

Since local vehicle manufacturing has ceased, the only vehicles currently produced in the country are imported USDM vehicles that are remanufactured, as well as prime mover trucks produced using USDM or UNECE parts.

Currently all imported USDM vehicles that are more than 80 inches wide are required under US regulations to have front and rear ID lights and front clearance lights. However, under ADRs, these lights must be removed and either remounted on the roof or on the side mirrors to comply with local standards. This process is costly, unnecessary, and impractical.

The current ADRs are already partially harmonised these requirements, with exemptions added to permit Front-end outline marker lamps to be amber under ADR13 and regulations for External cabin lamps were introduced under ADR 45 to allow imported USDM trucks to keep their front identification lamps, but the regulations remain incompatible. Current ADRs require these lamps to be mounted above the windscreen, while the original US documentation allows them to be mounted at any height, provided they are as high as practical.

the Rear identification lamps meanwhile fall outside the scope of current ADRs, as there is no equivalent standard for them .

Given this, I believe it is essential to reduce manufacturing costs by allowing clearance and identification (ID) lights that comply with US FMVSS standards as an alternative standard under ADRs

Alternatively, the height restrictions on front-end outline markers and external cabin lights should be removed, and red external cabin lights facing the rear should be permitted on vehicles and trailers over 2m wide.