

Information sheet for winter service vehicles

- Revised version -

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Having consulted the highest federal state authorities, I hereby publish the text of the revised version of the information sheet for winter service vehicles. It replaces the previously applicable version of the information sheet for winter service vehicles (BMV/StV 13/36.25.60-04 of 7 October 1996, VkBl. (1996, Vol. 20, No. 184, p. 528) from the date of publication in the Verkehrsblatt.

Bundesministerium für Verkehr [Federal Ministry of Transport]

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Information sheet for winter service vehicles

For the purposes of this information sheet, winter service vehicles are defined as all vehicles fitted with either permanently mounted or interchangeable attachments or superstructures for snow clearance and/or gritting operations. Attachments (including mounted or fitted equipment) for clearing operations within the meaning of this information sheet are clearing blades and rotating clearing devices (snow blowers, and, where applicable, sweepers or similar equipment).

Winter service vehicles are to be regarded as special-purpose vehicles in accordance with Regulation (EU) 2018/858. The information sheet is to be regarded as an alternative requirement imposed by the EU Member State, although this applies only to the specific areas of building regulations mentioned here. The following requirements may make it necessary to exempt vehicles from the obligation to comply with one or more of the requirements of Regulation (EU) 2018/858 or with one or more of the requirements of the legal acts listed in Annex II. The need for this must be clearly justified in the report of the technical service; it is not sufficient merely to refer to winter service operations.

1 Marking

Winter service vehicles must be fitted with one or more warning lights emitting a yellow flashing light in accordance with Section 52(4)(1) of the StVZO, and must bear safety markings in accordance with [DIN 30710-1990-03]. In addition, a white-red-white **warning flag** (500 mm x 500 mm, horizontal stripes in the ratio 1:2:1) is prescribed as a lateral outer boundary. The marking requirement applies to winter service operations and to journeys made with winter service equipment fitted to the vehicle.

Notified pursuant to Directive (EU) 2015/1535 of the European Parliament and of the Council of 9 September 2015 laying down a procedure for the provision of information in the field of technical regulations and of rules on Information Society services (OJ L 241, 17/9/2015, p. 1).

The warning light must be visible horizontally in an angle range of 360° and vertically in an angle range of at least 8° upwards. The lower edge of the field of vision must reach the carriageway at a distance of no more than 20 m from the vehicle's outline. If the requirements for geometric visibility cannot be met with a single warning light, additional warning lights are to be fitted; in this case, minor overlaps between the fields of vision of the respective warning lights are permitted.

The use of warning lights with a principal direction of illumination (e.g. category X as defined in UN Regulation No. 65 or similar) is not permitted. Attachment devices, which project laterally more than 400 mm beyond the outer edge of the light-emitting surfaces of the vehicle's front and rear position lamps, and as such the outermost ends of which project more than 1,000 mm rearwards from the vehicle's rear position lamps, must be marked in accordance with Section 53b(3) StVZO. By way of derogation from Section 53b(3) StVZO, in the case of winter service attachments, identification may be made by means of a rearward-facing safety marking in accordance with [DIN 30710-1990-03].

Alternatively, for all mandatory warning flags, light bars for winter-service vehicles – which are subject to type approval in accordance with Section 22a StVZO and comply with Technical Requirement No. 16b (Light Bars) – are permitted as lateral outer boundaries. The option to use light bars for marking also applies to rotating clearing machines and when using front-mounted brooms. The fastening of the warning flags and the light bars should be as vertical as possible, above and as close as possible to the respective extreme points of the attachment. A defective light bar must be temporarily replaced by a warning flag.

2 Lighting

headlamp

If the prescribed headlamps are even partially obscured by a snow-clearing device, additional headlamps must be fitted to the vehicle at a height such that the carriageway can be adequately illuminated whilst the snow-clearing device is in both the transport and working positions. Only one pair of headlights may be switched on at any one time. The higher-mounted headlamps may be switched on only if the lower headlamps are concealed.

If headlamps are fitted at a height of more than 1,000 mm above the carriageway, the headlamps must be adjusted for dipped beam in accordance with Section 50(6), third sentence, StVZO¹, and for full beam in accordance with Section 50(5), No. 3, StVZO¹. Where necessary, the dipped-beam headlamps and the main-beam headlamps must be adjustable independently of each other. The adjustment shall be carried out with the vehicle unladen and with the working equipment installed in the transport position.

Working lights

The fitting of work lights is permitted under Section 52(7) StVZO¹; they may be switched on only whilst the work is actually being carried out (e.g. snow clearance, gritting) and must be fitted in such a way that other road users are not dazzled.

Limiting lights

Mounting heights up to 2,100 mm are permitted. An exception may be granted for installation heights exceeding 2,100 mm.

Other illuminating devices

The other illuminating devices prescribed for vehicles of this type must be installed in accordance with the regulations and must permanently be in working order. They

¹ In the version: 'Road Traffic Licensing Regulations of 26 April 2012 (BGBl. (Federal Law Gazette) I p. 679), last amended by Article 1 of the Regulation of 10 June 2024 (BGBl. 2024 I No. 191)

must not be removable. If they are only partially obscured by the snow-clearing devices, lighting devices of the same type must therefore be installed which take over their function.

3 Special requirements for side-mounted snow ploughs

In the case of an over-width vehicle fitted with a side snow plough, the plough must be marked and illuminated as follows:

3.1 A winter service vehicle with an attachment (e.g. a side snow plough), which is **no more than 2.90 m wide:**

3.1.1 Operating position

Rear:

- rear position light
- red, non-triangular reflector
- Illuminated safety signage (at least 4 standard panels) in accordance with DIN 30 710
- amber indicator light (direction indicator, category 2a or 2b)
- Illumination of the safety marking from the rear by work lights

Front:

- front position lights
- A white-red-white warning flag or a light bar, attached as vertically as possible to each end of the side snow plough (in accordance with point 1)
- Illuminating surface of the light bar must be above the side snow plough and in the driver's field of vision

3.1.2 Transport Position

Rear:

- rear position light
- red, non-triangular reflector
- Safety marking (at least 4 normal areas) according to DIN 30 710, deviation is permitted in case of installation difficulties
- amber flashing light (direction indicator cat 2a or 2b) must be ineffective.

Front:

- Front position lights
- A white-red-white warning flag or a light bar, each fitted almost vertically at the end of the side snow plough, in accordance with point 1)
- Illuminating surface of the light bar must be above the side snow plough and in the driver's field of vision

All lights shall have a maximum distance of 400 mm from the outer edges of the vehicle, including the side plough. Instead of a tail light and side marker light, a clearance light emitting white light at the front and red light at the rear may also be used.

- 3.2** Winter service vehicle with attachment (e.g. side snow plough) which is **more than 2.90 m** wide:

3.2.1 Operating position

Analogous 3.1.1

In addition, the amber flashing lamp (direction indicator Cat. 2a or 2b) shall be repeated at the rear, approximately in the middle between the outer edge of the vehicle and the outer amber flashing lamp.

3.2.2 Transport Position

Analogous 3.1.2

4 Additional regulations

In all other respects, the provisions of the StVZO apply without restriction. In particular:

4.1 Condition of vehicles and vehicle parts posing a risk to road safety (Sections 30, 30c and 32)

Snow-clearing or gritting equipment must be constructed, designed and fitted to the vehicles in such a way that its normal operation does not cause harm to anyone or, more than is unavoidable, endanger, obstruct or cause a nuisance to anyone. This also applies to parts that protrude from the side of the vehicle and to those parts that remain firmly attached to the vehicle once the snow-clearing or gritting equipment has been removed.

The guidelines on the nature and installation of the external parts of the vehicle must be observed.

4.2 Equipment for the safe operation of vehicles (Section 35b)

Snow-clearing or gritting equipment must not impair the safe control of the vehicle; the driver must have a sufficient field of vision.

4.3 Number plates (Section 12 of the Vehicle Registration Regulation)

Number plates must not be obscured; if they are obscured, they must be repeated.

5.4 The electrical connections shall be such that the light bars, the front and rear position (side) lights, the end-outline marker lights, if any, the side-marker lights, if any, and the rear number plate light can be switched on and off only simultaneously. Flashing light bars are not permitted. The supply of voltage to the light bars shall be via the on-board network of the vehicle.

5.5 It is not necessary to check for faulty light bars.

6. Application and transitional provisions

The amendment is to be applied no later than six months after its publication. Until then, the old version of the information sheet can be applied optionally.

The information sheet may optionally be applied to existing vehicles.