RULEBOOK ON DETAILED CONDITIONS THAT VEHICLES IN ROAD TRAFFIC MUST MEET

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RULEBOOK ON DETAILED CONDITIONS THAT VEHICLES IN ROAD TRAFFIC MUST MEET[1]

Subject

Article 1

This Rulebook prescribes the detailed requirements that vehicles in road traffic must meet regarding dimensions, total mass and axle load, technical conditions and devices, assemblies and equipment and technical standards.

Application

Article 2

This Rulebook does not apply to:

1) vehicles whose maximum design speed does not exceed 6 km/h;
2) vehicles used for competitions on and off the road;
3) vehicles used for testing based on a special permit;
4) vehicles used by the armed forces and the police for strictly specialised purposes.

Vehicle Categories

Article 3

Vehicles are classified into the following categories:

1) Category L – mopeds, motorcycles, tricycles and quadricycles;
2) Category M – vehicles for the transport of passengers;
3) Category N – vehicles for the transport of goods;
4) Category O – trailers;
5) Category T – tractors;
6) Category C – track-laying tractors;
7) Category R – trailers for tractors;

[1] Official Gazette of Montenegro 002/15 of 16 January 2015, 073/23 of 21 July 2023, 062/24 of 28 June 2024, 071/26 of 26 May 2026

8) Category S – interchangeable towed equipment;

9) Category G – off-road vehicles;

10) Category K – other vehicles.

Category L

Article 4

Category L vehicles shall be motor vehicles with two, three or four wheels and an unladen mass of less than 400 kg.

Vehicles referred to in paragraph 1 of this Article shall be classified into the following categories:

1) category L1 – moped shall be a two-wheel motor vehicle whose maximum design speed, regardless of transmission mode, does not exceed 45 km/h and whose engine cylinder capacity, if the vehicle is fitted with an internal combustion engine, does not exceed 50 cm³ or whose maximum continuous rated engine power does not exceed 4 kW if the vehicle has electric propulsion;

2) category L2 – light tricycle shall be a three-wheel motor vehicle whose maximum design speed, regardless of transmission mode, does not exceed 45 km/h and whose engine cylinder capacity does not exceed 50 cm³ if the vehicle is fitted with a petrol-powered internal combustion engine or whose maximum net engine power does not exceed 4 kW if the vehicle is fitted with an internal combustion engine using another type of fuel or whose maximum continuous rated engine power does not exceed 4 kW if the vehicle has electric propulsion;

3) category L3 – motorcycle shall be a two-wheel motor vehicle whose maximum design speed, regardless of transmission mode, exceeds 45 km/h or whose engine cylinder capacity exceeds 50 cm³ if the vehicle is fitted with an internal combustion engine or whose maximum continuous rated engine power exceeds 4 kW if the vehicle has electric propulsion;

4) category L4 – motorcycle with sidecar shall be a motor vehicle with three wheels asymmetrically arranged in relation to the median longitudinal plane of the vehicle, whose maximum design speed, regardless of transmission mode, exceeds 45 km/h or whose engine cylinder capacity exceeds 50 cm³ if the vehicle is fitted with an internal combustion engine or whose maximum continuous rated engine power exceeds 4 kW if the vehicle has electric propulsion;

5) category L5 – heavy tricycle shall be a motor vehicle with three wheels symmetrically arranged in relation to the median longitudinal plane of the vehicle, whose maximum design speed, regardless of transmission mode, exceeds 45 km/h or whose engine cylinder capacity exceeds 50 cm³ if the vehicle is fitted with a petrol-powered internal combustion engine or whose maximum net engine power exceeds 4 kW if the vehicle is fitted with an internal combustion engine using another type of fuel or whose maximum continuous rated engine power exceeds 4 kW if the vehicle has electric propulsion;

6) category L6 – light quadricycle shall be a four-wheel motor vehicle whose mass does not exceed 350 kg, excluding the mass of batteries of an electrically propelled vehicle, whose maximum design speed, regardless of transmission mode, does not exceed 45 km/h and whose engine cylinder capacity does not exceed 50 cm³ if the vehicle is fitted with a petrol-powered internal combustion engine or whose maximum net engine power does not exceed 4 kW if the vehicle is fitted with an internal combustion engine using another type of fuel or whose maximum

continuous rated engine power does not exceed 4 kW if the vehicle has electric propulsion;

7) category L7 – heavy quadricycle shall be a four-wheel motor vehicle other than a light quadricycle, whose mass does not exceed 400 kg if the vehicle is intended for the carriage of passengers or 550 kg if the vehicle is intended for the carriage of goods, excluding the mass of batteries of an electrically propelled vehicle and whose maximum net engine power or maximum continuous rated engine power does not exceed 15 kW.

Category M

Article 5

Category M vehicles shall be motor vehicles whose mass exceeds 400 kg and whose maximum net engine power or maximum continuous rated engine power exceeds 15 kW and which are intended for the carriage of passengers.

Vehicles referred to in paragraph 1 of this Article are classified into the following categories:

1) category M1 – passenger vehicle, is a motor vehicle of category M which, in addition to the driver's seat, has no more than eight additional seats and does not have standing space;
2) category M2 – light bus, is a motor vehicle of category M which, in addition to the driver's seat, has more than eight seats, whose maximum permissible mass does not exceed 5 tonnes and which may have standing space;
3) category M3 – heavy bus, is a motor vehicle of category M which, in addition to the driver's seat, has more than eight seats, whose maximum permissible mass exceeds 5 tonnes and which may have standing space. Vehicles referred to in paragraph 2, items 2 and 3 of this Article are classified into the following classes:

1) class I – is a bus which, in addition to seats and standing space between the seats, has a designated area for standing passengers, as well as equipment facilitating the frequent boarding and alighting of passengers and their movement within the vehicle, whose total capacity exceeds 23 persons, including the driver's seat;
2) class II – is a bus which, in addition to seats, has standing space only in the aisle between the seats or in an area not exceeding the space intended for two double seats and whose total capacity exceeds 23 persons, including the driver's seat;
3) class III – is a bus which has only seats and whose total capacity exceeds 23 persons, including the driver's seat;
4) class A – is a bus designed to transport standing passengers, whose total capacity is less than 23 persons, including the driver's seat and which may have seats and fittings for standing passengers;
5) class B – is a bus not intended for the transport of standing passengers, whose total capacity is less than 23 persons, including the driver's seat and which does not have fittings for standing passengers.

Category N

Article 6

Category N vehicles shall be motor vehicles whose mass exceeds 550 kg and whose maximum net engine power or maximum continuous rated engine power exceeds 15 kW and which are intended for the carriage of goods.

Vehicles referred to in paragraph 1 of this Article are classified into the following categories:

1) category N1 – light goods vehicle, is a motor vehicle of category N whose maximum permissible mass does not exceed 3.5 tonnes;
2) category N2 – medium goods vehicle, is a motor vehicle of category N whose maximum permissible mass exceeds 3.5 tonnes but does not exceed 12 tonnes;
3) category N3 – heavy goods vehicle, is a motor vehicle of category N whose maximum permissible mass exceeds 12 tonnes.

Category O

Article 7

Category O vehicles shall be trailers intended to be towed by power-driven vehicles, whether designed as trailers or semi-trailers.

Vehicles referred to in paragraph 1 of this Article are classified into the following categories:

1) category O1 – light trailer, is a trailer whose maximum permissible mass does not exceed 0.75 tonnes;
2) category O2 – small trailer, is a trailer whose maximum permissible mass exceeds 0.75 tonnes but does not exceed 3.5 tonnes;
3) category O3 – medium trailer, is a trailer whose maximum permissible mass exceeds 3.5 tonnes but does not exceed 10 tonnes;
4) category O4 – heavy trailer, is a trailer whose maximum permissible mass exceeds 10 tonnes. Vehicles referred to in paragraph 2, items 2, 3 and 4 of this Article are classified into one of the following classes:

1) semi-trailer – is a trailer designed to be coupled to a tractor unit with a fifth wheel or to a converter dolly, thereby transmitting vertical load to the towing vehicle or converter;
2) drawbar trailer – is a trailer with at least two axles, at least one of which is steerable, equipped with a towing device that can move vertically in relation to the trailer and which transmits less than 100 daN of static vertical load to the towing vehicle;
3) centre-axle trailer – is a trailer in which the axle (or axles) is positioned close to the centre of gravity of the vehicle so that the vertical load transmitted to the towing vehicle does not exceed 10% of the trailer's maximum permissible mass or a maximum of 1000 daN, when the vehicle is evenly loaded;
4) rigid drawbar trailer – is a trailer with one or more axles, equipped with a rigid drawbar that, by its design, transmits a static load not exceeding 4000 daN to the towing vehicle and which does not fall under the category of a centre-axle trailer.

Category T

Article 8

Category T vehicles – wheeled tractors – shall be power-driven vehicles designed to tow, push or carry tractor attachments, to power such attachments or to tow trailers.

Vehicles referred to in paragraph 1 of this Article are classified into the following categories:

1) category T1 – is a wheeled tractor whose maximum design speed does not exceed 40 km/h, where the track width of the axle closest to the driver's seat is not less than

1150 mm, the mass in running order exceeds 600 kg and the ground clearance is less than 1000 mm;

2) category T2 – is a wheeled tractor whose maximum design speed does not exceed 40 km/h, where the minimum track width is less than 1150 mm, the mass in running order exceeds 600 kg and the ground clearance is less than 600 mm, provided that the maximum permissible speed is limited to 30 km/h for vehicles whose ratio of height of the centre of gravity above the ground to the average track width exceeds 0.9;

3) category T3 – is a wheeled tractor whose maximum speed does not exceed 40 km/h and whose mass in running order does not exceed 600 kg;

4) category T4 – is a special-purpose tractor whose maximum design speed does not exceed 40 km/h;

5) category T5 – is a wheeled tractor whose maximum design speed exceeds 40 km/h;

6) category Tm – a single-axle power-driven vehicle (motor cultivator) whose engine power does not exceed 12 kW and which is designed to tow, push or carry various interchangeable attachments and devices used to perform different operations or to tow a trailer.

Category C

Article 9

Category C vehicles – track-laying tractors – shall be power-driven vehicles designed to tow, push or carry tractor attachments, to power such attachments or to tow trailers.

Vehicles referred to in paragraph 1 of this Article are classified into the following categories:

1) category C1 – is a track-laying tractor whose maximum design speed does not exceed 40 km/h, where the track width of the axle closest to the driver's seat is not less than 1150 mm, the mass in running order exceeds 600 kg and the ground clearance is less than 1000 mm;

2) category C2 – is a track-laying tractor whose maximum design speed does not exceed 40 km/h, where the minimum track width is less than 1150 mm, the mass in running order exceeds 600 kg and the ground clearance is less than 600 mm, provided that the maximum permissible speed is limited to 30 km/h for vehicles whose ratio of the height of the centre of gravity above the ground to the average track width exceeds 0.9;

3) category C3 – is a track-laying tractor whose maximum speed does not exceed 40 km/h and whose mass in running order does not exceed 600 kg;

4) category C4 – is a special-purpose track-laying tractor whose maximum design speed does not exceed 40 km/h;

5) category C5 – is a track-laying tractor whose maximum design speed exceeds 40 km/h.

Category R

Article 10

Category R vehicles shall be trailers for tractors. Vehicles referred to in paragraph 1 of this Article are classified into the following categories:

1) category R1 – is a trailer whose maximum permissible mass does not exceed 1.5 tonnes;

2) category R2 – is a trailer whose maximum permissible mass exceeds 1.5 tonnes but does not exceed 3.5 tonnes;
3) category R3 – is a trailer whose maximum permissible mass exceeds 3.5 tonnes but does not exceed 21 tonnes;
4) category R4 – is a trailer whose maximum permissible mass exceeds 21 tonnes. Vehicles referred to in paragraph 2 of this Article may bear an additional designation "a" or "b", depending on their maximum design speed, where the designation "a" denotes a trailer designed for a speed of up to 40 km/h and the designation "b" denotes a trailer designed for a speed exceeding 40 km/h.

Category S

Article 11

Category S vehicles shall be interchangeable towed equipment. Vehicles referred to in paragraph 1 of this Article are classified into the following categories:

1) category S1 – shall be interchangeable towed equipment intended for agricultural or forestry use, whose maximum permissible mass does not exceed 3.5 tonnes;
2) category S2 – shall be interchangeable towed equipment intended for agricultural or forestry use, whose maximum permissible mass exceeds 3.5 tonnes. Vehicles referred to in paragraph 2 of this Article may bear an additional designation "a" or "b", depending on their maximum design speed, where the designation "a" denotes an interchangeable towed equipment whose maximum design speed is less than or equal to 40 km/h and the designation "b" denotes an interchangeable towed equipment whose maximum design speed exceeds 40 km/h.

Provisions of this Rulebook relating to the technical requirements for devices, assemblies and equipment and to technical standards, do not apply to the vehicles referred to in paragraphs 1 and 2 of this Article.

Category G

Article 12

Category G – off-road vehicle, is a vehicle of category M or N capable of off-road use.

Designation G is a supplementary designation and is used exclusively in conjunction with vehicle category designations M or N.

Category K

Article 13

Category K vehicles are classified into the following categories:

1) category K1 – is an animal-drawn vehicle;
2) category K2 – is a vehicle powered by human muscular force (bicycle, scooter, pedal tricycle, pedal quadricycle, tandem bicycle, etc.);
3) category K3 – is a pedal-powered vehicle with an auxiliary electric motor whose maximum power is less than 0.25 kW and whose maximum design speed is less than 25 km/h, which does not fall under category L1 vehicles.

Alternative Fuels

Article 13a

(Rulebook Amending the Rulebook on Detailed Conditions that Vehicles in Road Traffic Must Meet, Official Gazette of Montenegro 071/26 of 26 May 2026, Article 1)

Alternative fuels shall be fuels or energy sources that are entirely non-fossil and are used to meet energy needs in the transport sector.

Alternative fuels shall include in particular:

1) electricity;

2) hydrogen;

3) natural gas in gaseous form (Compressed Natural Gas
- CNG) or liquefied form (Liquefied Natural Gas
- LNG);

4) Liquefied Petroleum Gas (LPG);

5) mechanical energy obtained from alternative sources.

Alternatively Fuelled Vehicles

Article 13b

(Rulebook Amending the Rulebook on Detailed Conditions that Vehicles in Road Traffic Must Meet, Official Gazette of Montenegro 071/26 of 26 May 2026, Article 1)

Alternatively fuelled vehicles shall be motor vehicles powered wholly or in part by an alternative fuel.

Zero-Emission Vehicles

Article 13c

(Rulebook Amending the Rulebook on Detailed Conditions that Vehicles in Road Traffic Must Meet, Official Gazette of Montenegro 071/26 of 26 May 2026, Article 1)

Zero-emission vehicle shall be a heavy-duty vehicle without an internal combustion engine or with an internal combustion engine emitting less than 1 g CO_2/kWh or less than 1 g CO_2/km.

Vehicle Dimensions

Article 14

(Rulebook Amending the Rulebook on Detailed Conditions that Vehicles in Road Traffic Must Meet, Official Gazette of Montenegro 071/26 of 26 May 2026, Article 2)

Dimensions of a vehicle and a combination of vehicles shall be the length, width, height and other vehicle dimensions of particular importance for road traffic safety.

For the purpose of measuring length, width and height, the vehicle shall have its mass in running order, shall be positioned on a flat horizontal surface and shall have its tyres inflated to the pressure recommended by the manufacturer.

Vehicle Length

Article 15

(Rulebook Amending the Rulebook on Detailed Conditions that Vehicles in Road Traffic Must Meet, Official Gazette of Montenegro 071/26 of 26 May 2026, Article 3)

Length of motor vehicles and trailers, including interchangeable load-carrying superstructures and all devices mounted on the vehicle during operation, shall not exceed the following values:

1) for motor vehicles other than buses - 12.00 m;

2) for buses with two axles - 13.50 m;

3) for buses with at least three axles - 15.00 m;

4) for articulated buses - 18.75 m;

5) for category L vehicles - 4.00 m;

6) for category K vehicles - 12.00 m;

7) for category O and R vehicles - 12.00 m (the length of a trailer shall be measured from the towing eye of the drawbar to the rearmost point of the vehicle and the length of a semi-trailer from the axis of the fifth wheel to the rearmost point of the semi-trailer).

Length of a combination of vehicles, including interchangeable load-carrying superstructures and all devices mounted on the vehicle during operation, shall not exceed the following values:

1) for a tractor unit with a semi-trailer - 16.50 m, where the partial lengths shall not exceed the following values:
   - the distance between the vertical axis of the fifth wheel of the tractor unit and the rear of the vehicle may not exceed 12.00 m;
   - the distance between the vertical axis of the fifth wheel of the tractor unit and any point on the front part of the semi-trailer may not exceed 2.04 m.

2) for a towing vehicle with a trailer - 18.75 m, where the partial lengths shall not exceed the following values:
   - the distance between the foremost external point of the load area behind the cab of the motor vehicle and the rearmost external point of the load area of the trailer in the combination of vehicles, minus the distance between the rearmost external point of the load area of the motor vehicle and the foremost external point of the trailer in the combination, may not exceed 15.65 m;
   - the distance between the foremost external point of the load area behind the cab of the motor vehicle and the rearmost external point of the load area of the trailer in the combination of vehicles may not exceed 16.40 m.

3) for a bus with a trailer - 18.75 m;

4) for a tourist train - 40.00 m.

Length or partial length of an individual vehicle or a combination of vehicles, except for the vehicles and combinations referred to in paragraph 2 of this Article, shall include all elements that are extendable, foldable, deployable or otherwise attached to the vehicle at the front or rear (to their maximum possible position) and which serve to support the load, as well as equipment and devices mounted on the vehicle during operation, while in the case of combinations of vehicles their length shall be measured when the longitudinal median axes of the motor vehicle and the trailer together form a straight line.

When measuring the length or partial lengths of a vehicle, the following shall not be taken into account:

1) wipers and washing components;

2) front and rear registration plates;

3) fittings and protective elements for customs seals;

4) auxiliary elements for securing the tarpaulin and its protective components;

5) lighting devices;

6) mirrors and other systems for indirect vision;

7) air intake ducts;

8) longitudinal stops for interchangeable superstructures;

9) steps and handholds;

10) hydraulic lifting ramps or devices serving the same purpose when in the driving position;

11) trailer coupling devices on motor vehicles;

12) auxiliary units located in front of the load area, except on towing vehicles;

13) on electric vehicles, lever-type components used for directing electric power to the vehicle;

14) external sunshades.

Motor vehicles and combinations of vehicles, including interchangeable load-carrying superstructures and all devices mounted on the vehicle during operation, shall be designed and constructed so that, when driven in a circle, they describe a circle with an outer radius of 12.50 m and an inner radius of 5.30 m.

Maximum permissible length and maximum distance between the axis of the turntable and the rear of the semi-trailer of a vehicle or combination of vehicles transporting a 45-foot container or swap body may be exceeded by 0.15 m, provided that the transport forms part of intermodal transport.

Category N2 and N3 vehicles fitted with aerodynamically profiled cabs may exceed the maximum permissible lengths, provided that the length of the load area of the motor vehicle does not exceed 10.5 m and that the driver cab is additionally marked, below or next to the mandatory markings on the manufacturer plate, with the words: "COMPLIES WITH ARTICLE 9A OF DIRECTIVE 96/53/EC".

Marking referred to in paragraph 7 of this Article shall also be entered in the certificate of conformity and the vehicle registration certificate.

When a bus enters a roundabout from straight-line movement, no part of the vehicle shall extend more than 0.6 m beyond the vertical plane tangent to its side.

Total length of a combination of vehicles intended for the transport of other vehicles may be a maximum of 21.00 m when laden, provided that the increase in length results exclusively from the use of approved extendable load carriers and that the load does not endanger road safety or obscure the vehicle light-signalling devices.

Vehicle Width

Article 16

Width of motor vehicles and trailers, including interchangeable load-carrying superstructures and all devices mounted on the vehicle during operation, except for snow removal equipment and vehicles intended for winter road maintenance, must not exceed the following values:

1) for category L1 vehicles – 1.00 m;

2) for category L2, L3, L4, L5, L6 and L7 vehicles – 2.00 m;

3) for category N and O vehicles with permanent or interchangeable refrigerated bodies intended and equipped for the transport of goods under specific temperature conditions, whose side walls, including thermal insulation, have a minimum thickness of 45 mm – 2.60 m;

4) for work machines – 3.00 m;

5) for other vehicles – 2.55 m. Width of a vehicle is measured with the doors and windows closed and the wheels aligned in the longitudinal direction of the vehicle.

Following are not considered when measuring the width of a vehicle:

1) fittings and protective elements for customs seals;

2) auxiliary elements for securing the tarpaulin and its protective components;

3) devices for vehicle marking and light signalling;

4) mirrors and other systems for indirect visibility;

5) steps that can be extended or folded into the driving position;

6) hydraulic lifting ramps or devices serving the same purpose when in the driving position, provided they do not extend laterally more than 10 mm from the vehicle and their front or rear edges are rounded with a minimum radius of 5 mm;

7) tyre defect indicators;

8) tyre pressure indicators;

9) deformed tyres in the contact area.

Vehicle Height

Article 17

(Rulebook Amending the Rulebook on Detailed Conditions that Vehicles in Road Traffic Must Meet, Official Gazette of Montenegro 071/26 of 26 May 2026, Article 4)

Maximum height of motor vehicles and trailers, including interchangeable load-carrying superstructures and all devices mounted on the vehicle during operation, may not exceed 4.00 m, except for category L vehicles whose maximum height may not exceed 2.50 m.

When measuring vehicle height, the following shall not be taken into account:

1) flexible antennas;

2) lever-type components used for directing electric power to the vehicle when in the raised position.

For vehicles capable of height adjustment by means of a suspension system located on the vehicle axles (e.g. air suspension or similar), the effect of such systems shall be taken into account when measuring vehicle height.

Suspension system shall be considered an air suspension system if at least 75% of the spring effect is produced by the air spring.

Minimum height of the solid parts of the vehicle above the standing surface, excluding the wheels (ground clearance), shall enable the vehicle, when loaded up to its maximum permissible mass, to pass over an obstacle 10 cm high.

Vehicle Overhang

Article 18

(Rulebook Amending the Rulebook on Detailed Conditions that Vehicles in Road Traffic Must Meet, Official Gazette of Montenegro 071/26 of 26 May 2026, Article 5)

Overhang on motor vehicles and trailers may not exceed 63% of the wheelbase.

Provisions of paragraph 1 of this Article shall not apply to vehicles equipped with devices that are not permanent superstructures and are used for performing specific operations.

For semi-trailers, instead of the wheelbase, the distance between the vertical axis of the turntable and the centreline of the axles shall be taken into account.

Aerodynamic devices and equipment whose length does not exceed 500 mm when in use shall not increase the total usable load space.

Aerodynamic devices and equipment shall be constructed so that they can be locked both when folded and when in use.

Aerodynamic devices and equipment shall be designed so that they can be folded or stowed when the vehicle is stationary and so that they do not exceed the maximum permissible width of the vehicle by more than 25 mm on either side or the maximum permissible length of the vehicle by more than 200 mm, their height above the ground being at least 1050 mm and so that they do not adversely affect the possibility of using the vehicle for combined transport.

Vehicle Mass

Article 19

(Rulebook Amending the Rulebook on Detailed Conditions that Vehicles in Road Traffic Must Meet, Official Gazette of Montenegro 071/26 of 26 May 2026, Article 6)

Mass of a vehicle shall include the maximum permissible mass, the unladen mass of the vehicle, its payload and the mass transmitted by the axles to the horizontal surface (axle load).

Maximum permissible mass or total mass of motor vehicles, trailers or combinations of vehicles and the axle load of vehicles at rest on a horizontal surface shall not exceed the following values:

PUBLISHER'S NOTE:

Annexes forming an integral part of this Rulebook may be viewed in a separate PDF file.

Combined transport shall be the transport of goods in which two or more different modes of transport are used for the transport of the same loading unit or the same vehicle, without transhipment of the goods when changing the mode of transport.

Combined transport shall include:

1) combined transport operations involving the transport of one or more containers or swap bodies with a total maximum length of up to 45 feet; and
2) transport operations involving the transport of one or more containers or swap bodies using waterborne transport, provided that the length of the initial or final road leg does not exceed 150 km in the territory of Montenegro.

Notwithstanding paragraph 5 item 2 of this Article, the road leg may exceed 150 km for the purpose of reaching the nearest suitable terminal for carrying out intermodal transport.

Proof of Compliance

Article 19a

(Rulebook Amending the Rulebook on Detailed Conditions that Vehicles in Road Traffic Must Meet, Official Gazette of Montenegro 071/26 of 26 May 2026, Article 7)

Compliance of goods vehicles and their trailers registered in Montenegro with the provisions of this Rulebook shall be demonstrated by:

- manufacturer plates affixed in line with the special regulation governing technical requirements for vehicle type-approval; or
- plates relating to vehicle dimensions issued by the competent authority responsible for technical inspection or vehicle type-approval.

Plate referred to in paragraph 1 of this Article shall contain at least the following information:

- vehicle identification number (VIN);
- vehicle length, width and height;

- maximum permissible total mass;
- maximum permissible axle load.

Data indicated on the plate shall be identical to the data indicated in the vehicle registration certificate.

Recognition of Proof Issued in the European Union

Article 19b

(Rulebook Amending the Rulebook on Detailed Conditions that Vehicles in Road Traffic Must Meet, Official Gazette of Montenegro 071/26 of 26 May 2026, Article 7)

Proof of compliance (plates and accompanying documentation) issued in Member States of the European Union in line with Directive 96/53/EC shall be recognised in Montenegro.

Vehicles having proof of compliance referred to in Article 19a of this Rulebook may be subject to random checks of permissible masses, while permissible dimensions shall be checked only where there are reasonable grounds to suspect that the vehicle does not meet the requirements laid down by this Rulebook.

Check referred to in paragraph 2 of this Article may be carried out by direct measurement of the vehicle by the administration authority responsible for police affairs.

Should measurement of the vehicle reveal a discrepancy with the data indicated on the plate, the data obtained by direct measurement shall prevail, unless the discrepancy is within the tolerance limits of the measuring instruments.

For alternatively fuelled vehicles, proof of compliance shall contain information on the additional mass of the powertrain technology so that the total permissible mass of zero-emission vehicles can be correctly determined.

Specific Measures for Identifying Vehicles Exceeding the Maximum Permissible Mass

Article 19c

(Rulebook Amending the Rulebook on Detailed Conditions that Vehicles in Road Traffic Must Meet, Official Gazette of Montenegro 071/26 of 26 May 2026, Article 7)

For the purpose of improving the efficiency of roadside checks and minimising traffic disruption, the competent authority shall take specific measures to identify vehicles or combinations of vehicles in traffic that are likely to have exceeded the maximum permissible masses prescribed by this Rulebook.

Identification referred to in paragraph 1 of this Article shall be carried out by means of:

- automatic systems installed in road infrastructure (weigh-in-motion sensors); or
- on-board weighing equipment installed in vehicles and capable of remotely communicating weight data to the competent authorities.

Data collected by means of the systems referred to in paragraph 2 of this Article shall not be used as a direct basis for imposing penalties but shall serve exclusively as a criterion for selecting vehicles for further manual inspection by authorised officials.

Measuring systems referred to in paragraph 2 of this Article shall comply with metrological regulations and shall be subject to regular maintenance in order to ensure data accuracy.

Distribution of Mass on the Driven Wheels with the Vehicle at Rest

Article 20

(Rulebook Amending the Rulebook on Detailed Conditions that Vehicles in Road Traffic Must Meet, Official Gazette of Montenegro 071/26 of 26 May 2026, Article 8)

At least one quarter of the total mass of a vehicle or combination of vehicles shall act on the driven wheels of category L, M and N vehicles when the vehicle is laden and at rest on a horizontal surface.

At least one fifth of the total mass of the vehicle shall act on the wheels of the steering axle of category L, M and N vehicles when the vehicle is laden and at rest on a horizontal surface.

Maximum permissible mass of a passenger vehicle shall not exceed the maximum total mass specified by the manufacturer, i.e. the design mass.

Provision of paragraph 3 of this Article shall also apply to axle loads.

Distance Between the Axle of the Towing Vehicle and the Axle of the Towed Vehicle

Article 21

Distance between the centre of the rear axle of the motor vehicle and the centre of the first axle of the trailer must be at least 3.0 m and in the case of a tractor–semi-trailer combination and combinations of vehicles intended for agricultural or forestry use consisting of a towing vehicle and a trailer equipped with a superstructure for performing specific work, at least 2.5 m.

Power-to-Weight Ratio of the Vehicle

Article 22

Ratio of the engine's gross power, expressed in kilowatts, to the maximum permissible mass of the vehicle or vehicle combination, expressed in tonnes, shall be at least 5 kW/t, except for agricultural and forestry tractors and vehicles powered by an electric motor.

Devices and Equipment of Motor Vehicles and Trailers

Article 23

Devices on motor vehicles and trailers are:

1) steering devices;
2) braking devices;
3) devices for road lighting, vehicle marking and light signalling;
4) devices ensuring normal visibility;
5) audible warning devices;
6) devices for reversing the vehicle;
7) devices for control and signalling;
8) devices for exhaust gas discharge;
9) coupling devices for towing and towed vehicles;
10) other devices of particular importance for road safety (bodywork, driver's cab and passenger compartment, tyres, mudguards, bumpers, rear underrun protection, lateral underrun protection, seat belt anchorages, towing attachments, device to prevent unauthorised uses, defrosting and demisting systems, head restraints).

Equipment of motor vehicles and trailers shall include:

1) spare wheel;
2) fire extinguisher;

3) warning triangle for marking a vehicle stopped on the carriageway;

4) first aid kit;

5) wheel chocks;

6) glass-breaking hammer;

7) spare bulbs and fuses;

8) high-visibility vest for the driver;

9) seat belts;

10) towing rope or bar;

11) winter equipment;

12) sign for marking slow-moving vehicles;

13) sign for marking long vehicles;

14) protective helmet.

Vehicle Steering Devices

Article 24

Vehicle steering devices shall be reliable and designed in such a way that the driver can change the direction of travel easily, quickly and safely.

If necessary, the steering device shall be equipped with an auxiliary system that facilitates vehicle steering.

Auxiliary system shall be designed and constructed in such a way that its possible failure does not affect the steering of the vehicle.

Category M and N vehicles, except for vehicles of diplomatic and consular missions, missions of foreign states and representations of international organisations based in Montenegro and their staff, first registered in Montenegro after 1 June 2015, shall not have the steering control or other controls directly related to the vehicle steering process on the right-hand side.

Notwithstanding paragraph 4 of this Article, category N work vehicles and work machines may have the steering control and other controls directly related to the vehicle steering process on the right-hand side, if required by the vehicle's intended purpose.

Steering devices of category M, N, O, R, S, G and K vehicles shall be designed in such a way that the front wheels, when turned and the vehicle is moving on a flat horizontal surface, automatically return to the straight-ahead position after the steering wheel is released.

Free play of the steering wheel on a vehicle shall not exceed 30°.

Vehicle Stopping Devices

Article 25

Braking devices (hereinafter referred to as the braking system) on motor vehicles and trailers shall be installed and constructed in such a way that the driver can stop the vehicle safely, quickly and effectively, regardless of the vehicle's load condition and the gradient of the road on which it is moving and that the vehicle can be secured in a stationary position on a road with a longitudinal slope.

Braking system shall provide the following functions:

1) service braking;

2) secondary braking;

3) parking braking;

4) sustained deceleration.

Service braking enables the driver to progressively reduce the vehicle's speed or bring it to a stop safely, quickly and effectively, regardless of its speed and load, provided the load is within the declared limits and on a road with a longitudinal gradient intended for that vehicle's operation.

Service braking shall allow the braking intensity to be controlled from the driver's position, without the driver having to release the steering wheel.

Secondary braking enables the vehicle to decelerate and stop in the event of no more than one failure in the service braking transmission system, with controllable braking intensity, while allowing the driver to keep one hand free for steering.

Parking braking enables the stationary vehicle to be prevented from moving by means of the parking brake.

Parking brake in a motor vehicle shall be positioned so that it can be operated from the driver's seat and in a trailer, so that it can be operated either by the driver from the driver's seat or by a person outside the vehicle.

Parking brake on a trailer intended for the transport of passengers shall be positioned so that it can be operated from inside the vehicle.

Three-wheeled mopeds, motor tricycles, light quadricycles and quadricycles first registered after 1 January 2000 shall be equipped with a parking brake.

Sustained deceleration enables the vehicle to slow down while travelling on a downhill gradient and shall be designed so that it can be operated from the driver's position, while allowing the driver to keep one hand free for steering.

Anti-Lock Braking System

Article 26

Anti-lock braking system (hereinafter referred to as: ABS) shall be a part of the service braking system that automatically regulates wheel slip in the direction of rotation during braking. In the event of an ABS failure, the service braking system shall continue to ensure the prescribed functions and braking performance standards.

Following vehicles shall be equipped with ABS:

1) buses manufactured after 1 January 1994 whose maximum permissible mass exceeds 12 tonnes, except buses intended for urban transport;
2) goods vehicles and tractor units whose maximum permissible mass exceeds 16 tonnes, intended for towing trailers with a maximum permissible mass exceeding 10 tonnes or semi-trailers with an axle load exceeding 10 tonnes, manufactured after 1 January 1998;
3) trailers with a maximum permissible mass exceeding 10 tonnes and semi-trailers with an axle load exceeding 10 tonnes, manufactured after 1 January 1998;
4) vehicles intended for the transport of hazardous materials in line with the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR Agreement), namely:
   - goods vehicles and tractor units whose maximum permissible mass exceeds 16 tonnes,
   - towing vehicles intended for towing trailers with a total axle load exceeding 10 tonnes and

− towed vehicles with a total axle load exceeding 10 tonnes, manufactured after 1 January 1994.

Proper operation of the ABS shall be monitored by means of an optical indicator located within the driver's field of vision.

Motor vehicle equipped with ABS and intended for towing a trailer shall also be fitted with an optical indicator, located within the driver's field of vision, for monitoring the proper operation of the trailer ABS.

Vehicles without Service Braking

Article 27

Following are not required to be equipped with a service braking system:

1) trailers of category O1;
2) trailers of category R1, if their maximum permissible mass does not exceed the mass in running order of the towing vehicle, as well as vehicles of category K1;
3) trailers of category R2 with a maximum permissible mass of up to 3 t, if their maximum permissible mass does not exceed the mass in running order of the towing vehicle and if such a combination of vehicles is operated at a speed of less than 30 km/h. Service braking with an inertia-operated braking system on trailers, except semi-trailers, may be installed on the following categories:

1) O1 and O2;
2) R2;
3) R3 trailers with a maximum permissible mass of up to 8 t, when such a combination of vehicles is operated at a speed of less than 25 km/h and when the service braking acts on the wheels of the rear axle;
4) R3 trailers with a maximum permissible mass of up to 8 t, when such a combination of vehicles is operated at a speed of less than 40 km/h and when the service braking acts on all wheels of the trailer; The following vehicles shall be equipped with a secondary braking system:

1) categories M and N and category T vehicles if their maximum design speed exceeds 30 km/h;
2) vehicles of categories L5 and L7 if their maximum permissible mass exceeds 1 t. All vehicles shall be equipped with a parking braking system, except vehicles of categories L1, L2, L3, L4, L6, O1 and motor cultivators.

Controls for Service, Secondary and Parking Braking

Article 28

Service, secondary and parking braking on motor vehicles, except for vehicles of categories L, T, C and K, shall be operated by at least two independent controls, whereby the service and parking brakes shall not share the same control.

Braking system on motor vehicles with a shared control for service and secondary braking shall be equipped with a parking brake that can be activated while the vehicle is in motion.

Service and secondary braking shall not share the same control on motor vehicles equipped with a single-circuit service braking system.

Secondary braking shall have a separate control or it may share the control with the parking brake, provided that the parking brake can be modulated and activated while the vehicle is in motion on the vehicles referred to in paragraph 3 of this Article.

Service braking of a trailer, except for trailers with an inertia-operated braking system, shall be activated by the same control used to operate the service braking of the towing vehicle.

Requirements to Be Met by the Braking System

Article 29

Braking system shall be sealed to prevent any unnecessary loss of brake fluid. If the braking system uses electrical transmission of the braking control, such a braking system shall meet all prescribed performance requirements for the vehicle type concerned, even when the electrical transmission of the braking control is not functioning.

In the case referred to in paragraph 2 of this Article, the vehicle shall be equipped with an audible and/or optical warning signal that activates upon the occurrence of a malfunction in the electrical transmission of the braking control and the audible and/or optical warning signal shall cease to operate once the malfunction has been eliminated.

Braking system of a vehicle with full power-assisted braking shall be designed so that the capacity of the reservoir, after eight consecutive full-stroke activations of the service brake without replenishment, ensures braking performance in line with the standards prescribed for secondary braking.

Service braking system with partial power assistance on motor vehicles shall, in the event of failure of the power-assist mechanism, ensure braking performance in line with the standards prescribed for secondary braking.

After a failure in one braking circuit, the other braking circuit shall ensure braking performance in line with the standards prescribed for secondary braking, without compromising vehicle stability during braking and shall also enable the activation of the service braking of the trailer.

Vehicle equipped with a full power-assisted service braking system shall be fitted with indicators, for each braking circuit, providing an optical or audible signal that activates when the energy level in the system drops to the point ensuring only four consecutive full-stroke brake applications remain available, while still retaining sufficient energy for one application meeting the standard for secondary braking.

Requirements to Be Met by the Service Braking System of Trailers

Article 30

Trailers equipped with a pneumatic service braking transmission system, except for category R vehicles and trailers forming part of a tourist train, shall be connected to the braking system of the towing vehicle by at least two lines, one for transmitting the braking control from the towing vehicle and the other for supplying the trailer from the towing vehicle’s power system.

Trailers equipped with a service braking system shall be fitted with a device that ensures the automatic activation of the service braking in the event of a disconnection between the braking systems of the towing vehicle and the trailer.

Trailers with a maximum permissible mass of up to 1.5 t are not required to be equipped with a service braking system if they are fitted with additional connections (chains, steel cables, etc.) which, in the event of failure of the primary coupling device, ensure that the towing and towed vehicles remain connected, preventing the drawbar of the trailer from touching the ground or deviating to the side until the vehicle combination comes to a safe stop.

If the braking system of the trailer fails, the service braking of the towing vehicle shall ensure braking of the vehicle combination in line with the standards prescribed for secondary braking.

In a combination of vehicles, the service braking of the towing vehicle and the trailer shall be adjusted so that the braking of the trailer, except those with an inertia-operated braking system, begins simultaneously with or prior to the braking of the towing vehicle or in line with the manufacturer's recommendations.

In motor vehicles and trailers, the effect of the service braking shall be appropriately distributed among the axles and wheels of the vehicle, as well as between the vehicles within a combination.

Vehicles equipped with devices that provide continuous adjustment of braking intensity in proportion to load variation shall display, in a visible location, the declared input and output characteristics of such devices.

Provision of paragraph 1 of this Article shall not apply to trailers with a maximum permissible mass exceeding 7 t that were manufactured or first registered before 1 January 1978.

Provision of paragraph 2 of this Article shall not apply to vehicles that were manufactured or first registered before 1 April 1971.

Installation of Braking Systems for Categories L, M, N and O

Article 31

Service braking of vehicles of categories L, M, N and O shall act on all wheels. Brakes shall be installed and constructed for each wheel in line with uniform technical requirements on mopeds, motorcycles, tricycles and quadricycles.

Brakes on bicycles shall be installed and constructed for each wheel in line with uniform technical requirements.

Connection between the wheels and the actuating components of the service, secondary and parking braking systems shall be firm and reliable.

Brakes shall be designed to allow easy manual or automatic adjustment of the clearance depending on brake lining wear and on vehicles equipped with ABS, the adjustment of the clearance in relation to brake lining wear shall be automatic.

Service or secondary braking may be implemented as an electro-resistive or electromagnetic brake on motor vehicles powered by stored electrical energy.

Function of the service brake may be partially or fully achieved by means of pressure differentials within that system on motor vehicles with hydrostatic power transmission.

Wheels of one axle are not required to be braked on trailers with more than two axles that were first registered in Montenegro by 1 January 2013.

Installation of Braking Systems on Vehicles of Categories L1 and L3

Article 32

Vehicles of categories L1 and L3 shall be equipped with two service braking systems with independent controls and transmissions, one acting at least on the front wheel and the other at least on the rear wheel.

Braking systems referred to in paragraph 1 of this Article may have a common braking control, provided that a failure in one braking system does not affect the effectiveness of the other.

Vehicles referred to in paragraph 1 of this Article are not required to be equipped with a parking braking system.

Installation of Braking Systems on Vehicles of Categories L2, L5, L6 and L7

Article 33

Vehicles of categories L2, L5, L6 and L7 shall be equipped with:

1) two independent service braking systems which, when operated together, provide braking on all wheels; or 2) a service braking system acting on all wheels and a secondary braking system, whereby the secondary braking may also serve as the parking brake. Vehicles of categories L5 and L7 shall be equipped with a parking braking system acting on the wheel or wheels of at least one axle.

Parking braking system shall be independent of the service braking system acting on the other axle or axles and may be one of the systems referred to in paragraph 1, item 1 of this Article.

Installation of Braking Systems on Vehicles of Category L4

Article 34

Vehicles of category L4 shall be equipped with a braking system consisting of two service braking systems with independent controls and transmissions, one acting at least on the front wheel and the other at least on the rear wheel.

Side wheel shall be braked by the service braking system if, without braking that wheel, the vehicle does not meet the prescribed standard of service braking efficiency.

Service braking system acting on the side wheel shall be activated by the same control as the service braking system of the rear wheel.

Installation of Braking Systems on Vehicles of Categories T and C

Article 35

Vehicles of categories T and C shall be equipped with service and parking braking systems.

For vehicles of categories T1 and T2, the service braking shall act on both wheels of at least the rear axle, provided that the braking force is evenly distributed between the two wheels, while for other vehicles of categories T and C, it shall act on all wheels.

Vehicle of categories T and C equipped with a full power-assisted service braking system shall be fitted with indicators, for each braking circuit, providing an optical or audible signal when the accumulated energy in the circuit falls below 65% of the operating pressure.

For vehicles of categories T and C equipped with a service braking system with partial power assistance, the energy reserve shall be sufficient to allow the vehicle, in the event of engine failure, to be stopped in line with the standards for service braking and in the event of failure of any part of the braking transmission system, to allow stopping with a deceleration of at least 50% of the standard required for service braking.

For vehicles of categories T and C, no more than two trailers may be attached, provided that the combination of vehicles operates at a speed of less than 40 km/h and that the service braking acts on all wheels of the combination.

Vehicles of category Tm shall be equipped with at least one service braking system acting on either the front or rear axle, provided that, in the event of failure of the braking on one wheel, the braking on the other wheel remains functional.

Vehicles of categories T, R and K, except for vehicles of category K1, shall be equipped with a service braking system.

Installation of Service, Secondary and Parking Brakes

Article 36

Service, secondary and parking brakes on motor vehicles and trailers shall be installed and constructed in such a way as to stop the vehicle reliably and safely.

Service, secondary and parking brakes of motor vehicles, except those of category L, may be combined in such a way that:

1) there are at least two controls independent of each other and the control of the service brake is independent and separate from the control of the parking brake;
2) the control of the secondary brake shall be independent of the control of the parking brake, if the parking brake is of such design that it cannot be engaged while the vehicle is in motion. Service brake of motor vehicles shall act on all wheels. Service and parking brakes shall act on a surface that is permanently connected to the wheels by sufficiently strong components.

If the brake on any axle of a trailer coupled to a motor vehicle as the towing vehicle fails, unobstructed braking by the brakes installed on the towing vehicle shall be ensured.

Devices or programmes in electronically controlled braking systems that ensure continuous adjustment of the braking force in proportion to load variation on motor vehicles and trailers, except for buses intended for urban and suburban transport, trailers with a maximum permissible mass of up to 1.5 t and trailers with an inertia-operated brake that have a “laden–unladen” load variation of more than 40% of the maximum axle load on any rear axle, shall be installed and designed to ensure continuous adjustment of the braking force in proportion to load variation.

On motor vehicles and trailers equipped with spring suspension of the axles whose deflection between the “laden” and “unladen” conditions is less than 25 mm, devices ensuring continuous adjustment of the braking force in proportion to load variation are not required to be installed.

Retarder for sustained deceleration shall be installed and designed on motor vehicles with a maximum permissible mass exceeding 5 t that are intended for towing trailers with a maximum permissible mass exceeding 7 t or semi-trailers where the maximum permissible mass borne by the axles exceeds 7 t, as well as on motor vehicles with a maximum permissible mass exceeding 9 t, so as to ensure sustained deceleration of the vehicle.

Design of the service brake transmission system on motor vehicles with a maximum permissible mass exceeding 10 t shall be such that the brakes on the axles are activated by at least two independent sources of energy, ensuring that, in the event of brake failure on one axle, unobstructed braking remains possible on the other axle or axles and that the remaining effectiveness of the service braking device is at least 30% of the standard prescribed for the service brake under Article 124 of this Rulebook.

Design of the service braking system on motor vehicles required to meet the conditions referred to in paragraph 9 of this Article and intended for towing trailers, shall ensure compatibility with a dual-line braking installation on the trailers.

In motor vehicles, trailers and combinations of vehicles, the operation of the brakes on individual axles shall be synchronised.

Provisions of paragraph 7 of this Article shall not apply to vehicles equipped with an air suspension system.

Installation of the Braking System on Vehicles of Category L

Article 37

Braking systems on vehicles of category L shall be installed and constructed as two independent braking systems with separate devices for their activation on the front and rear axle or on the front or only the rear axle.

Installation of the Braking System on Vehicles of Category L4

Article 38

Braking system on motorcycles with a sidecar shall be installed and constructed as two independent braking systems with separate devices for their activation on the front and rear wheel or on the front or only the rear wheel.

Sidecar shall be additionally braked as part of the service braking system if, without it, the motorcycle does not meet the braking efficiency standard referred to in Article 124, paragraph 2 of this Rulebook.

Installation of the Braking System on Vehicles of Category L4 with Symmetrically Arranged Wheels

Article 39

Braking system on motorcycles with a sidecar whose wheels are symmetrically arranged in relation to the vehicle's longitudinal median plane and whose maximum permissible mass does not exceed 1.2 t shall be installed and constructed as two independent braking systems, one acting on the front wheel or wheels and the other on the rear wheel or wheels.

Vehicle referred to in paragraph 1 of this Article shall also be equipped with a parking brake, installed and designed to hold the vehicle securely in the braked position.

For vehicles referred to in paragraph 1 of this Article with a maximum permissible mass exceeding 1.2 t, the provisions of Article 36, paragraphs 1 to 4 of this Rulebook shall apply.

Installation and Design of Braking Systems on Trailers

Article 40

Braking system on trailers with a maximum permissible mass not exceeding 0.75 t is not required to be installed and constructed in line with the provisions of Article 25, paragraph 1 of this Rulebook.

Service brake on trailers with a maximum permissible mass exceeding 0.75 t, first registered after 1 January 1972, shall be installed and constructed to act on all wheels of the trailer or semi-trailer, while the parking brake shall act on a sufficient number of wheels to achieve the prescribed braking coefficient.

Service brake of a trailer shall be designed so that the driver can operate it during driving from the driver's seat using the same control that activates the service brake of the towing vehicle.

Service brake may be implemented with an inertia-operated braking system on a trailer with a maximum permissible mass not exceeding 3.5 t.

Service braking system on a trailer with a maximum permissible mass exceeding 0.75 tonnes must be installed and designed with an automatic control that activates the service brake of the trailer in the event of disconnection from the towing vehicle.

Service brake on a single-axle trailer and on a single-axle trailer with a maximum permissible mass not exceeding 1.5 t, which is connected to the towing vehicle by a drawbar and carries rigid loads supported simultaneously by both the towing vehicle and the trailer (such as logs, pipes, rails, etc.), shall be installed and designed to ensure the service braking of the trailer.

If the maximum permissible mass of the trailer is between 0.75 t and 1.5 t and does not exceed half the mass of the towing vehicle, the trailer is not required to be equipped with a device ensuring service braking.

Trailers without a braking system or with an inertia-operated braking system shall be equipped with an auxiliary cross-connection which, in the event of failure of the main coupling, shall prevent the drawbar or trailer from deviating to the side or shall activate the service brake.

Braking system on trailers with a maximum permissible mass exceeding 7 t and on semi-trailers with a fifth-wheel coupling where the maximum permissible mass, reduced by the mass borne by the coupling, exceeds 7 t, shall be installed and constructed as a dual-line pneumatic transmission system.

Devices for Road Lighting, Vehicle Marking and Signalling with Light

Article 41

Devices for road lighting, vehicle marking and signalling with light, installed on a motor vehicle or a combination of vehicles, shall be supplied with electrical power that ensures their proper and uninterrupted operation under all conditions.

Only light sources intended by the design of the devices referred to in paragraph 1 of this Article shall be used in such devices.

Devices referred to in paragraph 1 of this Article, when installed on the front of motor vehicles and trailers, shall not emit red light visible from the front of the vehicle, nor shall white light from lights or reflective materials be visible from the rear of the vehicle.

Devices referred to in paragraph 1 of this Article shall be installed and designed so that they do not interfere with each other's function and performance more than is unavoidable, even when integrated into a single unit or device.

Provisions of paragraph 3 of this Article shall not apply to reversing lights, movable searchlights, lights for illuminating the rear registration plate and registration plates coated with white reflective material, as well as to red flashing lights on motor vehicles used to support escorted vehicles.

Installation of Road Lighting and Light Signalling Devices in Pairs

Article 42

Road lighting and light signalling devices installed in pairs on motor vehicles with three or more wheels shall be mounted at the same horizontal level, symmetrically in relation to the vehicle's longitudinal vertical plane, of identical size and colour and shall operate simultaneously with equal light intensity.

Light signalling devices for indicating the direction of vehicle movement (direction indicators) and parking lights are not required to operate simultaneously.

If the devices referred to in paragraph 1 of this Article are constructed as combined units, they shall meet the requirements prescribed for each individual device.

Road Lighting Devices

Article 43

Following shall be considered road lighting devices on motor vehicles and trailers:

1) headlights for road lighting at the front of the vehicle;

2) reversing lights;

3) fog lights;

4) daytime running lights;

5) work lights for illuminating the working area;

6) movable lights (searchlights).

Headlights for road lighting at the front of the vehicle shall be designed to provide:

1) main beam;

2) dipped beam;

3) combined main and dipped beam.

Headlights for Road Lighting at the Front of the Vehicle

Article 44

Headlights for road lighting at the front of the vehicle shall be connected so that they cannot be switched on unless the front and rear position lights and the rear registration plate illumination lights are also switched on, except when used for signalling with light.

Installation of Headlights for Road Lighting

Article 45

Headlights for road lighting at the front of motor vehicles with four or more wheels and motor vehicles with three wheels wider than 1.3 m, shall be designed as two or four front headlights, of which two shall provide dipped beam.

Headlights for road lighting at the front of two-wheeled motor vehicles, three- wheeled motor vehicles not wider than 1.3 m and motorised wheelchairs may be installed and designed as one or two dipped-beam headlights and one or two main-beam headlights.

Headlights for road lighting at the front of the vehicle may be structurally installed and designed to be covered or retractable, provided that their function is not impaired.

Light emitted by the main headlights shall be white. Provisions of paragraphs 3 and 4 of this Article shall not apply to vehicles manufactured or first registered before 1 October 1982.

Headlights for road lighting on motor vehicles that cannot reach a speed greater than 30 km/h on level roads, on animal-drawn vehicles and on tourist trains, may be installed and designed only as dipped-beam headlights.

Inner edges of the illuminated surfaces of the dipped-beam headlights shall be at least 0.6 m apart and the outer edges shall be no more than 0.4 m from the outermost lateral point of the vehicle, except for vehicles of categories T and C.

Distance between the upper edge of the illuminated surface of the dipped-beam headlight and the road surface shall not exceed 1.2 m and the distance between the lower edge and the road surface shall not be less than 0.5 m, except for vehicles of categories N3, T and C, for which the maximum permitted height of the upper edge of the illuminated surface shall be 1.5 m.

Front position lights may be incorporated into the headlights for road lighting at the front of the vehicle.

When the main-beam headlights for road lighting are switched on, the corresponding indicator light on the vehicle’s dashboard shall automatically illuminate.

Headlights for road lighting at the front of the vehicle shall be connected so that switching from main beam to dipped beam and vice versa occurs simultaneously and by means of the same control.

Main-beam headlight shall not be positioned closer to the outer edge of the vehicle than the dipped-beam headlight.

Headlights for Road Lighting with a Gas-Discharge Light Source

Article 46

If a vehicle of category M or N is equipped with dipped-beam headlights using a gas-discharge light source, a headlight cleaning device shall be a mandatory component of the lighting system.

Vehicles referred to in paragraph 1 of this Article shall also be equipped with a headlight beam-levelling device.

Device referred to in paragraph 2 of this Article may be designed with either manual or automatic adjustment.

Length of the Light Beam

Article 47

Dipped-beam light shall illuminate at least 40 m and no more than 80 m of the road, except for tractors, while the main-beam light shall illuminate at least 100 m of the road ahead of the vehicle at night, under normal visibility conditions, with the motor vehicle evenly loaded and positioned on a horizontal surface.

Dipped-beam light beam shall be a right-hand asymmetric beam or a symmetric beam for vehicles of categories L and T, while vehicles equipped with such a function may allow the beam pattern to be selected according to the side of traffic.

Dipped-beam light beam of tractors and tourist trains shall illuminate at least 10 m and no more than 30 m of the road.

Fog lights on a motor vehicle shall be designed and adjusted so that the illuminated portion of a flat road in front of the vehicle does not exceed 35 m in length.

Light beam of the fog lights shall be symmetrical. Dipped-beam light on a bicycle or moped shall be designed and adjusted so that the illuminated portion of a flat road is no longer than 50 m and no shorter than 10 m.

Lights on animal-drawn vehicles and motor cultivators shall be designed so that the light they emit is visible at night, under good visibility conditions, from a distance of at least 150 m.

Alignment of the headlights, as measured with a headlight tester, shall not deviate by more than 5% from the value specified by the manufacturer.

Minimum intensity of the main-beam light, for a vehicle in use, measured with a headlight tester in the area of maximum illumination, shall be:

1) for vehicles of category L – 8 lx;
2) for vehicles of categories M and N with non-halogen bulbs – 16 lx;
3) for vehicles of categories M and N with halogen bulbs with two filaments – at least 24 lx;
4) for vehicles of categories M and N with halogen bulbs with a single filament – at least 32 lx;
5) for vehicles of categories L, M and N with a gas-discharge light source – 35 lx after 4 seconds from activation and not more than 180 lx;

6) for vehicles of categories M and N with dipped beam activated – not more than 4 lx.

Reversing Lights

Article 48

Reversing lights are lights that illuminate the road behind the vehicle and possibly beside it, thereby signalling to other road users that the vehicle is moving or is about to move in reverse.

Motor vehicles shall be equipped at the rear with one or two white reversing lights, while trailers may be fitted with one or two reversing lights.

Distance between the upper edge of the illuminated surface of the reversing light and the road surface shall not exceed 1.2 m, while the distance between the lower edge of the illuminated surface and the road surface shall not be less than 0.25 m.

For vehicles with more than one wheel track and a maximum permissible mass exceeding 3.5 t, it is permitted to install one reversing light on each longitudinal side of the vehicle.

Distance between the upper edge of the illuminated surface of the reversing light and the road surface shall not exceed 1.2 m.

Reversing lights shall not extend laterally more than 50 mm beyond the vehicle's outline.

Reversing lights shall be illuminated only when the gear selector is in the reverse position and the engine start or stop system is set to a position that allows normal engine operation. If either of these two conditions is not met, the reversing lights shall not be able to switch on or remain illuminated.

Reversing lights shall be angled in such a way, except where otherwise provided by special authorisation, that they do not illuminate the road for a distance greater than 10 m, measured from the light source.

Following are not required to have the reverse lights:

1) motorised bicycles and motorcycles;
2) special vehicles intended for agricultural and forestry work;
3) work machines and forklifts; and
4) motorised wheelchairs. If reversing lights are installed on the vehicles referred to in paragraph 9 of this Article, they shall be installed in line with paragraphs 2, 3, 5 and 6 of this Article.

Fog Lights

Article 49

Fog lights on motor vehicles with four or more wheels and on motor vehicles with three wheels wider than 1.3 m may be installed and designed as two fog lights, while on motorcycles and motorcycles with a sidecar they may be installed as a single fog light, emitting white or yellow light.

Fog lights shall not be installed at a height greater than that of the dipped-beam headlights.

Distance between the lower edge of the illuminated surface of the fog light and the road surface shall not be less than 0.25 m.

Outer edge of the illuminated surface of the fog light shall not be more than 0.4 m from the outermost lateral point of the vehicle, except for vehicles of categories T and C.

Fog lights shall be equipped with a separate switch. Fog lights shall be connected so that they can be switched on only when at least the position lights or the dipped-beam headlights are on.

Fog lights shall be designed to allow adjustment and their installation shall be carried out on an appropriate part of the vehicle in such a way that their alignment cannot be unintentionally altered.

Fog lights shall be adjusted in such a way as to prevent glare to other road users.

Daytime Running Lights

Article 50

Light emitted by the daytime running lights shall be white. Daytime running lights may be integrated into the main-beam headlights. Installation position of the daytime running lights shall comply with the rules applicable to headlights for road lighting at the front of the vehicle.

When daytime running lights are in use, it is not mandatory for the front and rear position lights, side marker lights or rear registration plate illumination lights to be switched on.

Daytime running lights shall be used only during the day and under good visibility conditions.

Activation of the headlights for road lighting at the front of the vehicle instead of the daytime running lights may also be performed by an automatic device installed on the vehicle.

Work Lights for Illuminating the Working Area

Article 51

One or more work lights for illuminating the working area may be installed and designed on vehicles performing specific tasks, emitting white light.

Work lights for illuminating the working area shall not be used while the vehicle is in motion, except on vehicles used for road maintenance and cleaning or for the collection and transport of waste.

Lights used to illuminate the area where works are being carried out may be used only if they do not dazzle other road users.

Movable Light (Searchlight)

Article 52

Movable light (searchlight) may be installed only on a traffic police vehicle, an emergency medical vehicle, a traffic inspection vehicle, a fire-fighting vehicle, a vehicle intended for road and installation maintenance, as well as on a vehicle intended for providing roadside assistance.

Light referred to in paragraph 1 of this Article must be installed and designed to emit white or yellow light and it may be switched on only when the position lights and the registration plate illumination lights are on.

Vehicle Marking Devices

Article 53

Following shall be considered as devices for marking motor and trailers:

1) front position lights;

2) rear position lights;
3) rear fog light;
4) parking lights;
5) outline marker lights;
6) rear registration plate illumination lights;
7) rotating and flashing lights;
8) retro-reflectors;
9) lights for marking special-purpose vehicles (taxis, public city transport vehicles, driver training vehicles, road maintenance vehicles, roadside assistance vehicles, etc.);
10) reflective surfaces for marking vehicle contours, as well as markings for long, heavy and slow vehicles.

Front Position Lights

Article 54

Front position lights on a motor vehicle with four or more wheels, on a three-wheeled motor vehicle wider than 1.3 m and on a trailer wider than 1.6 m shall be installed and designed as at least two front position lights. On a two-wheeled motor vehicle (except for mopeds) and on a three-wheeled motor vehicle not wider than 1.3 m, one or two front position lights shall be installed, emitting white light.

If two front position lights are installed, the distance between the outer edge of the illuminated surface and the outermost lateral point of the vehicle shall not exceed 0.4 m for motor vehicles and 0.15 m for trailers.

Distance between the illuminated surface of the front position light and the road surface shall not be less than 0.35 m and not more than 1.5 m, while for semi-trailers it shall not exceed 1.8 m.

Rear Position Lights

Article 55

Rear position lights on a motor vehicle with four or more wheels, on a three-wheeled motor vehicle wider than 1.3 m and on a trailer shall be installed and designed as at least two rear position lights. On a two-wheeled motor vehicle and on a three-wheeled motor vehicle not wider than 1.3 m, one or two rear position lights shall be installed, emitting red light.

If a single rear position light is installed, it shall be positioned in the vehicle's longitudinal median plane.

If two rear position lights are installed, the distance between the outer edge of the illuminated surface and the outermost lateral point of the vehicle shall not exceed 0.4 m.

Distance between the illuminated surface of the rear position light and the road surface shall not be less than 0.35 m and not more than 1.5 m. For special-purpose vehicles and vehicles performing specific work operations, the maximum permissible distance between the illuminated surface of the rear position light and the road surface may be up to 2.1 m.

Motor vehicles with multiple wheel tracks and their trailers may be equipped with two additional position lights.

Rear and additional position lights shall not be connected to the same electrical fuse.

Rear Fog Light

Article 56

Rear fog light is a red light intended to improve the visibility of the vehicle from behind in conditions of dense fog.

Rear fog lights on a two-wheeled motor vehicle and on a three-wheeled motor vehicle not wider than 1.3 m may be installed and designed as a single rear fog light. On a motor vehicle with four or more wheels, on a three-wheeled motor vehicle wider than 1.3 m and on a trailer equipped with fog lights, two rear fog lights may be installed and designed to emit light.

Distance between the illuminated surface of the rear fog light and the road surface shall not be less than 0.25 m and not more than 1 m.

Distance between the illuminated surface of the rear fog light and the stop light shall be at least 0.1 m. If only one rear fog light is installed, it shall be positioned on the left side of the vehicle, relative to the vehicle's longitudinal vertical axis of symmetry.

Rear fog lights shall be connected in such a way that they can operate only when the dipped-beam headlights, main-beam headlights, fog lights or a combination of these lights are switched on. Fog lights must have a separate switch for activation.

When the rear fog lights are on, activation of the switch for the main-beam or dipped-beam headlights shall not turn them off.

Operation of the rear fog lights shall be indicated by a yellow or green indicator light located within the driver's field of vision.

In a combination of vehicles, only the rear fog light of the last trailer must be operational.

Deactivation of the rear fog lights on the towing vehicle or on the first trailer is permitted only if such deactivation and reactivation are performed automatically by inserting or removing the power supply plug for the trailer's lights.

Parking Lights

Article 57

Parking lights on motor vehicles and trailers may be installed and designed on:

1) the lateral side of the vehicle, in the form of separate lights emitting white light towards the front and red light towards the rear;
2) the front and rear of the vehicle, in the form of lights emitting: white light forward from the front lights and red light backward from the rear lights, provided that the front light may be integrated with the front position light or the main headlight and the rear light may be integrated with the rear position light and the stop light or solely with the rear position light. Distance between the illuminated surface of the parking light and the road surface shall not be less than 0.35 m and not more than 1.9 m.

Outline Marker Lights

Article 58

Motor vehicles and trailers wider than 2.1 m must be equipped with outline marker lights.

Lights referred to in paragraph 1 of this Article may also be installed on vehicles with a width between 1.8 m and 2.1 m.

Vehicles referred to in paragraph 1 of this Article shall be equipped with a pair of outline marker lights at the front and another pair at the rear.

Rear Registration Plate Light

Article 59

Rear registration plate light, depending on the type of plate on motor vehicles and trailers, shall be installed and designed to emit white light evenly distributed over the surface of the plate, without dark or excessively bright spots, except on quadricycles.

Light reflected from the registration plate shall not cause glare and the light source shall not be directly visible to road users travelling behind the vehicle.

Light illuminating the rear registration plate shall be such that, at night and under good visibility conditions, the plate's characters and numbers can be read from a distance of at least 20 metres.

Rear registration plate light shall be connected to the same switch that operates the position lights.

Rotating and/or Flashing Lights

Article 60

Rotating and/or flashing lights on vehicles shall be designed to emit blue, red or amber light and shall be installed at the highest point of the vehicle, ensuring visibility from all directions. Multiple rotating and/or flashing lights may be installed, provided that at least one light is visible from any side of the vehicle.

Blue rotating and/or flashing light may be installed on vehicles with right of way.

Amber rotating and/or flashing light may be installed on work vehicles and machinery, as well as on passenger, multipurpose and goods vehicles used by road assistance and information services, road maintenance services, utility services, municipal police, escort services for abnormal loads, vehicles carrying abnormal loads, escort services for vehicles carrying hazardous materials, vehicles transporting hazardous materials and vehicles used for or involved in road testing operations.

Rotating and/or flashing lights on escorted vehicles may be red and blue, arranged so that the red light is positioned on the right side of the vehicle.

Retro-Reflectors

Article 61

Retro-reflectors on motor vehicles with four or more wheels and on three-wheeled motor vehicles wider than 1.3 m shall be installed and designed as two rear red retro-reflectors. On two-wheeled motor vehicles and three-wheeled motor vehicles not wider than 1.3 m, one rear red retro-reflector shall be installed, which must not be triangular in shape.

Two front white retro-reflectors on a trailer shall be installed and designed so as not to be triangular in shape, while two rear red retro-reflectors on a trailer shall be installed and designed in the form of an equilateral triangle, with the apex pointing upwards and each side measuring at least 0.15 m.

If more than two retro-reflectors are installed on a vehicle, they must be arranged in pairs.

Retro-reflector shall have a reflecting surface area of at least 20 cm^2. Retro-reflectors on a vehicle shall be mounted vertically in relation to the road surface. Distance between the reflecting surface of a retro-reflector and the road surface shall not exceed 0.9 m and shall not be less than 0.35 m, except for two-wheeled and three-wheeled vehicles, for which the minimum distance may be 0.25 m.

If only one front or one rear retro-reflector is installed, it shall be positioned in the vehicle's longitudinal median plane.

If two front or two rear retro-reflectors of the same type are installed, the distance between the outer edges of their reflecting surfaces and the outermost lateral point of the vehicle shall not exceed 0.4 m, while the distance between their inner edges shall be at least 0.6 m.

Rear retro-reflectors of triangular shape shall not be installed on motor vehicles. Motor vehicles, except passenger vehicles, as well as trailers longer than 6 m, shall have yellow non-triangular retro-reflectors installed on their sides, including at least one retro- reflector positioned at the midpoint of the vehicle.

Retro-reflector positioned closest to the front of the vehicle shall not be more than 3 m away from that part of the vehicle, while the retro-reflector positioned closest to the rear shall not be more than 1 m away from the rear end. Upper edge of the reflecting surface of a retro-reflector shall not be higher than 0.9 m above the road surface; however, if the vehicle's design does not allow for this, a higher placement is permitted, but not exceeding 1.5 m.

Motorised wheelchairs shall have at least one yellow retro-reflector on each side, positioned no higher than 0.6 m above the road surface and, where possible, as low as practicable. These retro-reflectors may also be installed within the wheel spokes.

Retro-reflectors referred to in paragraphs 10 and 11 of this Article may be installed in a manner that allows their removal in the case of:

1) vehicles whose design does not allow permanent attachment of retro-reflectors;
2) vehicles intended for agricultural or forestry use, designed for soil cultivation and classified as trailers;
3) vehicle frames transported to a specific destination for completion. White reflective ring-shaped surfaces may be installed on the wheels of mopeds, motorcycles and motorised wheelchairs.

Vehicles longer than 6 metres, except for vehicles without a superstructure, vehicles used for agricultural or forestry operations and their trailers, work machines, as well as vehicles which, due to their superstructure and design, cannot be classified as goods or towing vehicles, shall have yellow side lights installed and designed along their longitudinal sides. For other multi-track vehicles, the installation of side lights is permitted, provided that the side light is integrated into a single housing or combined with an outline marker light, position light, fog light or stop light or forms part of a shared reflecting surface with the rear retro-reflector, in which case it may emit red light.

Provisions of paragraph 10 of this Article shall apply to vehicles first registered in Montenegro after 1 July 1996.

Provisions of paragraph 15 of this Article shall apply to vehicles first registered in Montenegro after 1 January 2001.

Lights for marking special-purpose vehicles may be used only on the corresponding types of vehicles, such as taxis, public city transport vehicles, driver training vehicles, road maintenance vehicles, roadside assistance vehicles and similar.

Lights for marking special-purpose vehicles must be designed in such a way that they cannot be misinterpreted by other road users, must be securely mounted for safe operation at the vehicle's maximum design speed and must be of such shape and design that they do not cause distraction or disturbance to other road users.

Reflective Surfaces for Marking Vehicle Contours

Article 62

Reflective surfaces for marking vehicle contours may be installed only on vehicles of categories M, N and O, excluding categories M1 and O1.

Reflective surfaces may be installed only on the sides and the rear of the vehicle and must extend along at least 80% of the vehicle's width or length, respectively.

Width of the reflective surface shall range from 50 to 60 mm and it shall be white or yellow in colour. Along the edge or within the reflective surface marking the vehicle's contour, graphic symbols of any colour or size may be placed, provided that their reflective properties are lower than those of the contour-marking reflective surfaces themselves.

Markings for long, heavy and slow vehicles, as specified in Annexes 1, 2 and 3 forming an integral part of this Rulebook, are mandatory for vehicles of categories O1, O2 and O3 exceeding 8 metres in length, for vehicles of category O4 and for vehicles of category N3, excluding tractor units.

Markings for slow vehicles are mandatory for vehicles whose maximum speed does not exceed 30 km/h, as well as for vehicles of categories T, C, R, S and K1.

Sign marking slow vehicles shall always be mounted on the rear side of the slow vehicle, with the apex of the truncated triangle pointing upwards and its base parallel to the road surface. It shall be positioned centrally, at the midpoint of the vehicle's rear width.

Sign marking slow vehicles shall be mounted at a height of not less than 250 mm (to the lower edge of the sign) and not more than 1500 mm (to the upper edge of the sign), measured from the road surface to the edge of the sign. It must not obstruct any light-signalling devices on the vehicle and, in a combination of vehicles, shall be placed on the rear side of the last vehicle.

Sign referred to in paragraph 6 of this Article must be clearly displayed and fully visible to drivers travelling behind the slow vehicle.

Vehicles referred to in paragraph 5 of this Article, registered in Montenegro, must bear the slow vehicle marking as of 1 June 2010.

Goods motor vehicles of category N3, excluding tractor units, as well as vehicles of categories M2 and M3, classes II and III, must be marked with heavy motor vehicle markings.

Markings for heavy motor vehicles, 140 mm in width, shall consist of alternating diagonal yellow reflective and red fluorescent stripes arranged in a chevron pattern. Red fluorescent stripes shall be set at a 45° angle, each stripe being 100 mm wide.

Trailers of categories O1, O2 and O3 whose length (including the length of the drawbar) exceeds 8 metres, as well as all trailers of category O4, must be marked with long vehicle markings.

Markings for long trailers (trailers and semi-trailers), 200 mm in width, shall consist of a yellow reflective background with a red fluorescent border, the width of the red fluorescent border being 40 mm.

Vehicles may have one, two or four markings indicating long and heavy vehicles, depending on the available mounting options at the rear of the vehicle.

Total minimum length of the set of markings for heavy and long vehicles shall be 1300 mm and the maximum length 2300 mm.

Markings for heavy and long vehicles shall be mounted at a height of not less than 250 mm (to the lower edge of the marking) and not more than 2100 mm (to the upper edge of the marking), measured from the road surface. Hazard signs and placards used for marking vehicles transporting hazardous materials, the identification numbers of specific

hazardous substances, as well as the placement of such signs on vehicles, shall be designed and installed in line with the provisions of the ADR Agreement.

Light-Signalling Devices

Article 63

Following shall be considered as light-signalling devices:

1) stop lights;

2) direction indicators;

3) device for simultaneous activation of all direction indicators.

Stop Lights

Article 64

Stop lights on motor vehicles with four or more wheels, on three-wheeled motor vehicles wider than 1.3 m and on trailers shall be installed and designed as at least two stop lights on the rear of the vehicle. On two-wheeled motor vehicles and on three-wheeled motor vehicles not wider than 1.3 m, at least one stop light shall be installed on the rear of the vehicle, emitting red light.

Motor vehicles of category M1 first registered after 1 January 2005 must be equipped with a third stop light installed on the vehicle's central longitudinal plane.

Vehicles that are unable to reach a speed greater than 25 km/h on a level road are not required to have a stop light.

If a vehicle is equipped with one or more stop lights and an additional stop light, they shall be positioned symmetrically in relation to the vehicle's longitudinal vertical axis.

If a vehicle, other than a moped or motorcycle, is equipped with two stop lights, the distance between the inner edges of their illuminated surfaces shall not be less than 0.6 m and the distance from the outer edge of the vehicle shall not exceed 0.4 m.

Distance between the illuminated surface of the stop light and the road surface shall not be less than 0.35 m and not more than 1.5 m, except in exceptional cases, where the maximum permissible distance may be up to 2.1 m.

Stop lights may be installed near or together with other rear lights and the light intensity of the stop lights shall be greater than that of the other lights.

Stop lights shall be connected so as to activate and remain continuously illuminated when the service brake of the vehicle is applied.

Stop lights may also illuminate when a retarder or a similar device is activated.

Direction Indicators

Article 65

Direction indicators on motor vehicles with three, four or more wheels and on trailers must be installed and designed as follows:

1) on a motor vehicle not exceeding 6 metres in length:
   - two front side and two rear direction indicators; or
   - two front, two rear and two side direction indicators; or
   - two front and two rear direction indicators;

2) on a motor vehicle longer than 6 metres and on a towing motor vehicle:
   - two front side and two rear direction indicators; or

− two front, two side and two rear direction indicators;

3) two rear direction indicators on a trailer. Direction indicators on two-wheeled motor vehicles, except mopeds, must be installed and designed as:

1) two front and two rear direction indicators; or

2) two handlebar-mounted direction indicators visible from both the front and rear. Light of direction indicators shall be yellow. Flashing frequency of direction indicators shall, as a rule, be 90 flashes per minute, with permissible variations allowing a frequency of not less than 60 and not more than 120 flashes per minute (90 ± 30 flashes per minute).

From the moment the direction indicator is activated, the light must illuminate within one second and extinguish for the first time no later than 1.5 seconds thereafter.

Distance between the outer edge of the illuminated surface of the direction indicator and the outermost lateral point of the vehicle shall not exceed 0.4 m.

On vehicles of categories M1 and N1, the distance between the lower edge of the illuminated surface of the direction indicator and the road surface shall not be less than 0.35 m or more than 1.5 m, while on other vehicles it shall not be less than 0.5 m or more than 1.5 m.

In cases where, due to structural reasons, it is not possible to install them otherwise, the maximum permissible distance between the illuminated surface of the direction indicator and the road surface may be up to 2.3 m.

Side-mounted direction indicators shall not be positioned more than 1.8 m from the front surface of the vehicle and on vehicles where the minimum visibility angles cannot be maintained, side-mounted direction indicators shall not be positioned more than 2.5 m from the front surface of the vehicle.

Activation of the direction indicators must be independent of the activation of any other light on the vehicle.

All direction indicators installed on the same side of the vehicle must be switched on and off by the same control.

Operation of the direction indicators must be monitored by an optical and/or acoustic control device.

Device for Simultaneous Activation of All Direction Indicators

Article 66

Device for simultaneous activation of all direction indicators on motor vehicles referred to in Article 65, paragraph 1 of this Rulebook, shall be installed and designed so that it can be operated by a separate switch and its functioning shall be indicated by an indicator light located within the driver's field of vision.

Devices Ensuring Normal Visibility

Article 67

Following shall be considered as devices on vehicles that ensure normal visibility in road traffic:

1) the windscreen and external window glass of the cab and body;

2) the windscreen wiping device (hereinafter: windscreen wiper);

3) the windscreen washing device (hereinafter: windscreen washer);

4) the mirror enabling the driver to observe the road and traffic (hereinafter referred to as: rear-view mirror).

Windscreen

Article 68

Windscreen is the glass located at the front of a motor vehicle. Windscreen and all windows on a motor vehicle or trailer, except for the front windscreen on mopeds, motorcycles, light tricycles and quadricycles without a driver's cab, tricycles and quadricycles not equipped with a driver's cab, shall:

1) ensure full visibility and clarity without any noticeable distortion of objects seen through the windscreen, without causing confusion in the colours used for traffic lights (illuminated signals) and other traffic signs and, in the event of breakage, allow sufficient visibility of the road and enable the vehicle to be safely brought to a stop;
2) reduce the risk of injury to the driver and passengers and be resistant to all atmospheric and temperature conditions, chemical effects, combustion and abrasion. Windscreen and the side windows in line with the driver may not be additionally tinted.

Other windows on the vehicle may be tinted without limitation on the degree of light attenuation, provided that the vehicle is equipped with two side rear-view mirrors.

Provision of paragraph 3 of this Article shall not apply to vehicles owned by or assigned for use to the General Secretariat of the Government of Montenegro, the Ministry of Interior, the National Security Agency, the Ministry of Transport and Maritime Affairs – Road Transport Inspectorate and the Military Intelligence Service of the Armed Forces of Montenegro.

Windscreen Wiper

Article 69

Windscreen wipers on motor vehicles, except on mopeds, light tricycles and quadricycles without a cab, motorcycles, tricycles and quadricycles without a cab that have a windscreen, must be installed and designed to operate reliably, ensuring that the largest possible area of the windscreen is wiped under all weather conditions and that sufficient visibility through the windscreen is maintained.

Windscreen Washer

Article 70

Vehicles equipped with windscreen wipers must also be fitted with windscreen washers.

Rear-View Mirror

Article 71

Motor vehicles shall be equipped with a rear-view mirror, as follows:

1) moped and motorcycle – at least one rear-view mirror;
2) passenger vehicle with four or more seats – two rear-view mirrors, one located inside the body and the other outside on the left side of the vehicle;
3) bus, passenger vehicle towing a caravan and trolleybus – two rear-view mirrors on both outer sides of the front part of the vehicle and one rear-view mirror inside the body;
4) goods and multipurpose vehicles – two rear-view mirrors on both outer sides of the front part of the vehicle. Rear-view mirror shall be positioned so as to enable the

driver to observe the road and traffic behind the vehicle even when the vehicle is carrying the maximum permitted number of passengers or when it is loaded.

Rear-view mirror shall be pivotally attached to its mounting bracket so that it can be adjusted to any position necessary for observing the road and traffic behind the vehicle and shall remain in the set position under normal vibrations while the vehicle is in motion.

Rear-view mirror installed inside the body of a passenger vehicle shall be positioned so that the driver can adjust it manually from the driver's seat.

Surface of the rear-view mirror shall have optical properties that do not cause significant distortion of the shape or colour of reflected objects and shall be resistant to the adverse effects of weather conditions.

Reflective surface of the rear-view mirror may be flat, slightly convex or a combination of both.

Radius of curvature of the convex surface of the rear-view mirror shall not be less than 80 cm.

Surface of the rear-view mirror shall be as follows:

1) mirrors located inside the body and outside the body of passenger vehicles – at least 60 cm²;
2) mirrors located outside the body of other motor vehicles – at least 150 cm² if convex, or at least 300 cm² if flat;
3) mirrors on motorcycles, three-wheeled motorcycles and light quadricycles – at least 50 cm². If the rear-view mirror located outside the vehicle body exceeds the maximum permitted vehicle width (2.55 m or 2.60 m), it must be mounted on a bracket with a joint mechanism that allows the mirror to fold back within the permitted width of the vehicle when the bracket is pressed.

If, in a category M1 vehicle, due to the design of the bodywork or where total light transmission through the rear window is reduced by more than 50%, the use of an interior mirror is not feasible, such a vehicle must be equipped with at least two exterior mirrors on both sides of the vehicle.

Audible Warning Devices

Article 72

Audible warning device on a motor vehicle shall be installed and designed as at least one device that emits uniform sounds of constant intensity.

In addition to the device referred to in paragraph 1 of this Article, certain motor vehicles intended for emergency medical services, fire services, the Police of Montenegro and the Armed Forces of Montenegro may also be equipped with a special audible warning device that emits an alternating sequence of sounds at two different frequencies.

Control of the audible warning device shall be positioned so as to be accessible to the driver from the driver's seat.

Vehicles of categories M2, M3, N2 and N3 first registered after 1 January 2010, which are not equipped with an interior rear-view mirror or a rear-view camera, must have a rear-mounted audible reversing device that automatically activates when reverse gear is engaged.

Audible warning device installed on a motor vehicle must produce a sound with an intensity of at least:

1) on motor vehicles of categories L and M1 – 76 dB(A);
2) on motor vehicles of category N – 80 dB(A);

3) on motor vehicles of categories M2 and M3 – 93 dB(A). Sound intensity of audible warning devices installed on a motor vehicle shall be measured in an open and flat area with a diameter of at least 20 metres. Microphone of the sound level meter shall be positioned at a height between 0.5 m and 1.5 m and at a distance of 7 metres in front of the vehicle, with the engine turned off during the measurement.

Audible warning device for reversing shall be installed and designed so that the sound intensity behind the vehicle is not less than 70 dB(A).

Audible warning devices such as bells, horns or sirens on bicycles and mopeds shall be installed and designed so that the sound intensity is not less than 70 dB(A).

Audible warning device on motor vehicles shall not produce a sound intensity exceeding 104 dB(A).

Control and Signalling Devices

Article 73

Control and signalling devices on motor vehicles include:

1) on a vehicle of category M1:
   - speedometer with odometer and illumination light;
   - blue indicator light for main-beam headlights;
   - visual signal and/or audible warning for monitoring the operation of direction indicators;
2) on vehicles of categories M2 and M3:
   - speedometer with odometer and illumination light, if not integrated into the tachograph;
   - tachograph that records the driving time of crew members, time spent performing work other than driving, rest periods, vehicle speed and distance travelled;
   - blue indicator light for main-beam headlights;
   - visual signal or audible warning for monitoring the operation of direction indicators;
   - pressure gauge indicating the available pressure in the pneumatic service brake system, if the system is continuously pressurised;
3) on vehicles of categories M2 and M3, classes I and II:
   - devices referred to in paragraph 1, item 2 of this Article;
   - visual indicator for monitoring the closure of doors that are not within the driver's field of vision;
   - device for transmitting and receiving signals from passengers.
4) on trolleybuses used for urban transport:
   - devices referred to in paragraph 1, item 3 of this Article;
   - device for monitoring electrical insulation;
5) on vehicles of category N:
   - speedometer with odometer and illumination light, if not integrated into the tachograph;
   - for vehicles with a maximum permissible mass exceeding 3.5 t (N2 and N3), a tachograph that records the driving time of crew members, time spent performing professional activities other than driving, rest periods, vehicle speed and distance travelled;

- indicator light for main-beam headlights;
- visual signal or audible warning for monitoring the operation of direction indicators;
- pressure gauge indicating the available pressure in the pneumatic service brake system, if the system is continuously pressurised;

6) on special vehicles and work machines, except for vehicles and work machines with a maximum design speed of less than 40 km/h;
   - control devices referred to in paragraph 1, item 5 of this Article;
   - device for monitoring the operation of work systems installed on the vehicle;
   - visual signal or audible warning for monitoring the operation of direction indicators.
7) on vehicles of category L (motorcycles, light quadricycles and quadricycles):
   - speedometer with odometer and illumination light;
   - blue indicator light for main-beam headlights, except on motorcycles and light quadricycles with an engine cylinder capacity of up to 50 cm^3; New vehicles of categories M2, M3, N2 and N3 first registered after 16 June 2010 must be equipped with a digital tachograph.

Speed Limiter on Vehicles

Article 74

Goods motor vehicles of categories N2 and N3, as well as buses of categories M2 and M3, must be equipped with a speed limiter.

Vehicles of categories M2 and M3 must have their speed limiters set so that the vehicle speed cannot exceed 100 km/h.

Vehicles of categories N2 and N3 must have their speed limiters set so that the vehicle speed cannot exceed 90 km/h.

Following vehicles must be equipped with a speed limiter:

1) goods motor vehicles of category N2 whose engines meet the EURO 3 or higher emission standard, manufactured after 1 October 2001;
2) goods motor vehicles of category N3 manufactured after 1 January 1988;
3) buses of category M2 whose engines meet the EURO 3 or higher emission standard, manufactured after 1 October 2001;
4) buses of category M3 with a maximum permissible mass between 5 and 10 tonnes whose engines meet the EURO 3 or higher emission standard, manufactured after 1 October 2001;
5) buses of category M3 with a maximum permissible mass exceeding 10 tonnes, manufactured after 1 January 1988. Provisions of paragraphs 1, 2 and 3 of this Article shall not apply to vehicles:

1) of the armed forces;
2) of the police;
3) of fire services;
4) exempt from the requirement to have a tachograph device in line with the law regulating tachographs;
5) which, due to their design, cannot travel faster than the speed limits referred to in paragraph 1 of this Article;
6) used for road testing;

7) used for public utility services.

Exhaust Gas Discharge System

Article 75

Exhaust gas discharge components (outlet, exhaust pipes) shall not extend beyond the permissible vehicle dimensions in length or width.

Pipe referred to in paragraph 1 of this Article must be fitted with a sound-damping device that cannot be deactivated except for cleaning purposes.

Exhaust outlet on work machines and special vehicles intended for permanent use in populated areas must be installed and designed at the highest point of the vehicle.

Coupling Devices for Towing and Towed Vehicles

Article 76

Coupling devices for towing and towed vehicles, except for motorcycles with sidecars, must be mounted in the vehicle's longitudinal vertical plane of symmetry and designed with a joint mechanism that allows movement of the coupling device in all spatial directions.

Coupling pin of the coupling device connecting the towing and towed vehicles, by which the vehicles are joined, must be equipped with a safety lock that prevents separation of the connected vehicles during normal operation.

Coupling devices for towing and towed vehicles must be attached to the reinforced part of the towing vehicle.

Vertical centreline of the coupling ball connecting a passenger vehicle and a trailer with a maximum permissible mass of up to 3.5 tonnes must be located at least 70 mm from the rear end of the vehicle.

Horizontal centreline of the coupling ball connecting a passenger vehicle and a trailer with a maximum permissible mass of up to 3.5 tonnes shall not be more than 350 mm above the ground when the vehicle is loaded to its maximum permissible mass.

Devices of Special Importance for Road Safety

Article 77

Body of a motor vehicle or trailer must be installed and designed so that, by its construction, quality, type of material and equipment, it corresponds to the intended purpose of the vehicle and ensures the safety of the driver, passengers and cargo during operation.

Rear part of the body of buses used for passenger transport in urban and suburban traffic, as well as trolleybuses and their associated equipment, must be designed and constructed in such a way as to prevent climbing or holding onto the vehicle while it is in motion.

Front and rear of a bus used for organised transport of children must be marked with a special sign indicating such vehicles.

Steps on vehicles used for passenger transport must be designed to ensure safe boarding and alighting of passengers.

Edges of protruding parts and decorative elements on the front of the vehicle must not be sharp.

If a decorative figure is present on the upper surface of the front part of the vehicle, it must be flexibly mounted to the vehicle.

Motorcycle and a quadricycle must be equipped with footrests for the driver on both sides and a motorcycle with a passenger seat must also be fitted with a handhold and footrests for the passenger on both sides of the motorcycle.

Multicoloured Vehicle

Article 78

Vehicle may be multicoloured, painted or covered with a foil wrap. Vehicle may also be painted or wrapped in a manner that constitutes an image or a full advertising design.

In the case of a fully wrapped vehicle, the vehicle's colour shall be considered the predominant visible colour.

Advertising boards, objects and inscriptions must not exceed the vehicle's dimensions in length or width and must be designed so as not to endanger or injure other road users. They must be securely fastened to allow driving at the vehicle's maximum design speed and, in their shape and content, must not distract or offend other road users.

Conditions for Passengers and Drivers in Buses, Trolleybuses and Trailers

Article 79

In buses, trolleybuses and trailers used for the carriage of standing passengers, the free floor area allocated to each standing passenger shall be at least 0.15 m² and, in urban buses, at least 0.125 m².

Interior of the driver's cab and the passenger compartment must be equipped in such a way that, under normal driving or stationary conditions, the driver and passengers cannot be injured and all tools, accessories, devices and equipment must be securely fastened.

Driver's and passenger compartments in motor vehicles and trailers must be equipped with interior lighting.

Fuel tank filler opening must not be located within the driver's or passenger compartment.

Doors on Vehicles of Categories M2, M3 and O

Article 80

Doors on vehicles of categories M2, M3 and O intended for the transport of 23 or more passengers must be installed and designed as at least two doors on the right side of the vehicle, as follows:

1) as two service doors; or
2) as one service door and one emergency door, designed to prevent unintentional opening while the vehicle is in motion and to ensure passenger safety by preventing possible injury or ejection from the vehicle. Minimum number of service doors on vehicles of categories M2, M3 and O is:

Number of passengers	Number of service doors for passengers		
	Class I bus	Class II bus	Class III bus

23 - 45	1	1	1
46 - 70	2	1	1
71 - 100	3	2	1
> 100	4	3	1

Emergency doors for passenger evacuation in vehicles referred to in paragraph 1 of this Article must be installed and designed on the right side of the vehicle, in a location accessible to passengers in case of danger. Width of such doors shall not be less than 0.6 m and their height shall not be less than 1.2 m.

Construction of emergency doors must be such that they cannot be opened unintentionally.

Vehicles referred to in paragraph 1 of this Article are not required to have emergency doors if they are equipped with at least one opening on each side of the vehicle measuring 0.8 m × 0.6 m, provided that these openings are suitable for emergency exit and clearly marked as emergency exits.

If the side doors on motor vehicles extend beyond the vehicle's overall width when opened, the lock must be positioned toward the rear of the vehicle and the door hinges toward the front. In the case of double doors, the door that opens first must have its lock positioned toward the rear of the vehicle and its hinges toward the front.

Vehicle Locks

Article 81

Door locks on vehicles must be two-stage and installed and designed so that the second stage of the lock prevents the door from opening unless it is fully closed.

Locks must be equipped with a mechanism that allows them to be easily secured in a locked position.

Locks on doors located next to the driver, as well as locks on the doors of goods motor vehicles, are not required to be secured in this manner.

Doors, lids and other types of closures on openings of enclosed vehicle bodies, whose free openings are larger than the minimum dimensions required for a person to enter, must be designed so that they can also be opened from the inside.

Covers on all external parts of motor vehicles and trailers must be designed and secured so that they cannot open on their own while the vehicle is in motion, even under strong vibrations.

Ventilation System

Article 82

Buses and trailers used for passenger transport must be equipped with a ventilation system.

Enclosed body space intended for the driver and passengers must be constructed so as to prevent the entry and accumulation of gases harmful to human health.

Battery

Article 83

Vehicle battery must be securely fastened in its compartment and equipped with an appropriate external vent leading outside the driver's and passenger compartments, except for batteries designed so as not to emit gases or vapours.

Buses and trolleybuses with a capacity exceeding 25 passengers must have a switch on the main electrical cable that disconnects all electrical circuits in the vehicle, except for the tachograph, which must be connected to the batteries via separate wiring. Switch lever must be within the driver's reach.

Seats and Backrests

Article 84

Front seats and their backrests in passenger vehicles, if movable, must be equipped with locking mechanisms to secure them in place.

Driver's Cab on Motor Vehicles

Article 85

Driver's cab on motor vehicles must meet the following requirements:

1) in terms of dimensions, visibility, vibration level, noise insulation, heating, ventilation, and locking, it must meet the conditions ensuring normal working conditions for the driver and vehicle crew;
2) the driver's seat must be at least 45 cm wide and, by its design and the materials used, must allow the driver to sit comfortably at the controls;
3) the glazed surfaces of the driver's cab must provide full visibility and clarity without any noticeable distortion of objects seen through the windscreen, without causing confusion in the colours used for traffic lights (illuminated signals) and other traffic signs and must, in the event of breakage, allow sufficient visibility of the road and enable the vehicle to be safely brought to a stop;
4) the glazed surfaces must minimise the risk of injury to the driver and passengers and be resistant to all atmospheric and temperature conditions, chemical effects, combustion and abrasion.

Defrosting, Demisting, Heating and Ventilation Systems on Motor Vehicles

Article 86

Defrosting and demisting devices for the windscreen, as well as heating and ventilation systems on motor vehicles, must be installed and designed to ensure and maintain the necessary visibility through the windscreen, as well as to provide heating and ventilation of the driver's and passengers' compartment.

Air intake openings for the driver's cab that form part of the heating and ventilation system must be designed so as to prevent contamination of the air by exhaust gases or dust generated by the vehicle itself.

Tyres on Motor Vehicles

Article 87

Tyres on vehicles must correspond to the dimensions specified by the manufacturer, depending on the vehicle's maximum permissible speed and the maximum permissible axle load on which the tyres are mounted.

Tyres on the same axle of a vehicle must be identical in terms of dimensions, load capacity, speed rating, seasonal category (winter, summer), construction (radial, diagonal, etc.), brand (manufacturer) and type.

Tread depth on the tyre surface must be greater than the factory-defined wear limit indicated by special tread wear indicators. If such indicators are not present, the minimum permitted tread depth is 1.6 mm for passenger vehicles and 2 mm for buses and goods vehicles.

Spare wheel rim does not have to be fitted with a tyre of the same seasonal category, construction, brand or type.

Retreaded tyres may be used on vehicles provided that they have a declaration issued by the manufacturer or retreader.

Mudguards on Motor Vehicles and Trailers

Article 88

Mudguards on motor vehicles and trailers capable of reaching speeds greater than 30 km/h, except on off-road vehicles and self-unloading goods vehicles, must be installed and designed above all wheels.

Wheels of a vehicle combination on the first axle of the trailer do not need to be covered by mudguards on the front side.

Upper quarter of the diameter of the rear wheels of a tractor unit with a semi-trailer does not need to be covered by mudguards.

Mudguards on multi-axle vehicles may be shared for a group of wheels on the same side of the vehicle.

Mudguards must be installed so as to cover the full width of the vehicle's wheel. Mudguards must not have sharp edges. Position and size of mudguards must be such as to prevent the projection of mud. On a loaded vehicle, except for mopeds, light motorcycles, light tricycles and quadricycles, motorcycles, tricycles and quadricycles, the mudguard must cover at least the upper third of the wheel's diameter at the front of the wheel and at least half of the wheel's diameter at the rear.

On motor vehicles that leave a single track, the front mudguard must cover the wheel in an arc extending at least 15° forward from the vertical line drawn through the axis of the front wheel.

Bumpers on Passenger and Multipurpose Vehicles

Article 89

Bumpers on passenger and multipurpose vehicles must be installed and fitted on both the front and rear of the vehicle, while on other motor vehicles with four or more wheels, they must be installed at least on the front of the vehicle.

Bumpers must not have sharp edges and must be positioned as the foremost parts of the vehicle, except where the vehicle is equipped with a permanently mounted towing hook for trailers.

Motor vehicles and trailers intended for the carriage of goods with a maximum permissible mass exceeding 3.5 tonnes must be equipped with a rear underrun protection device, which shall meet the following requirements:

1) the distance from the road surface to the lower edge of the underrun protection device, along its entire length, must not exceed 550 mm;

2) the underrun protection device must be mounted as close as possible to the rear end of the vehicle, but not more than 500 mm away;
3) the width of the underrun protection device must not exceed the width of the rear axle and must not be narrower than 100 mm from each side of the vehicle;
4) the lateral ends of the underrun protection device must not be bent backward and must not have sharp edges;
5) the underrun protection device must be designed with multiple attachment points securing it to the vehicle. Attachments of the underrun protection device must be designed to ensure that its position remains unchanged, even in the event of an unintentional attempt to alter its alignment.

Motor vehicles and trailers intended for the carriage of goods with a maximum permissible mass exceeding 3.5 tonnes must be equipped with side underrun protection devices, which shall meet the following requirements:

1) the installation area is the free space beneath the cargo platform along the length between the wheels of each axle, except for semi-trailers, where the length is defined as the distance from the support legs to the wheels of the first axle of the semi-trailer;
2) the devices shall be made of a continuous flat surface composed of one or more horizontal panels or a combination of panels and surfaces forming a continuous protective structure;
3) they must not increase the overall width of the vehicle and the outer edge must not be recessed more than 120 mm from the widest point of the vehicle. Front edge may be bent inward;
4) the outer surface must be smooth and as continuous as possible, extending from the front to the rear of the vehicle;
5) all components (bolts, rivets, etc.) must not extend more than 10 mm beyond the protective surface and their shape must be smooth and rounded. Provisions of paragraph 4 of this Article shall not apply to towing vehicles intended for forestry and agricultural operations, tractors and single-axle trailers designed for transporting long loads, as well as vehicles for which the installation of a rear underrun protection device would interfere with their operational function (e.g. dump trucks, etc.).

Seat Belts and Their Anchorages

Article 90

Passenger vehicles must be equipped with seat belts and their anchorages at least in the first row of seats.

Side seats in the first row must be fitted with three-point seat belts, while the middle seat in the first row may be equipped with a seat belt with at least two anchorage points.

Passenger and multipurpose vehicles first registered in Montenegro as of 1 January 1999 must be equipped with seat belts and their anchorages on all seats in the vehicle.

Seat belts must be three-point belts, while the middle seat may be equipped with a two-point seat belt.

All seat belts and their anchorages shall have a type-approval document.

Head Restraints in Passenger Vehicles

Article 91

Head restraints in passenger vehicles must be installed and designed on all seats equipped with a three-point seat belt.

Towing Attachments on Power-Driven Vehicles

Article 92

Towing attachments on power-driven vehicles shall be installed at an accessible location at the front of the vehicle so as to allow a tow rope or tow bar to be attached and the vehicle to be safely towed.

Device to Prevent Unauthorised Use

Article 93

Passenger and multipurpose vehicles must be equipped with a device to prevent unauthorised use installed and designed to prevent the rotation of the steering wheel or the movement of the gear lever or to act on the power transmission system to prevent the driven wheels from turning (excluding the braking system) or to include a special system that prevents the engine from being started.

Motorcycles must be equipped with a device to prevent unauthorised use. Device referred to in paragraph 1 of this Article must be permanently installed in the vehicle and designed so that it cannot be activated while the vehicle is in motion.

Devices on Tractors and Their Trailers

Article 94

Tractors capable of reaching a speed greater than 30 km/h on a level road are subject to the provisions of Articles 14 to 93 of this Rulebook.

Service and Parking Brake on Tractors

Article 95

Service and parking brakes on tractors must be installed and designed in compliance with the requirements set out in Article 25, paragraph 1 of this Rulebook.

Service brake on a tractor may be installed and designed to act on only one axle, provided that the braking force is evenly distributed between the two wheels of that axle.

Road Lighting and Light-Signalling Devices on Tractors

Article 96

For the purposes of this Rulebook, road lighting and light-signalling devices on tractors shall include:

1) headlights for road lighting on the front of the vehicle with dipped beam;
2) position lights;
3) stop lights;
4) retro-reflectors;
5) direction indicators;
6) rear registration plate illumination lights. Requirements set out in Articles 44, 45, 54, 55, 59, 61, 64 and 65 of this Rulebook shall apply to the dipped-beam headlights, position lights, stop lights, retro-reflectors, direction indicators and rear registration plate illumination lights referred to in paragraph 1 of this Article.

If additional lights are installed on the tractor (main beam, front and rear fog lights, reversing light, etc.), such lights shall comply with the requirements set out in Articles 45, 48 and 49 of this Rulebook.

Protective Cab or Frame on Tractors

Article 97

Tractors first registered in Montenegro after 1 January 1983 must be equipped with a protective cab or frame designed to protect the driver from injury in the event of the tractor overturning.

Devices for Monitoring Direction Indicator Operation on Tractors

Article 98

Devices for monitoring direction indicator operation on tractors shall be installed and designed as a visual signal or audible warning to monitor the operation of the direction indicators, if the driver cannot directly see at least one indicator on each side of the vehicle.

Audible Warning Device on Tractors

Article 99

Audible warning device on a tractor must be installed and designed in line with the requirements set out in Article 72 of this Rulebook.

Exhaust System on Tractors

Article 100

Exhaust system on a tractor must be installed and designed in line with the requirements set out in Article 75 of this Rulebook.

Rear-View Mirror on Tractors

Article 101

Tractor equipped with an enclosed driver's cab must have at least one rear-view mirror installed and positioned on the left side of the cab.

If the tractor is equipped with a windscreen, external windows and windscreen wipers, the requirements set out in Articles 68 to 70 of this Rulebook shall apply.

Reversing Device on Tractors

Article 102

Reversing device on tractors with a mass greater than 0.35 tonnes must be installed and designed with an appropriate gear ratio to enable reliable and safe reverse movement of the tractor.

Service and Parking Brake on Trailers for Tractors

Article 103

Service and parking brakes on trailers for tractors must act on a sufficient number of wheels to ensure the minimum required braking coefficient and maintain straight-line movement during braking.

Service brake of the trailer towed by a tractor must be activated simultaneously with the service brake of the tractor.

Trailer referred to in paragraph 1 of this Article may be equipped with an inertia-operated brake if its maximum permissible mass does not exceed 8 tonnes and its maximum speed does not exceed 30 km/h and:

1) when the maximum permissible speed does not exceed 25 km/h, no more than two trailers may be attached to the towing tractor;
2) when the maximum permissible speed does not exceed 40 km/h, no more than two trailers may be attached to the towing tractor, provided that all wheels of the trailers are equipped with brakes. Trailer referred to in paragraph 1 of this Article is not required to have a service brake, provided that its maximum permissible speed does not exceed 30 km/h, its maximum permissible mass does not exceed 3.5 tonnes and the mass of the towing tractor is at least twice that of the trailer.

Lights for Category R Vehicles

Article 104

Provisions of Articles 59, 64 and 65 of this Rulebook shall apply to lights for marking the trailer, stop lights, direction indicators, retro-reflectors and registration plate illumination lights on a trailer towed by a tractor.

Lights on Animal-Drawn Vehicles

Article 105

Lights on an animal-drawn vehicle must include at least one white light installed at the front of the vehicle, visible only to road users positioned in front of it and at least one red light installed at the rear of the vehicle, visible only to road users positioned behind it.

Lights on an animal-drawn vehicle must be designed so that, at night and under good visibility conditions, the light they emit is visible from a distance of at least 150 metres.

Retro-Reflectors on Animal-Drawn Vehicles

Article 106

Retro-reflectors on animal-drawn vehicles must be installed and designed as two red, non-triangular reflectors, symmetrically mounted on the rear of the vehicle and must be visible at night under good visibility conditions from a distance of at least 100 metres when illuminated by the main beam of a motor vehicle.

Reflective surface of the retro-reflector must be positioned no lower than 0.3 metres and no higher than 1 metre above the road surface.

Distance between the reflective surfaces of the retro-reflectors must not be less than 0.5 metres.

Reflective surface of each individual retro-reflector must be at least 20 cm².

Braking Systems on Bicycles, Mopeds, Motorcycles, Tricycles and Quadricycles

Article 107

Bicycles, mopeds, motorcycles, tricycles and quadricycles shall be equipped with at least one brake on each wheel, with the brakes operating independently of each other and the brake on the front wheel being hand-operated.

Headlights on Bicycles and Mopeds

Article 108

One or two symmetrically mounted headlights on bicycles and mopeds must be installed and fixed on the front of the bicycle or moped, whose width does not exceed 1.3 metres.

Light emitted by the headlight referred to in paragraph 1 of this Article must be white and the distance from its luminous surface to the road surface must not exceed 1.2 metres and must not be less than 0.4 metres for bicycles and mopeds.

One or two symmetrically mounted red rear position lights on bicycles and mopeds must be installed and fixed on the rear of the vehicle, whose width does not exceed 1.3 metres.

Distance between the luminous surface of the light referred to in paragraph 3 of this Article and the road surface must not be less than 0.25 metres or greater than 0.9 metres.

Lights referred to in paragraph 3 of this Article may be combined with retro- reflectors.

One or Two Symmetrically Arranged Non-Triangular Red Retro-Reflectors

Article 109

One or two symmetrically arranged non-triangular red retro-reflectors must be installed and fitted on the rear of bicycles and mopeds, while one yellow or orange retro-reflector must be mounted on each side of the pedal (front and rear) on bicycles and mopeds equipped with pedals.

Distance between the reflective surface of the red rear retro-reflector on bicycles and mopeds and the road surface must not be less than 0.25 metres or greater than 0.9 metres.

Reflective surface of the red rear retro-reflector on bicycles and mopeds must be at least 8 cm².

Side surfaces of the front and rear wheels of a bicycle must be equipped with reflective elements that reflect white or yellow light.

Audible Warning Device on Bicycles and Mopeds

Article 110

Bicycles and mopeds must be equipped with an audible warning device.

Requirement for the Installation of an Audible Warning Device

Article 111

Audible warning device on a bicycle, moped, three-wheeled moped or quadricycle must be installed and designed in line with the requirements set out in Article 72 of this Rulebook.

Spare Wheel

Article 112

Spare wheel must be provided on motor vehicles and trailers, except for mopeds, motorcycles, three-wheeled motor vehicles, light quadricycles, quadricycles, tractors, trailers for tractors, work machines, motor cultivators, single-axle and one-axle trailers, city and suburban buses, city trolleybuses, tourist trains and vehicles intended for municipal services (such as street cleaning, waste collection or sewage disposal) and it must be installed so that the driver can use it when necessary.

Tyre on the spare wheel must have the same dimensions and load capacity as the tyres used on the vehicle or be type-approved as a temporary spare wheel in line with uniform technical requirements.

Motor vehicles and trailers are not required to have a spare wheel if their tyres or rims are equipped with a safety system that allows safe driving with a deflated tyre or if the vehicle is provided with suitable equipment for the temporary repair of a deflated tyre (e.g. spray, pressurised foam bottle, tyre repair kit, etc.).

Fire Extinguisher

Article 113

Vehicles shall be equipped with a fire extinguisher with a valid certificate of serviceability, positioned in a visible location so that it can be used in the event of danger, except category L and T vehicles and category M1 vehicles not used for public passenger transport by road.

Category M1 vehicles used for public passenger transport shall be equipped with at least one fire extinguisher containing 1 kg of dry powder.

Category N1 vehicles shall be equipped with at least one fire extinguisher containing 2 kg of dry powder.

Category M2 vehicles and category N2 vehicles with a maximum permissible mass not exceeding 6 t shall be equipped with at least one fire extinguisher containing 6 kg of dry powder.

Category M3 and N3 vehicles and category N2 vehicles with a maximum permissible mass exceeding 6 t shall be equipped with at least one fire extinguisher containing 9 kg of dry powder or two fire extinguishers each containing 6 kg of dry powder.

Category N1 vehicles carrying hazardous materials (ADR) shall be equipped with at least one fire extinguisher containing 4 kg of dry powder.

Category N2 vehicles carrying hazardous materials (ADR) with a maximum permissible mass not exceeding 7.5 t shall be equipped with at least one fire extinguisher containing 8 kg of dry powder.

Category N3 vehicles and category N2 vehicles carrying hazardous materials (ADR) with a maximum permissible mass exceeding 7.5 t shall be equipped with at least one fire extinguisher containing 12 kg of dry powder or two fire extinguishers each containing 6 kg of dry powder.

Trailers used for public passenger transport shall be equipped with at least one fire extinguisher containing 6 kg of dry powder.

Warning Triangle for Marking a Vehicle Stopped on the Carriageway

Article 114

Special standardised warning triangle for marking a vehicle stopped on the carriageway must be provided in a visible place in all vehicles, except those of categories L and O, so that the driver can use it when necessary.

Two warning triangles referred to in paragraph 1 of this Article must be provided in:

1) goods motor vehicles and buses when towing a trailer;
2) motor vehicles at the end of a convoy when vehicles are moving in an organised convoy;

3) vehicles carrying hazardous materials. Warning triangle referred to in paragraph 1 of this Article shall be in the shape of an equilateral triangle with red edges, each side measuring 40 cm in length and at least 5 cm in width.

Edges of the warning triangle referred to in paragraph 1 of this Article must be coated with a reflective material or equipped with red retro-reflective optical elements at least 2 cm wide or designed in such a way that they can be illuminated along their entire length by their own light source.

Warning triangle referred to in paragraph 1 of this Article must be made of solid material and designed in such a way that it can stand stably in an upright position.

First Aid Kit

Article 115

One first aid kit must be provided in all motor vehicles except those of categories L1, L2 and L6, while two first aid kits must be provided in M2 and M3 category vehicles.

Wheel Chock and Glass-Breaking Hammer

Article 116

Two wheel chocks must be provided in all motor and trailers with a maximum permissible mass exceeding 5 tonnes, placed in a visible location so that the driver can use them when necessary.

Glass-breaking hammer must be provided at the auxiliary passenger exit openings in buses, in line with Article 80 paragraphs 3 and 4 of this Rulebook, placed in a visible location in the immediate vicinity of the emergency exit, so that it can be used in case of danger.

Spare Bulbs and Fuses

Article 117

Spare bulbs and fuses must be provided in a visible location in all motor vehicles, except motorcycles, tractors and buses used in urban and suburban transport, at least for half of the bulb sockets of dual road-illumination and signalling devices and one spare bulb for each single-bulb socket where only the bulb itself can be replaced.

Vehicles equipped with light units without incandescent filaments (xenon, neon, LED, etc.) are not required to have spare bulbs for those lighting units.

High-Visibility Vest

Article 118

Motor vehicles, except those of category L, must be equipped with at least one high-visibility vest, which the driver is required to wear when performing activities on the road beside the vehicle (such as changing a wheel, carrying out minor repairs or seeking assistance by stopping other vehicles, etc.).

Equipment of Vehicles Transporting Hazardous Materials

Article 119

Vehicles intended for the transport of hazardous materials must be equipped in line with the Agreement concerning the International Carriage of Dangerous Goods by Road (ADR).

Equipment for Towing Passenger Motor Vehicles

Article 120

Passenger motor vehicles shall be equipped with a tow rope, tow cable or telescopic rigid tow bar, while vehicles intended for the transport of hazardous materials shall be equipped with a rigid tow bar.

Winter Equipment

Article 121

Winter equipment for M1 and N1 category vehicles includes:

1) winter tyres (e.g. M+S, Snow, Winter, etc.) on all wheels; or
2) winter tyres (e.g. M+S, Snow, Winter, etc.) on the driven wheels and snow chains or other traction devices ready for installation on at least two driven wheels; or 3) summer tyres on all wheels and snow chains or other traction devices ready for installation on at least two driven wheels. In addition to the winter equipment referred to in paragraph 1 of this Article, vehicles of categories M2, M3, N2 and N3 must also carry a shovel as a mandatory part of winter equipment, except for vehicles used in public urban transport.

Tread depth on the tyres referred to in paragraph 1 of this Article must not be less than 4 mm.

Studded tyres must not be fitted on vehicles.

Protective Helmet

Article 122

Protective helmets and their visors, which drivers and passengers of L category vehicles are required to wear in line with the manufacturer's instructions, except for L5 and L7 category vehicles equipped with a protective frame and seat belts, must be type-approved in line with uniform technical requirements.

Pollutant Emissions in Exhaust Gases

Article 123

Internal combustion engines in motor vehicles, except motorcycles, may have the following maximum values of individual pollutant emissions in exhaust gases:

1) for petrol engines without a catalytic converter and λ probe and for petrol engines with a catalytic converter but without a λ probe, the concentration of carbon monoxide (CO) at engine idle speed must not exceed:
   - 4.5% of the exhaust gas volume for motor vehicles first registered before 1 October 1986, at an engine oil temperature of at least 80 °C;
   - 3.5% of the exhaust gas volume for motor vehicles first registered after 1 October 1986, at an engine oil temperature of at least 80 °C.
2) for petrol engines equipped with a closed-loop three-way catalytic converter, the concentration of carbon monoxide (CO), once the engine has reached its operating temperature — i.e. a minimum oil temperature of at least 80 °C — at engine idle speed must not exceed the value prescribed by the vehicle manufacturer. Operating temperature and idle engine speed must be specified by the manufacturer. At increased engine speed, both the concentration of carbon monoxide (CO) and the excess air coefficient (λ) must not exceed the manufacturer's prescribed values. Increased engine speed must also be specified by the manufacturer. If the

manufacturer's data are not available, the concentration of carbon monoxide (CO) and the excess air coefficient (λ) must not exceed the following values:

- CO ≤ 0.5% of the exhaust gas volume at engine idle speed;
- CO ≤ 0.3% of the exhaust gas volume at engine speed not lower than 2000 min^{-1};
- Excess air coefficient (λ) = 1.00 ± 0.03.

3) for diesel engines, once the engine has reached the operating temperature specified by the vehicle manufacturer, i.e. a minimum oil temperature of at least 80 °C, the average exhaust gas opacity coefficient (k), measured after three or more free accelerations of the unloaded engine from idle speed to maximum engine speed, must not exceed the value prescribed by the vehicle manufacturer. If the manufacturer's data on the average exhaust gas opacity coefficient and operating temperature are not available, the average exhaust gas opacity coefficient must not exceed the following values:

- k ≤ 2.5 m^{-1} for naturally aspirated engines;
- k ≤ 3.0 m^{-1} for turbocharged engines;
- k ≤ 1.5 m^{-1} for Euro 4 and Euro 5 engines. Pollutant emission limits referred to in paragraph 1 do not apply to the following vehicles:

1) vehicles equipped with petrol two-stroke engines;
2) vehicles equipped with petrol engines manufactured before 1970;
3) vehicles equipped with petrol engines whose design speed does not exceed 50 km/h;
4) vehicles equipped with diesel engines manufactured before 1980; 4a) fire-fighting vehicles;
5) vehicles equipped with diesel engines whose design speed does not exceed 30 km/h. For vehicles powered by alternative fuels (compressed natural gas – CNG, liquefied petroleum gas – LPG), the fuel producing the less favourable emission result shall be used when determining the amount of pollutant emissions in exhaust gases.

Technical Standards for Specific Types of Devices

Article 124

For the purposes of this Rulebook, the technical requirements that individual vehicle devices must meet shall be understood as the technical standards prescribed for specific types of such devices.

Technical standards for assessing the braking system efficiency of motor and trailers are as follows:

VEHICLE CATEGORY	SERVICE BRAKING			SECONDARY BRAKING		
	Braking coefficient	Actuation force		Braking coefficient	Actuation force	
		Foot activation	Hand activation		Foot activation	Hand activation
	z ≥ (%)	f ≤ (daN)	f ≤ (daN)	z ≥ (%)	f ≤ (daN)	f ≤ (daN)

L	40	50	20	20	50	20
M1	50	50	_	20	50	40
M2, M3	50	70	_	20	70	60
N	45	70	_	20	70	60
O	43	Pm≤6 bar	_	20	_	_
T	25	60	_	15	30	_
Trailers for tractors	25	_	_	15	_	_

Technical standards referred to in paragraph 2 of this Article shall apply to vehicles under the following conditions:

1) the vehicles are tested under static test conditions on roller brake test benches;
2) the surface of the rollers used for brake testing must have a sufficient coefficient of friction, with a minimum value of $\mu \geq 0.5$;
3) the temperature of the brake disc or the outer surface of the brake drum must not exceed 100 °C;
4) when testing vehicles with tandem or multiple axles; it must be ensured that the level of the axle being tested is not lower than that of the other axles. Technical standards referred to in paragraph 2 of this Article shall be applied in such a way that the sum of the braking forces at the circumference of all wheels, generated immediately before wheel lock-up (or the sum of braking forces activated by the maximum actuation forces), is divided by the weight of the vehicle increased by the weight of the load currently carried and multiplied by the constant 100. Resulting value must be greater than or equal to the prescribed braking coefficient.

Difference in braking forces of the service brake on the wheels of the same axle must not exceed 25% and for the secondary brake 30%.

For calculating the percentage difference in braking force on the same axle, the braking forces generated immediately before wheel lock-up or the braking forces activated by the maximum actuation forces shall be used.

Higher braking force shall be taken as the basis for calculating the percentage difference in braking force between the wheels on the same axle.

Deviation in braking force on a wheel must not exceed 20%. Percentage deviation of the braking force is calculated at approximately half of the braking force that causes wheel lock-up.

Higher braking force shall be taken as the basis for calculating the percentage deviation of the braking force.

For vehicles equipped with a dual-circuit braking system, in the event of failure of one circuit, the remaining circuit must ensure a braking coefficient of at least 15%.

Service braking system must be capable of withstanding a maximum brake pedal force of 100 daN.

In all vehicles equipped with devices or programmes for automatic regulation of braking force proportional to load variation, all technical data required for the adjustment of such devices must be displayed in a visible location.

Vehicles that cannot be tested on a static brake test bench (rollers) shall be tested by braking while driving on a flat and dry asphalt surface, using a decelerometer — a device for measuring vehicle deceleration. Measured deceleration must be greater than or equal to the absolute value of the braking coefficient multiplied by 10. Minimum initial test speed shall be 50 km/h for passenger vehicles, 40 km/h for other motor vehicles and 80% of the maximum speed for motor vehicles that cannot reach those speeds.

Working and special-purpose vehicles that cannot reach a speed greater than 55 km/h on a flat road may have a braking coefficient reduced by 30% from the prescribed value for service and secondary braking.

Boiling point of the brake fluid in the braking system must not be lower than 155 °C.

Technical Standards for the Parking Brake

Article 125

Parking brake of a motor vehicle or trailer, when disconnected from the towing vehicle, must ensure that the vehicle, when loaded up to its maximum permissible mass, remains stationary on a gradient of 18%, without the use of any additional braking system.

Parking brake of a vehicle combination must ensure that the entire combination remains stationary on a gradient of 12%, without the use of any additional braking system.

Force applied to the parking brake control, if the parking brake is not designed as an secondary brake, must not exceed 40 daN for passenger vehicles and tractors or 60 daN for other motor vehicles.

Technical Standards for Retarders Used for Sustained Deceleration of Motor Vehicles

Article 126

Retarder for sustained deceleration of a motor vehicle referred to in Article 36 paragraph 8 of this Rulebook, with or without a trailer and at maximum permissible mass, must be capable of maintaining a constant speed of 30 km/h in an appropriate gear while descending a 7% gradient over a distance of 6 km.

Motor vehicle that does not meet the requirements referred to in paragraph 1 of this Article may tow a trailer only if:

1) it is capable of activating the service brake of the trailer without activating its own service, secondary or parking brake;
2) the trailer is equipped with its own retarder, which can be activated by the driver of the towing vehicle while driving.

Technical Standards for Audible Warning Devices Installed on Vehicles

Article 127

Sound level of the audible warning devices installed on a vehicle shall be measured in an open and flat area with a minimum diameter of 20 m. Microphone of the sound level meter shall be positioned at a height between 0.5 m and 1.5 m and at a distance of 7 m in front of the vehicle, while the engine must not be running.

Audible warning devices such as a bell, horn or siren on bicycles or mopeds must be installed and designed in such a way that their sound level is not lower than 70 dB(A).

Audible warning device on motor vehicles must not produce a sound level exceeding 104 dB(A).

External Noise Limits for Certain Vehicles

Article 128

Maximum permissible external noise levels must not exceed the following values:

1) for two-wheeled motor vehicles:
   - mopeds with a maximum speed of up to 25 km/h – 66 dB(A);
   - mopeds with a maximum speed exceeding 25 km/h – 71 dB(A);
   - light motorcycles with an engine cylinder capacity of up to 80 cm³ – 75 dB(A);
   - motorcycles with an engine cylinder capacity between 80 and 175 cm³ – 77 dB(A);
   - motorcycles with an engine cylinder capacity greater than 175 cm³ – 80 dB(A);
2) for three-wheeled motor vehicles – 85 dB(A);
3) for motor vehicles with four or more wheels:
   - passenger vehicles and multipurpose vehicles – 74 dB(A);
   - buses with an engine power of up to 150 kW – 78 dB(A);
   - buses with an engine power exceeding 150 kW – 80 dB(A);
   - passenger vehicles and multipurpose vehicles with a maximum permissible mass of up to 2 tonnes – 76 dB(A);
   - passenger vehicles and multipurpose vehicles with a maximum permissible mass between 2 and 3.5 tonnes – 77 dB(A);
   - goods vehicles with an engine power of up to 75 kW – 77 dB(A);
   - goods vehicles with an engine power between 75 and 150 kW – 78 dB(A);
   - goods vehicles with an engine power exceeding 150 kW – 80 dB(A).

For vehicles that have been in service for more than one year, the maximum permissible external noise level may exceed by 3 dB(A) the limit specified in paragraph 1 of this Article for that category of vehicle.

Cessation of Validity

Article 129

Rulebook on the Conditions that Vehicles in Road Traffic Must Meet in Terms of Dimensions, Total Mass, Axle Load, Environmental Protection, Devices and Equipment ("Official Gazette of Montenegro", No. 40/10) shall cease to have effect on the date of entry into force of this Rulebook.

Entry into Force

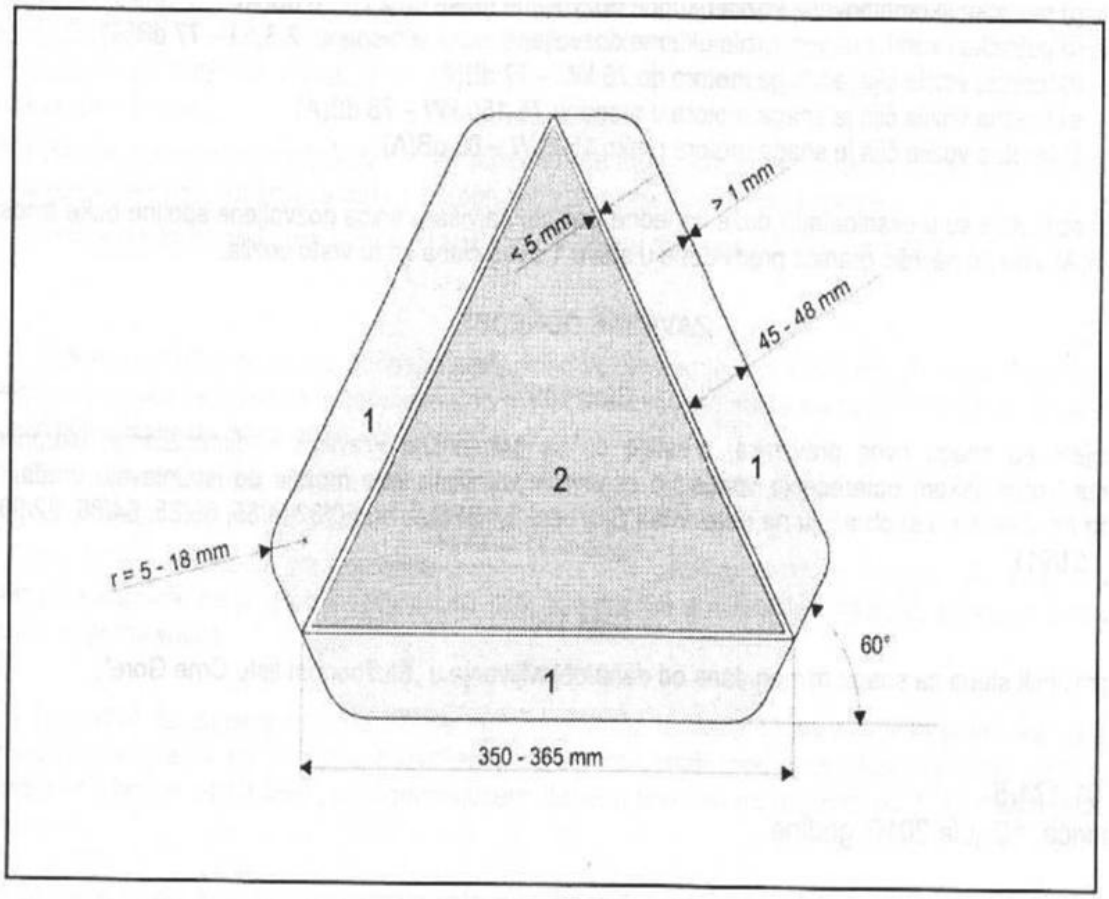
Article 130

This Rulebook shall enter into force on the eighth day following its publication in the “Official Gazette of Montenegro”.

* DIRECTIVE (EU) 2015/719 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 29 April 2015 amending Council Directive 96/53/EC laying down for certain road vehicles circulating within the Community the maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic.

Annex 1

MARKING SIGN FOR "SLOW-MOVING" VEHICLES

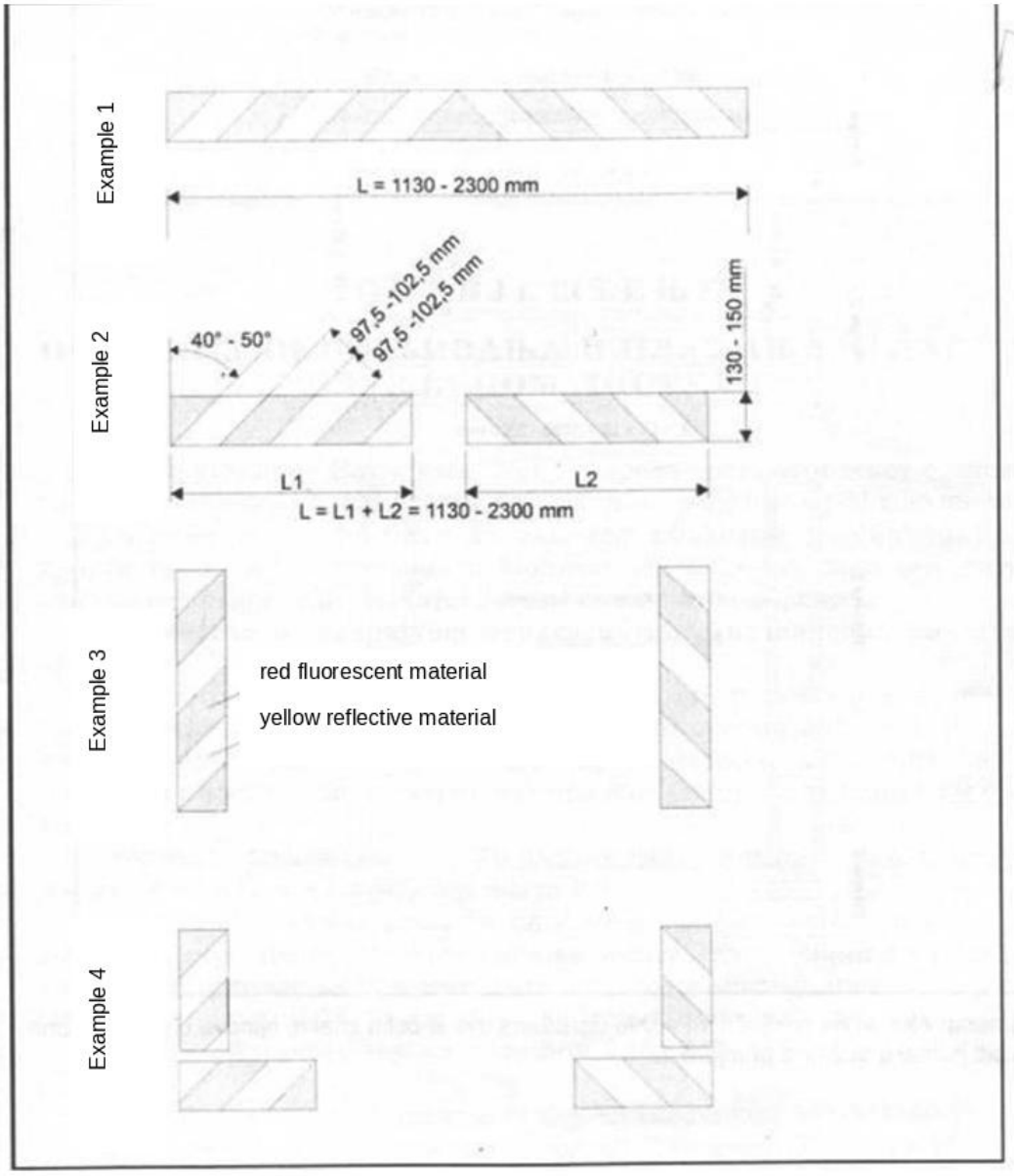


1 - Red reflective material

2 - Red fluorescent material

Annex 2

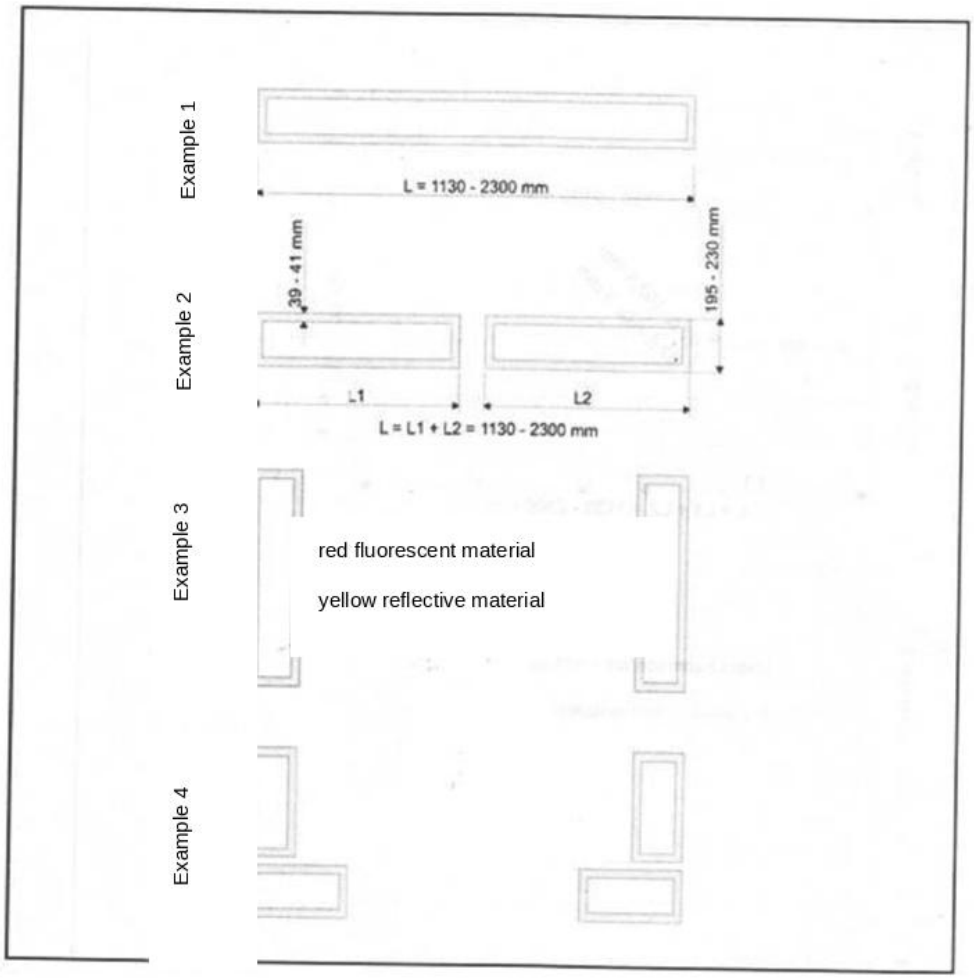
MARKING SIGN FOR "HEAVY VEHICLES" INTENDED FOR INSTALLATION ON MOTOR VEHICLES



Note: If two or four signs are installed on the motor vehicle,
their total combined length must be equal to that of example 1.

Annex 3

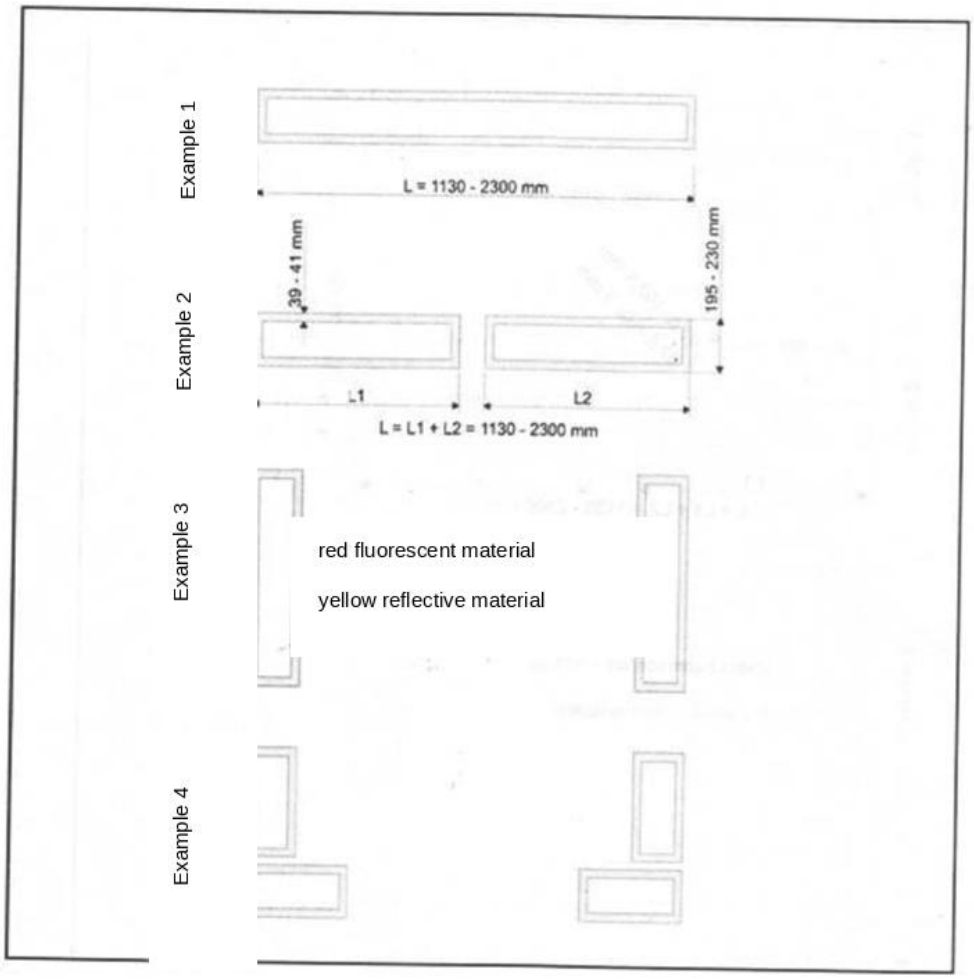
MARKING SIGN FOR "LONG VEHICLES" INTENDED FOR INSTALLATION ON TRAILERS



Note: If two or four signs are installed on a trailer, their total length must be equal to the length from example 1.

Annex 3

MARKING SIGN FOR "LONG VEHICLES" INTENDED FOR INSTALLATION ON TRAILERS



Note: If two or four signs are installed on a trailer, their total length must be equal to the length from example 1.