light-emitting surface of the headlamp. If the positioning poses significant obstacles to the use of the rally car, the maximum height may be increased as much as necessary.

Section 28 The geometric visibility of dipped-beam headlamps on rally cars that are a 1985 model or later must be 15° upwards and 10° downwards and 45° outwards and 10° inwards.

Section 29 The mounting devices of dipped-beam headlamps on a rally car shall enable the headlamps to be precisely adjusted so that dazzling light is not emitted.

General advice

The requirement is deemed to be met if the headlamp is arranged so that the light pattern displayed by the outgoing beams forwards in the direction of travel of the car, on a vertical measuring screen positioned in front of the car's headlamp, displays a horizontal illuminated light image to the left of the vertical centre of the

headlamp and the measuring screen. The light pattern may deviate so as to incline upwards on the right-hand side of the measuring screen. The light should then be tilted down such that the left-hand side of the light pattern starts at a distance from the horizontal centre of the measuring screen of roughly 1 % of the distance between the headlamp and the measuring screen (see Figure 8).

However, if the height from the ground to the centre of the headlamp is greater than 1 200 mm, the horizontal plane passing through the centre of the headlamp is not considered to be higher than 1 100 mm above the ground. In this case, the distance to the measuring screen must be 20 metres.

The requirements for the dip and design of the light pattern can also be considered to be met if the headlamp is of a type approved to any of the American standards SAE J579a, SAE J579b or SAE J579c.

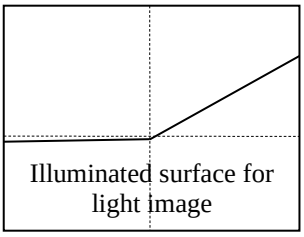

Figure 8. Setting dipped-beam headlamps.

Section 30 The dipped-beam headlamp

1. may be part of a grouped device together with a forward-facing headlamp or lamp;

2. may not be part of a combined device together with another headlamp or lamp; and

3. may be part of a multifunction device together with a forward-facing headlamp or lamp.

Section 31 Dipped-beam headlamps approved in accordance with ECE Regulation 98 must be connected to the electrical system of the rally car so that they remain lit when main-beam headlamps are used. A car with such dipped-beam headlamps must also be equipped with a headlamp cleaner as referred to in Section 32 and automatic light level control complying with the requirements of Directive 76/756/EEC, as amended by Directive 97/28/EC, or ECE Regulation 48, supplement 1 to the 01 series of amendments.

Headlamp cleaners

Section 32 Headlamp cleaners that are mandatory under Section 31 for a car with dipped-beam headlamps type-approved in accordance with ECE

Regulation 98 must be type-approved in accordance with ECE Regulation 45, in its original version, or the car is type-approved in accordance with the requirements of ECE Regulation 45.

Section 33 Headlamp cleaners fitted as optional equipment must:

1. meet the technical requirements of ECE Regulation 45, in its original version;

2. operate as intended and be capable of cleaning the light apertures of prescribed main-beam headlamps and dipped-beam headlamps; and

3. have a connected fluid reservoir that holds a volume of fluid sufficient for at least 25 cleaning periods. If the reservoir also supplies fluid to the windscreen washer system, the reservoir must hold an additional litre in addition to that provided for the headlamp cleaner.

Automatically adjustable front lighting system

Section 34 Rally cars may have an automatically adjustable front lighting system (AFS) type-approved in accordance with ECE Regulation 123, in its original version, and installed in accordance with Section 6.22 of ECE Regulation 48, supplement 2 to 03 series of amendments.

Front fog lamp

Section 35 Rally cars may have two front fog lamps emitting white or yellow light.

Section 36 Front fog lamps must be type-approved in accordance with Directive 76/762/EEC, in its original version, or ECE Regulation 19, in its original version.

Section 37 The lateral position of front fog lamps must not exceed 400 mm from the outer limits of the rally car to the light-emitting surface of the headlamp.

This requirement does not apply to cars that are a 1986 model or earlier if the car is equipped with front position lamps positioned laterally in accordance with the applicable requirements for position lamps.

Section 38 The vertical position of front fog lamps may be not less than 250 mm above the ground, measured to the lower edge of its light-emitting surface. No part of the light-emitting surface of the front fog lamp may be positioned at a height above the ground higher than the uppermost part of the light-emitting surface of the dipped-beam headlamp of the rally car.

Section 39 The geometric visibility of front fog lamps must be 5° upwards and 5° downwards and 45° outwards and 10° inwards.

Section 40 The mounting devices of front fog lamps must permit accurate adjustment of the lamps.

Front fog lamps must be adjusted with a downward angle of at least 10 cm per 10 metres.

Section 41 Fog lamps

1. may be part of a grouped device together with another headlamp or lamp;

2. may not be part of a combined device together with another headlamp or lamp; and

3. may be part of a multifunction device together with a main-beam headlamp, front position lamp and parking lamp or special running lamp.

Section 42 Front fog lamps must be connected to the electrical system of the rally car so that they cannot be illuminated without the simultaneous illumination of the rear position lamps and the registration plate lamp of the car.

Front fog lamps must be capable of illuminating without the simultaneous illumination of dipped-beam headlamps.

Front position lamps, parking lamps and cornering lamps

Section 43 Rally cars that are a 1976 model or later must have at least two front position or parking lamps emitting white or yellow light in the forward direction and indicating the width of the car.

Section 44 Rally cars may have two cornering lamps type-approved in accordance with ECE Regulation 119, in its original version, and installed in accordance with Section 6.20 of ECE Regulation 48, supplement 4 to the 02 series of amendments.

Section 45 Front position lamps must be type-approved in accordance with Directive 76/758/EEC, in its original version, or ECE Regulation 7, in its original version.

Instead of the requirements of the first paragraph, front position lamps on rally cars that are a 1995 model or earlier may be of a type that meets the corresponding requirements.

Front position lamps on rally cars that are a 1983 model or earlier need not be type-approved. However, the intensity of the light emitted by such lamps must be such that, when they are switched on, they are clearly visible at a distance of 150 metres in front of the vehicle in the dark and in clear visibility. This does not apply if the front position lamps are positioned in the vehicle's dipped-beam headlamps and these are illuminated.

General advice

For the purpose of assessing what constitutes corresponding requirements in accordance with the second paragraph, front position lamps complying with the US standard FMVSS 108,

Table III in the version of 1 October 1989 are deemed to meet the requirements.

Section 46 The lateral position of the front position lamps must be not more than 400 mm from the outer limits of the rally car, measured to the light-emitting surface of the from position lamp, and the distance between the inner edges of the light-emitting surface of the respective front position lamp must be not less than 600 mm.

Section 47 The vertical position of the front position lamp may be not less than 350 mm and not more than 1 500 mm above the ground, measured respectively to the lower and upper edges of the light-emitting surface of the lamp.

If this positioning poses significant obstacles to the use of the rally car, the maximum height may be increased as much as necessary, up to a maximum of 2 100 mm.

Section 48 The geometric visibility of front position lamps must be 15° upwards and 15° downwards. The angle downwards may be reduced to 5° if the lamps are positioned less than 75 mm above the ground.

The geometric visibility of front position lamps must also be 45° inwards and 80° outwards or 80° inwards and 45° outwards.

Front position lamps on rally cars that are a 1983 model or earlier need not meet these requirements. However, the intensity of the light emitted by such lamps must be such that, when they are switched on, they are clearly visible at a distance of 150 metres in front of the vehicle in the dark and in clear visibility. This requirement does not apply if the front position lamps are positioned in the vehicle's dipped-beam headlamps and these are illuminated.

Section 49 Front position lamps

1. may be part of a grouped device together with a forward-facing headlamp or lamp;

2. may not be part of a combined device with a forward-facing headlamp; and

3. may be part of a multifunction device together with a forward-facing headlamp or lamp.

Daytime running lamps

Section 50 Rally cars may have two daytime running lamps emitting white or yellow light in the forward direction.

The luminous intensity of daytime running lamps must be such that, in daylight and clear visibility, they are clearly visible at a distance of 15 metres.

Section 51 Daytime running lamps on rally cars that are a 1984 model or later must be type-approved in accordance with ECE Regulation 87, in its

original version, or by the Swedish Transport Agency or the former Swedish Road Safety Administration.

Section 52 The lateral position of daytime running lamps on rally cars that are a 1979 model or later must be not more than 400 mm from the outer limits of the vehicle, measured to the light-emitting surface of the lamp. The distance between the inner edges of the light-emitting surface of the respective lamp must be at least 600 mm.

Section 53 The vertical position of the daytime running lamps may be not less than 250 mm and not more than 1 500 mm above the ground, measured respectively to the lower and upper edges of the light-emitting surface of the lamp.

Section 54 The geometric visibility of daytime running lamps on rally cars that are a 1979 model or later must be 15° upwards and 15° downwards and 80° outwards and 80° inwards.

Section 55 Daytime running lamps

1. may be part of a grouped device together with a forward-facing headlamp or lamp;
2. may be part of a combined device together with another lamp or headlamp; and
3. may be part of a multifunction device together with a front-facing headlamp and a lamp other than a direction-indicator lamp.

Section 56 Daytime running lamps on rally cars that are a 1979 model or later must be connected to the vehicle's electrical system so that they cannot be illuminated without the prescribed lamps at the rear (except the registration plate lamp) and on the side being simultaneously illuminated. This requirement does not apply to daytime running lamps on a car meeting the requirements of section 6.19 of ECE Regulation 48.

The connection of daytime running lamps must be such that they do not cause a significant voltage drop in the vehicle's electrical system when the vehicle's main-beam or dipped-beam headlamps are used. When such a light is not used, however, the connection may cause a voltage drop of at most 1.0 V.

Notwithstanding Chapter 3, Section 68 of the Road Traffic Ordinance, cars that are a 1978 model or earlier, with daytime running lamps illuminated, may be driven without the prescribed position lamps and registration plate lamps being illuminated at the same time.

End-outline marker lamps

Section 57 Rally cars may have two front end-outline marker lamps emitting white or yellow light in the forward direction and two rear end-outline marker lamps emitting red light in the rearward direction. However,

end-outline marker lamps may be fitted on a car that is a 1983 model or earlier, even if the width of the car is not 2 100 mm.

Notwithstanding the requirements in Chapter 3, Section 76 of the Road Traffic Ordinance (1998:1276), front end-outline marker lamps on a car that is a 1983 model or earlier may emit amber light in the forward direction.

Section 58 End-outline marker lamps on rally cars that are a 1984 model or later must be type-approved in accordance with Directive 76/758/EEC, in its original version, or ECE Regulation 7, in its original version.

Section 59 The lateral position of end-outline marker lamps must be as close as possible to the external limiting plane of the rally car.

Section 60 The vertical position of end-outline marker lamps must be as high as possible above the ground, taking into account the requirements for lateral positioning and the symmetrical positioning of the lamps.

Section 61 The geometric visibility of end-outline marker lamps on rally cars that are a 1984 model or later must be 5° upwards and 20° downwards and 80° outwards.

Section 62 End-outline marker lamps on rally cars that are a 1984 model or later

1. may not be part of a grouped device together with a headlamp or lamp;
2. may not be part of a combined device together with a headlamp or lamp; and
3. may be part of a multifunction device together with a headlamp or lamp.

Section 63 End-outline marker lamps on rally cars that are a 1984 model or later must be connected to the vehicle's electrical system so that they are switched on when the vehicle's position lamps are on.

Direction indicators

Section 64 Rally cars must have an even number of direction indicators emitting visible amber light from the rear. Cars that are a 1975 model or earlier, however, may have direction indicators emitting red light.

Cars must have an even number of direction indicators emitting visible amber light from the front. However, cars that are a 1975 model or earlier may have direction indicators emitting white light.

Cars that are a 1986 model or later must have direction indicators of category 5 on each side emitting amber light to the side (see Figure 9).

Section 65 Rally cars may have direction indicators providing an emergency stop signal if the signal complies with the requirements and is installed in accordance with Section 6.23 of ECE Regulation 48, supplement 3 to the 03 series of amendments.

Section 66 Direction indicators on rally cars that are a 1984 model or later must be type-approved in accordance with Directive 76/759/EEC, in its original version, or ECE Regulation 6, in its original version.

Instead of the requirements of the first paragraph direction indicators on rally cars that are a 1995 model or earlier may be of a type that meets the corresponding requirements.

General advice

For the purpose of assessing what constitutes corresponding requirements, direction indicators complying with the US standard FMVSS 108, Table I or Table III in the version of 1 October 1989 are deemed to meet the requirements.

Section 67 Direction indicators must emit flashing light with a frequency of 90±30 flashes per minute.

Section 68 The distance between the illuminating surfaces of direction-indicator lamps and the light emitting surfaces of a passing lamp or front fog lamp on a 1984 or later model rally car shall be at least 40 mm. The distance may be smaller, however, if the brightness of the lamp's axis of reference is at least 400 cd.

Section 69 The lateral position of direction indicators on rally cars that are a 1984 model or later may not be more than 400 mm from the outer limits of the vehicle, and the distance between the inner edges of the light-emitting surface of the respective direction indicator must be not less than 600 mm.

Section 70 The vertical position of the direction indicators on rally cars that are a 1984 model or later may be not less than 350 mm above the ground, measured to the lower edge of the light-emitting surface of the direction indicator for categories 1 and 2, and not less than 500 mm above the ground for category 5, and not more than 1 500 mm above the ground, measured to the lower and upper edges of the light-emitting surface of the direction indicator lamp for all categories (see Figure 9).

If the construction of the vehicle so requires, the maximum height may be increased to 2 100 mm for direction indicators of categories 1 and 2 and to 2 300 mm for category 5 (see Figure 9).

Section 71 Direction indicator lamps of category 5 shall be placed longitudinally, on a rally car of 1984 or later model, so that the distance from the car's front limit plane to the centre point of the light-emitting surface of the direction indicator does not exceed 1 800 mm. If the geometric visibility requirement cannot be met, the distance may be increased to a maximum of 2 500 mm (see Figure 9).

Section 72 The geometric visibility of direction indicators on rally cars that are a 1984 model or later must be 15° upwards and 15° downwards for all categories. For categories 1 and 2, geometric visibility must also be 45°

inwards and 80° outwards and for category 5, 60° outwards in addition to the first 5° (see Figure 9).

The angle downwards may be reduced to 5° if the direction indicators are located less than 750 mm above the ground.

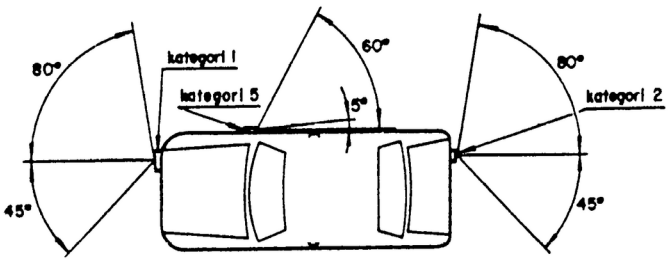

Figure 9. Geometric visibility of direction indicators.

Section 73 Direction indicators on rally cars that are a 1984 model or later

1. may be part of a grouped device together with a headlamp or lamp;
2. may not be part of a combined device together with a headlamp or lamp;
3. may not be part of a multifunction device only together with parking lamps; and
4. may be separately arranged as a warning device if it emits amber light.

Section 74 Direction indicators on rally cars that are a 1984 model or later must be connected to the vehicle's electrical system so that they can be used regardless of whether the other lights on the car are illuminated or not.

Section 75 If the driver is unable to see, from the driver’s position, whether the direction indicators are working, the driver must be provided with an appropriate tell-tale. This must be optical or acoustic or both optical and acoustic. The tell-tale must indicate on rally cars that are a 1984 model or later, by other indication, when one of the direction indicators of categories 1 or 2 is not working and, if it is optical, must emit a green light (see Figure 9).

Section 76 Direction indicators on rally cars that are a 1983 model or earlier must be installed such that the light from each indicator in daylight and in clear visibility is visible at a distance of 30 metres.

Rear position lamps (parking lamps, rear lamps)

Section 77 Rally cars must have at least two rear position lamps emitting red light in the rear direction. If more than two, the number must be even on cars that are a 1987 model or later.

Section 78 Rear position lamps on rally cars that are a 1996 model or later must be type-approved in accordance with Directive 76/758/EEC, in its original version, or ECE Regulation 7, in its original version.

Rear position lamps on cars that are a 1995 model or earlier need not be type-approved. However, the intensity of the light emitted by such lamps must be such that it is clearly visible at a distance of 150 metres behind the vehicle in the dark and in clear visibility.

Section 79 The lateral position of rear position lamps must be not exceed 400 mm from the outer limits of the rally car, measured to the light-emitting surface of the lamp. The distance between the inner edges of the light-emitting surface of the respective lamp must be at least 600 mm. If the width of the vehicle is less than 1 300 mm, however, this distance can be reduced to 400 mm.

Rear position lamps on rally cars that are a 1983 model or earlier need not meet the distance requirements of 600 mm between the inner edges. However, the intensity of the light emitted by such lamps must be such that it is clearly visible at a distance of 150 metres behind the vehicle in the dark and in clear visibility.

Section 80 The vertical position of rear position lamps must be not less than 350 mm and not more than 1 500 mm above the ground, measured respectively to the lower and upper edges of the light-emitting surface of the lamp. If necessary due to the design of the rally car, the maximum height may be increased to 2 100 mm above the ground.

Position lamps on cars that are a 1983 model or earlier need not meet the requirements of the first paragraph. Such lamps may instead be positioned vertically not more than 1 750 mm above the ground or, if the design of the car so requires, not more than 2 100 mm above the ground.

Section 81 The geometric visibility of rear position lamps must be 15° upwards and 15° downwards and 45° inwards and 80° outwards or 80° inwards and 45° outwards. The angle downwards may be reduced to 5° if the reflectors are positioned lower than 750 mm above the ground. The angle 80° outwards may be reduced to 60° if necessary with regard to the design or use of the rally car.

Rear position lamps on cars that are a 1983 model or earlier need not meet these requirements. However, the intensity of the light emitted by such lamps must be such that it is clearly visible at a distance of 150 metres behind the vehicle in the dark and in clear visibility.

Section 82 Rear position lamps

1. may be part of a grouped device together with a rearward-facing headlamp or lamp at the rear;
2. may be part of a combined device with a registration plate lamp; and
3. may be part of a multifunction device together with a stop lamp and rear fog lamp.

Section 83 Rear position lamps must be connected to the electrical system of the rally car such that they are switched on when the car's main headlamps or front position lamps are switched on.

Stop lamps

Section 84 Rally cars that are a 1984 model or later must have at least two stop lamps at the rear which emit red light rearwards when the car's service brake is used.

Rally cars that are between a 1976 model and a 1983 model must have at least one stop lamp at the rear which emits red light rearwards when the car's service brake is used.

Rally cars that are a 1975 model or earlier must have at least one stop lamp at the rear which emits red or yellow light rearwards when the car's service brake is used.

Section 85 Rally cars may have stop lights providing an emergency stop signal if the signal complies with the requirements and is installed in accordance with Section 6.23 of ECE Regulation 48, supplement 3 to the 03 series of amendments.

Section 86 Stop lamps must be type-approved in accordance with Directive 76/758/EEC, in its original version, or ECE Regulation 7, in its original version.

Stop lamps on rally cars that are a 1995 model or earlier years may, instead of the requirements of the first paragraph, be of a type which satisfies the corresponding requirements.

Stop lamps on cars that are a 1983 model or earlier need not be type-approved in accordance with the first and second paragraph. However, the intensity of the light emitted by such lamps must be such that they are clearly visible at a distance of 30 metres in daylight and in clear visibility. If the stop lamp is part of a multifunction device together with the rear position lamp, the luminous intensity of the stop lamp must be at least five times that of the position lamp.

General advice

For the purpose of assessing what constitutes corresponding requirements, stop lamps complying with the US standard FMVSS 108, Table I or Table III in the version of 1 October 1989 are deemed to meet the requirements.

Section 87 The lateral position of stop lamps on a 1984 or later model rally car shall be such that the distance between the inner edges of the light emitting surface of the respective stop lamps is at least 600 mm. If the width of the vehicle is less than 1 300 mm, however, the distance can be reduced to 400 mm.

Section 88 The vertical position of stop lamps must be not less than 350 mm and not more than 1 500 mm above the ground, measured respectively to the lower and upper edges of the light-emitting surface of the lamp. If necessary due to the design of the rally car, the maximum height may be increased to 2 100 mm above the ground.

Stop lamps on cars that are a 1983 model or earlier need not meet these requirements. Such lamps may instead be positioned vertically not more than 1 750 mm above the ground or, if the design of the car so requires, not more than 2 100 mm above the ground.

Section 89 The geometric visibility of stop lamps must be 15° upwards and 15° downwards and 45° outwards and 45° inwards. The angle downwards may be reduced to 5° if the reflectors are positioned lower than 750 mm above the ground.

Stop lamps on rally cars that are a 1983 model or earlier need not meet these requirements. However, the intensity of the light emitted by such lamps must be such that they are clearly visible at a distance of 30 metres in the daylight and in clear visibility. If stop lamps are part of a multifunction device together with rear position lamps, the luminous intensity of the stop lamps must be at least five times that of the rear position lamps.

Section 90 The stop lamp

1. may be part of a grouped device together with a headlamp or lamp at the rear;

2. may not be part of a combined device together with a headlamp or lamp; and

3. may be part of a multifunction device together with the rear position lamp.

Registration plate lamp

Section 91 Rally cars must have one or more registration plate lamps emitting white light for illuminating the rear registration plate so that it can be easily read in the dark.

Section 92 Registration plate lamps must be type-approved in accordance with Directive 76/760/EEC, in its original version, or ECE Regulation 4, in its original version.

Instead of the requirements laid down in the first paragraph, registration plate lamps on rally cars that are a 1995 model or earlier may be of a type which satisfies the corresponding requirements.

Registration plate lamps on cars that are a 1983 model or earlier need not be type-approved in accordance with the first and second paragraph. Such registration plate lamps must be so arranged that all the characters of the registration number can be read at night and in clear visibility at a distance of at least 20 metres.

General advice

For the purpose of assessing what constitutes corresponding requirements, registration plate lamps complying with the US standard FMVSS 108, Table I or Table III in the version of 1 October 1989 are deemed to meet the requirements.

Section 93 The sign lamp

1. may be part of a grouped device together with a headlamp or lamp at the rear;

2. may be part of a combined device together with a rear position lamp; and

3. may not be part of a multifunction device with a rearward facing headlamp or other lamp at the rear.

Rear fog lamps

Section 94 Rally cars must have at most two rear fog lamps emitting red light in the rear direction.

Section 95 Rear fog lamps must be type-approved in accordance with Directive 77/538/EEC, in its original version, or ECE Regulation 38, in its original version.

Section 96 The lateral placement of the rear fog light shall be such that the distance between the light emitting surfaces of the rear fog light and the stop light is at least 100 mm. If there is only one rear fog-lamp, it shall be placed to the left of the rally car's centre line.

Section 97 The vertical position of rear fog lamps must be not less than 250 mm and not more than 1 000 mm above the ground, measured respectively to the lower and upper edges of the light-emitting surface of the lamps.

Section 98 The geometric visibility of rear fog lamps must be 5° upwards and 5° downwards and 25° outwards and 25° inwards.

Section 99 Rear fog lamp

1. may be part of a grouped device together with a headlamp or lamp at the rear;

2. may not be part of a combined device together with a headlamp or other lamp; and

3. may be part of a multifunction device together with a rear position lamp or parking lamp.

Section 100 Rear fog lamps must be capable of being switched off independently of the other lamps and headlamps.

Section 101 There must be a tell-tale clearly visible from the driver's position, showing a steady amber light when the rear fog lamp is on.

Reversing lamps

Section 102 Rally cars may have reversing lamps emitting white light rearwards.

Section 103 Reversing lamps on rally cars put into service on or after 1 January 2005 must be type-approved in accordance with Directive 77/539/EEC, in its original version, or ECE Regulation 23, in its original version.

Section 104 Reversing lamps must be adjusted such that their light does not dazzle other vehicle drivers.

Section 105 Reversing lights on rally cars that are a 1984 model or later must be connected to the vehicle's electrical system such that they are only switched on when the reverse gear is engaged and the vehicle's ignition is switched on.

Section 106 In rally cars there must be a tell-tale clearly visible from the driver's position showing a steady light when the reversing lamp is switched on if the reversing lamp can be switched on by a separate switch from the driver's position.

Rear reflectors

Section 107 Rally cars must have two non-triangular rear reflectors which, when illuminated, reflect a red light rearwards.

Section 108 Rear reflectors must be type-approved in accordance with Directive 76/757/EEC, in its original version, or ECE Regulation 3, in its original version.

Reflectors on cars that are a 1983 model or earlier, or on cars manufactured in the United States, Canada or Japan, may, instead of the requirements of the first paragraph, be of a type that was approved on the car when it was put into service. This is provided that the reflectors are able to reflect light which makes them visible in the dark and in clear visibility at a distance of 200 metres behind the vehicle.

Section 109 The lateral position of the rear reflectors must be no more than 400 mm from the outer limits of the rally car. The distance between the inner edges of the reflecting surfaces shall be at least 600 mm. If the width of the vehicle is less than 1 300 mm, however, this distance of 600 mm can be reduced to 400 mm.

Rear reflectors on cars that are a 1983 model or earlier need not meet the distance requirement of 600 mm.

Section 110 The vertical position of rear reflectors must be not less than 350 mm and not more than 900 mm above the ground, measured respectively to the lower and upper edges of the reflecting surface. If

necessary due to the design of the rally car, the maximum height may be increased to 1 500 mm.

Section 111 The geometric visibility of rear reflectors on rally cars that are a 1984 model or later must be 15° upwards and 15° downwards and 30° outwards and 30° inwards. The angle downwards may be reduced to 5° if the reflectors are positioned lower than 750 mm above the ground.

Section 112 The rear reflector may be combined with a rear lamp.

Hazard warning lampss

Section 113 Hazard warning lamps must consist of direction indicator lamps specially designed as warning devices. If the rally car is fitted with hazard warning lamps, the requirements of Sections 114-115 shall be met.

Section 114 Hazard warning lamps must have lamps capable of displaying amber light. The lamps, when switched on, must flash simultaneously or so that the front lamps flash alternately with the rear lamps at a frequency of 90±30 flashes per minute.

Section 115 Rally cars that are a 1984 model or later must have a tell-tale clearly visible from the driver's position that shows a flashing red light when the hazard warning lamps are switched on.

Entry into force and transitional provisions

1. This statute shall enter into force on 2 June 2025.

2. This statute repeals the Swedish Road Administration's regulations (VVFS 2002:237) on the testing of certain rally cars.

3. Passenger cars approved in accordance with the repealed provisions of Chapter 42 of the Swedish Transport Agency's regulations and general advice (TSFS 2013:63) on cars and trailers towed by cars may continue to be used under the conditions laid down therein as long as they have not been modified so that a new registration inspection is required.

On behalf of the Swedish Transport Agency

JONAS BJELFVENSTAM

Omar Bagdadi
(Road and Rail)

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Annex 1

Self-made protective cages for rally cars

The basic structure of the cage must be made of round (circular) steel tubes and be designed in accordance with type 1-3, see Figure 1-3. The basic structure may be reinforced with additional braces. The dimensions of the steel tubes in the main arc, represented by the grey-marked tubes in the figures, shall be ⌀45 x 2,5 mm, or ⌀50 x 2,0 mm. The other tubes, consisting of the white tubes in the figures, may be of dimensions ⌀38 x 2,5 mm, or ⌀40 x 2,0 mm.

Figure 1. Basic structure of type 1 protective cage.

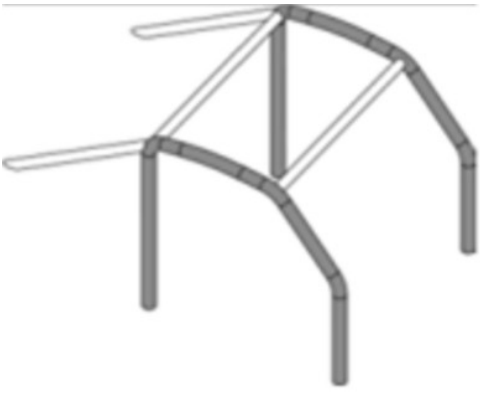


Figure 2. Basic structure of type 2 protective cage.

Figure 3. Basic structure of type 3 protective cage.

Annex 2

Registration certificate for standard-type rally cars

Prepared by:

Rally racing organisation	Business registration number

Vehicles

Make	Homologation document/equivalent documentation

Identification mark	Registration number	Race class

Location of the identification mark

Protective cage

Make/type (Own/Cert)	Version/Marking

Seats

Make, left	Approval number

Make, right	Approval number

Seat belts

Make, left	Approval number

Make, right	Approval number

Belt anchorages

Mounting in accordance with the applicable race regulations

Other

This is to certify that the information is correct and that the vehicle complies with the applicable race regulations.

_____
Date

_____ _____
Signature Name in block capitals

Annex 3

Registration certificate for special-type rally cars

Prepared by:

Rally racing organisation	Business registration number

Vehicles

Make	Homologation document/equivalent documentation

Identification mark	Registration number	Race class

Location of the identification mark

Protective cage

Make/type (Own/Cert)	Version/Marking

Seats

Make, left	Approval number

Make, right	Approval number

Seat belts

Make, left	Approval number

Make, right	Approval number

Belt anchorages

Mounting in accordance with the applicable race regulations

Fuel tanks

Type	Make	Serial No	MATERIAL	volume

Fuel lines

☐ **Original** ☐ **Adapted according to current competition rules**

Airbag/SRS removed equipment
☐ **YES** ☐ **NO**

Service brake
☐ **Original** ☐ **Adapted according to current competition rules**

Parking brake
☐ **Original** ☐ **Adapted according to current competition rules**

Pedals
☐ **Original** ☐ **Adapted according to current competition rules**

Brake lines
☐ **Original** ☐ **Adapted according to current competition rules**

Steering gear
☐ **Original** ☐ **Adapted according to current competition rules**

Drivetrain
☐ **Original** ☐ **Adapted according to current competition rules**

Speedometers
☐ **Original** ☐ **Adapted according to current competition rules**

Catalytic converter
☐ **Original** ☐ **Adapted according to current competition rules**

Safety glass
☐ **Original** ☐ **Adapted according to current competition rules**

Other

This is to certify that the information is correct and that the vehicle complies with the applicable race regulations.

_____
Date

_____ _____
Signature Name Clarification

Translations of the images

Figure 1, page 32:

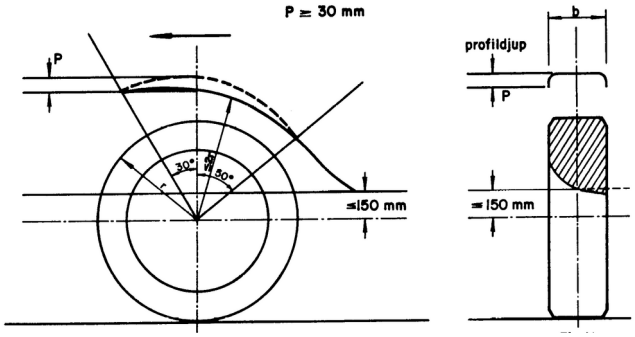


Figure 1. Mudguards from the side and across the width of the tyre.

profildjup – profile depth

Figure 2, page 36:

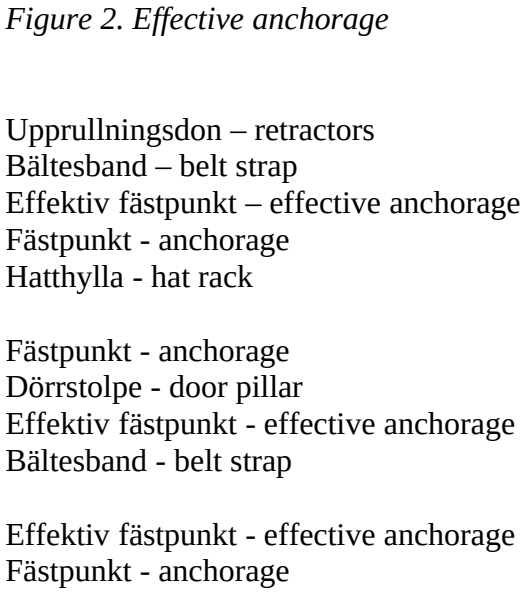


Figure 2. Effective anchorage

Fästpunkt och effektiv fästpunkt - anchorage and effective anchorage

Figure 3, page 37:

Figure 3. Location of anchorage.

Fästpunkt - anchorage

Figure 4, page 37:

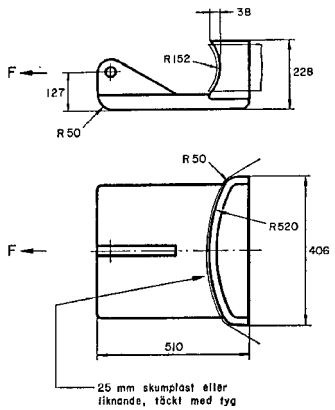


Figure 4. Pull yoke for hip strap.

Skumplast eller liknande, täckt med tyg – foam or similar, covered with fabric

Figure 5, page 38:

Figure 5. Pull yoke for diagonal strap.

Skumplast eller liknande, täckt med tyg – foam or similar, covered with fabric

Figure 6, page 46:

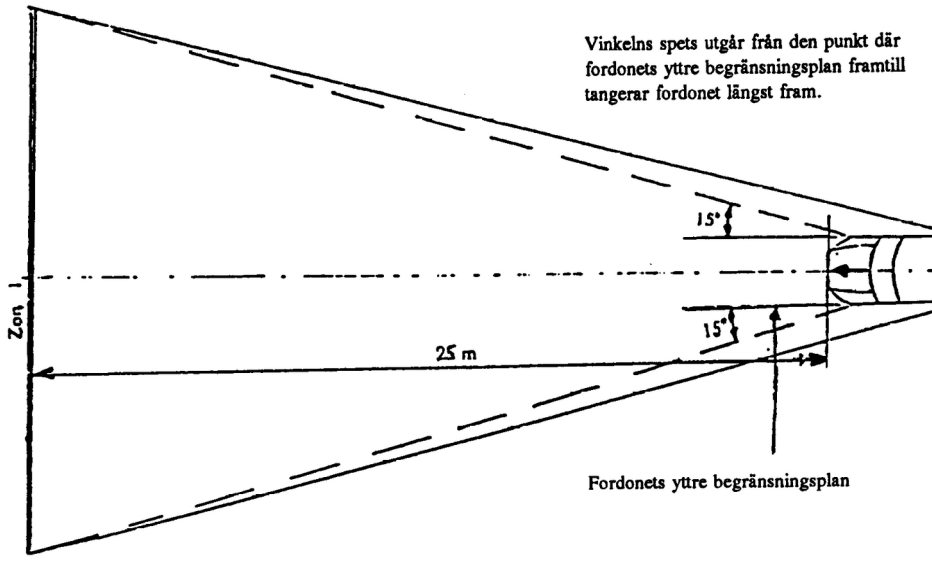
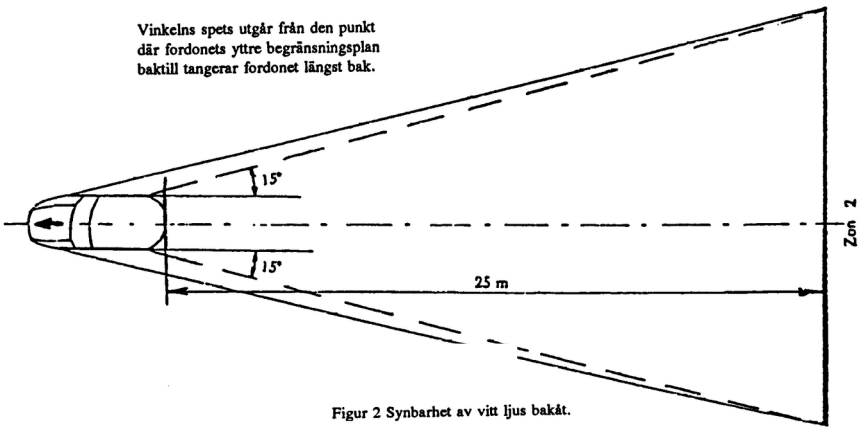


Figure 6. Forward limitation for red light (zone 1).

Vinkelns spets utgår från den punkt där fordonets yttre begränsningsplan famtill tangerar fordonet längst fram – The apex of the angle starts from the point where the front external limiting plane of the vehicle touches the vehicle at the front
Fordonets yttre begränsningsplan – external limiting plane

Figure 7, page 47:



Figur 2 Synbarhet av vitt ljus bakåt.

Figure 7. Backward limitation for while light (zone 2).

Vinkelns spets utgår från den punkt där fordonets yttre begränsningsplan baktill tangerar fordonet längst bak – The apex of the angle starts from the point where the back external limiting plane of the vehicle touches the vehicle at the back

Figure 8, page 51:

Figure 8. Setting dipped-beam headlamps.

Belyst yta för ljusbild - Illuminated surface for light image

Figure 9, page 58:

Figure 9. Geometric visibility of direction indicators.

Kategori - category