

- (b) Service valve incorporating an excess flow valve.
- (c) Contents gauge.
- (d) Pressure relief valve.
- (e) Fixed liquid level indicator.
- (f) Automatic fill limiter which prevents the container being filled beyond 85 percent of the total container capacity.
- (g) Sub compartment (vapour box) meeting the requirements of section 2.4.1 of the latest amendment to New Zealand Standard NZS 5422; 1987 Part 1 LPG Fuel.

Valves and fitting shall have a service pressure rating of at least that of the container to which they are fitted and shall be dimensioned, threaded and marked in accordance with the requirements of section 2.2 of New Zealand Standard NZS 5422; 1987 Part 1 LPG Fuel.

5. That they be tested prior to installation, and at periods stipulated in the Traffic Regulations 1976, Amendment No. 15, in accordance with the requirements of Australian Standard AS 2337.1-1987.

Second Schedule

New Zealand Gazette, 9 May 1991, No. 69, page 1532.

Dated at Wellington this 11th day of December 1991.

H. C. MATHESON, Senior Automotive Engineer.

*S.R. 1976/277

(MOT VS21/01/21)

go12326

Exemption of Certain Vehicles From the Height for Front Direction Indicators and Forward Facing Side Lamps

Pursuant to regulation 90 (1) of the Traffic Regulations 1976*, and pursuant to the powers delegated to me by the Secretary for Transport, I, Hugh Cameron Matheson, Senior Automotive Engineer, hereby exempt the models listed in the First Schedule from the requirements of subclause 3 (a) of regulation 59 and subclause 2 (a) of regulation 63 of the said regulations, in respect of the maximum height of 1.5 metres that the forward-facing side lamps and front direction indicators may be mounted above the ground.

I hereby revoke the *Gazette* notice referred to in the Second Schedule hereto.

First Schedule

Any MACK model M.H.R. and M.H.S. (ultra-liner) truck.

Second Schedule

New Zealand Gazette, 22 August 1985, No. 155, page 3637.

Dated at Wellington this 11th day of December 1991.

H. C. MATHESON, Senior Automotive Engineer.

*S.R. 1976/227

(MOT VS31/01/03)

go12327

Transport Act 1962

The Traffic (MacKenzie District) Notice No. 2, 1991

Pursuant to the Transport Act 1962, a delegation from the Minister of Transport, and a subdelegation from the Secretary for Transport, I, Carne Maurice Clissold, Controller Road and Traffic Standards, give the following notice.

Notice

This notice may be cited as the Traffic (MacKenzie District) Notice No. 2, 1991.

The area and roads specified in the First Schedule are declared to be closely populated localities for the purposes of section 52 of the Transport Act 1962.

The roads specified in the Second Schedule are declared to be 70 kilometres an hour speed limit areas pursuant to regulation 21 (2) of the Traffic Regulations 1976.

The Traffic (MacKenzie District) Notice No. 1, 1991, signed

on the 14th day of January 1991†, issued pursuant to section 52 of the Transport Act 1962 and regulation 21 (2) of the Traffic Regulations 1976, is revoked.

First Schedule

Situated within MacKenzie District at Tekapo:

Allan Street.

Aorangi Crescent.

Barbara Hay Place.

Beauchamp Place.

Burnett Place.

Esther Hope Place.

Greig Street.

Hamilton Drive.

Jeume Street.

Mackenzie Street.

Moyes Lane.

Murray Place.

Pioneer Drive: from the eastern intersection with No. 8 State Highway (Timaru-Milton) to a point 160 metres measured north-westerly, generally, along the said road from the eastern intersection of Pioneer Drive with the said State highway.

Roto Place.

Scott Street.

Sealy Street.

Situated within MacKenzie District at Twizel:

All that area bounded by a line commencing at a point at the junction of the south-west side of Glen Lyon Road with the western side of No. 8 State Highway (Timaru-Milton); thence southerly, generally, along the said side of the said State highway across Ruataniwha Road and Ostler Road to the southern side of Ostler Road; thence westerly, generally, to a point 340 metres measured westerly, generally, along Ostler Road from Mackenzie Drive; thence across Ostler Road at right angles from its southern side to its northern side; thence westerly, generally, along Ostler Road to the south-eastern side of Ohau Road; thence north-easterly, generally, along Ohau Road to a point 150 metres measured south-westerly, generally, along the said road from Mackenzie Drive; thence across Ohau Road at right angles from its eastern side to its western side; thence north-westerly, generally, to the south-eastern end of North West Arch; thence northerly, generally, along North West Arch to the southern side of Glen Lyon