



RULEBOOK

from 31. August 2023

Areas **marked in green** are updates or clarifications to previous versions

INHALTSVERZEICHNIS

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1. Introduction

The Race Around Niederösterreich (RAN) is an ultra cycling race. The official timekeeping device for each solo cyclist/team will be activated as soon as they start the Race and will not be stopped for any reason until they finish the Race.

2. Liability/legal recourse

Participation in the Race Around Niederösterreich is at your own responsibility and risk. The organizer excludes all liability for all personal injury and property damage. No liability claims can be asserted against the organizer. It is the responsibility of each participant to insure against accidents, illness or theft as well as their own liability. By registering for the Race Around Niederösterreich, each participant accepts and signs the Race Around Niederösterreich liability disclaimer releasing the organizer and its assistants from all liability claims, to the extent permitted by law.

3. Race Devisions and Categories

RAN solo female

RAN Solo Male

RAN team of 2 female

RAN team of 2 male

RAN team of 2 mixed

RAN team of 3 female

RAN team of 3 male

RAN team of 3 mixed

RAN unsupported team of 2 female

RAN unsupported team of 2 male

RAN unsupported team of 2 mixed

4. Age

Only adults can take part in the event (age at least 18 years on the day of the start).



5. Rule changes/Modifications

Race Management reserves the right to create new rules and/or modify existing rules whenever they deem it necessary, especially since safety is the number one priority.

This also applies if a driver finds loopholes in the rules.

If new rules are drawn up by the race management, they will become compulsory for the participants as soon as they have been online on the Race Around Niederösterreich homepage for more than 12 hours.

However, whenever Race Management notifies a cyclist's/team's crew directly of any rule changes and/or modifications, such rule changes/modifications take immediate effect.

6. Fairness

Fairness towards other race participants is the top priority at the Race Around Niederösterreich. Behavior in this regard is of great concern to the race management. Any action by a driver or crew that results in an unfair advantage for the driver or an unfair disadvantage compared to another driver will result in a penalty.

7. Start Modus

The start of the race takes place in an individual time trial mode, with the intervals between the athletes or teams usually being one or two minutes depending on the number of participants.

For the "Solo" classes the field is divided into several starting blocks. The race management has to decide who starts in which block. The basis for the decision is the expected race time of the respective participants.

8. Official route

Every cyclist must follow the instructions in the official Race Around Niederösterreich route book. The maps in the official route book, like the GPX files provided, are



considered official documentation of the route. In case of doubt, the route book before GPX applies.

Cyclists who cycle away from the route for whatever reason must return to the route as soon as possible. They can either return in a vehicle or cycle back. If they return in a vehicle, cyclists must return to the exact point along the route where they made their mistake. If they cycle back, however, cyclists are allowed to return to a different point along the route, as long as doing so does not give them any advantage.

9. Unforeseen events

If the driver or crew is faced with an unforeseen event (road closures, bad weather, construction sites, dangers, an emergency not: small-scale route deviations), the race management must be informed. But part of the Race Around Niederösterreich is finding alternatives yourself. If there is imminent danger, the team must choose the alternative that is most beneficial to the race itself. The general rule is that after unforeseen events, you should return to the official route as quickly as possible. The race management will decide on any time credits or penalties after the event has been completed.

In extreme situations, the race can also be restarted or only counted up to a certain point. If unforeseen events make it necessary, the race management can also delete parts of the route from the final ranking, reroute the route and award time credits. If the route changes due to unforeseen events, the cut-off times can be adjusted. It is based on the average speed to be achieved. Traffic jams due to high traffic volumes, accidents or construction sites generally do not entitle the race management to award time credits.

10. Construction sites

It is not necessary to cycle on construction sites where there is no asphalt. Cyclists and bicycles can be transported through this section by the pace car. As soon as the road is asphalted again, you must continue cycling. If a traffic light regulation has been set up, it is not permitted to cycle around the construction site (when it is red).

In the UNSUPPORTED category, you must drive through the construction site yourself or find a detour.

11. Cyclists

The cyclist may only leave the route to access sleeping places or in emergencies (see also the “Unforeseen events” rule).

Under no circumstances may the cyclist be pushed by people or vehicles (exception: brief pushing of a solo rider by a crew-member when resuming the ride after a break).

Under no circumstances may the cyclist be left in the slipstream (including from other vehicles). If two riders meet, they are allowed to ride next to each other (max. 1 minute/day without slipstream). In this case, they only have to be accompanied by one pace car. Driving in a row is not permitted; a slipstream corridor of 100m (!) must be maintained.

If two or more athletes meet during the day and there is a risk of a convoy forming or the convoy creates a slipstream, all athletes must be looked after in leapfrog mode during this period.

At stop signs or red lights, the cyclist must not grab any moving vehicles or people in order to maintain balance. One of the cyclist's feet must touch the ground when standing still.

Cyclists must always use the far right lane. If they are looked after from the pace car, this may only happen from the passenger side.

If there is a bicycle path next to the road, this can be used by cyclists during the day (without a pace car). However, the official route book can also stipulate mandatory use.

Cyclists are allowed to use iPods or similar music/listening devices, as long as the volume is turned down low enough so as not to distract the cyclists from concentrating on road traffic. Cyclists are only allowed to use one earbud, however, as one ear must remain free at all times.

12. Crew

For the Race Around Niederösterreich, at least two crew members with driving licenses must be provided per driver/per team. Three crew members are recommended.

13. Littering

Disposing of waste in nature by athletes or crew members is strictly prohibited and is punishable by a time penalty and a report.

14. Bikes

In ultra cycling races such as the RAN, either racing bikes and time trial bikes in accordance with the UCI regulations or triathlon bikes must be used. Further deviations from these bike types must be approved by the race management before the start.

There is no limit on the number of bikes per cyclist. Furthermore, they must be equipped in accordance with the StVO (= Austrian Road Traffic Rules).

In addition, the following must be attached to all bikes and spare bikes:

- Yellow or white reflective stickers on each wheel (at least 4 pieces per side of the wheel, minimum size 5x1.5cm per piece), attached if the tire does not reflect laterally. Alternatively, spoke reflectors can also be used
- Red reflective stickers on the back of the seat post (at least 2 cm wide) and on the rear parts of the frame, directed backwards (minimum format: 10x1.5cm, left and right each)
- 4 yellow reflective stickers on the cranks, visible to the front and backside (minimum format: 5x1.5cm)
- 2 white reflective stickers on the fork (left and right), facing forward (minimum format 10x1.5cm)
- Start number, attached to the seat tube.

During the "night driving time" (see rule 36), a sufficiently bright white light to the front (at least 15 lumens, continuous operation) and a red light to the back (continuous or flashing operation) must be mounted on the bike (no headlamps) and switched on.

15. Helmet requirement

Cyclists are required to wear helmets throughout the race. Only helmets with CE certification are permitted. Team riders who are warming up before their turn also have to wear the helmet. The chin strap must be closed tightly at all times; opening it is only permitted when standing. The start numbers must be attached to the left and right side of the helmet.

16. Police and traffic regulations

All participants must obey the road traffic regulations. Violations of the road traffic regulations result in a penalty. The race management expressly reserves the right to report this.

Please also note:

- It is not permitted to avoid any red light or intersection by using a cycle path, pedestrian crossing, construction site, etc.
- If a participant is asked by the police to leave the race track, they must comply with this request and inform the race management immediately.
- If the stop by the executive is not related to a violation of the road traffic regulations or the rules of the Race Around Niederösterreich, the race management is entitled to award time credits.
- Intervening in normal traffic (e.g. by stopping traffic when exiting an entrance or piloting people through an intersection or similar) is expressly prohibited.

17. Officials

All officials are authorized to monitor the race and impose penalties if rules are violated.

Furthermore, an official is allowed to stop the cyclist to inform him about the rules, to inform him about the safety regulations and to award penalties. This also applies to carrying out a doping test during the race. A time credit cannot be given.

If, based on an official's subjective assessment, a participant is no longer able to continue the race (e.g.: "Shermers Neck", lack of concentration, fatigue, safety,...), the official can forbid him to continue the race, order compulsory breaks, or remove the participant from the race entirely.

In the event of a gross violation of the rules, officials are entitled to disqualify participants.

18. Penalties

For rule violations and violations of the road traffic regulations, officials and the race management can impose penalties, which add up during the race.

Penalty structure SOLO:

1st penalty: 15 minutes - or adjusted according to the offense

2nd penalty: 30 min (total 45 min)

3rd penalty: 45 min (total 90 min)

4th penalty: Disqualification

Penalty structure TEAM:

1st penalty: 15 minutes - or adjusted according to the offense

2nd penalty: 15 min (total 30 min)

3rd penalty: 30 min (Total 60 min)

4th penalty: Disqualification

Since not only the cyclist himself, but also the entire team as well as their support vehicles and media cars are attributed to the driver, violations of these are attributed to the respective driver. Inexperience of the rules does not protect you from punishment.

The penalty structure can also be adjusted, especially based on the seriousness of the offense (safety!), in order to be able to award a penalty that is tailored to the offense.

Penalties can also be awarded based on video and photo evidence.

The accumulation of penalties also shortens the individual cut-off times.

19. Time Credits

The race management alone has the decision to award time credits. Time credits can be awarded in the event of unforeseen events, involvement in an accident that was clearly not fault of the rider or his crew, or due to being stopped by law enforcement, provided the stop was not due to a rule or traffic violation. A high number of penalties can have a negative impact on the awarding of time credits.

Time credits have impact on the cut-off times.

20. Information about time credits and penalties

ALL teams will be informed via WhatsApp about penalties and time credits during the race.

21. Disqualification

The following serious violations of the rules will result in immediate disqualification:

- Violation of official requirements (e.g. playing music from the pace car, driving without lights when required)
- Consumption of alcohol by the athlete
- Use and taking of performance-enhancing drugs. NADA regulations apply
- Refusal to take a doping test before, during or after the race
- Moving around in a vehicle with the intention of not wanting to complete a section of the race by bike
- Using more than the permitted number of vehicles or using them improperly

- Accompanying the cyclist in an uninsured vehicle or in a vehicle that does not comply with the road safety regulations
- Holding on to a moving vehicle (motorized or non-motorized)
- Refusal to take a sleep break ordered by an official or race management
- Behavior by the crew or driver that is so inappropriate that the safety of the race and anyone else using the roads is greatly endangered
- Riding without a helmet
- Harassment of other race participants
- Race-damaging behavior
- Lack of liability release from an athlete or a crew-member
- The accumulation of 4 penalties

If a disqualification occurs twice, or if the cyclist continues the ride despite being disqualified, he or she will be banned from all Race Around Niederösterreich competitions for life.

22. Challenging a Race Decision

Official protests must be submitted in written form to the race management no later than one hour after crossing the finish line or one hour after the end of the race or disqualification of the protesting or affected team. For an officially lodged protest, an amount of EUR 100 must be deposited with the race management when it is submitted. This will be refunded if a decision is made in favor of the protester and will be retained as a contribution to expenses if the protest is rejected. Only written, detailed complaints that contain a reason why a decision has been made or an existing decision should be reversed will be accepted as official protests. A written statement from a witness or other recordings of the incident in question can be submitted as evidence. A valid protest must not be based on vague complaints without evidence and must contain the elements mentioned. The race management must make a decision about the protest within 2 hours of submitting the protest.

23. Pre-Start – Requirements

Every solo rider and every team, including a large part of the respective team, is obliged to take part in the race meeting (= briefing) made available online 2-3 days before the race and to take part in all other requirements according to the schedule.

All crew members and cyclists must sign and turn in their Participant Release of Liability Form upon check-in.



If these requirements are not followed for whatever reason, the respective athlete/team will receive a time penalty commensurate with the offense.

24. Start and finish regulations

The following applies to teams: The start is only completed by ONE of the team members. Since all teams start at night time, the passive team members are already in the pace car at the time of the start, which immediately follows the active driver.

The finish line can, but does not have to, be completed in a closed manner. The race ends BEFORE passing through the historic Weitra city gate, the remaining route is completed neutrally. Overtaking after the city limits is no longer permitted, unless the team/driver in front should stop.

Exception: The two cyclists in the “Unsupported Teams of 2” category start and finish together.

25. Sponsors

Race management may request that a sponsor's name or logo be placed on participants' vehicles. Tobacco and alcohol products (except beer and wine) may not appear as names or logos on participants' clothing or vehicles. The race management reserves the right to prohibit the use of an inappropriate sponsor name or logo. This can also happen during the race. (e.g. request to cover inappropriate sponsors/logos).

26. Mobile phones

Each team must provide the organization with two mobile phone numbers where they can be reached by phone and WhatsApp during the race.

27. Mandatory Reporting

The crew/team must immediately inform the race management by phone in the following cases:

- If there is a change in crew-members and if these people were not known to the race management at the start of the race (if there is no liability release form, submit it immediately)

- Roadblocks, accidents, dangers and other extraordinary events if they are impassable or can only be avoided by a large detour
- A change of pace car
- A non-working GPS tracker
- Early termination of the race

28. GPS tracking and time stations

The race is monitored using GPS tracking. The device must be switched on and functional during the race. If the device does not work, you must report it to the race management.

The (active) cyclist must carry the GPS tracker on their bike (jersey pocket, bottle) throughout the entire race. Attention: do not store together with metal objects such as gel packaging. Only in exceptional cases may it be transported in the pace car.

The time of day a rider/team reaches each time station must be noted in the route book (does not apply to the UNSUPPORTED category)

29. Support vehicles

A maximum of one support vehicle (=pace car) is permitted per solo cyclist/team.

The pace cars must be marked accordingly with the Race Around Niederösterreich stickers provided.

Pace cars must move at normal traffic speed (except when accompanying the cyclist). Traffic jams must be avoided. So-called caravanning (slow driving behind one another with several accompanying vehicles) is strictly prohibited.

If a pace car remains stationary, it must be parked in such a way that this does not disrupt traffic (suitable parking bay, all tires next to the road outside the lane, only in the direction of travel, not in the opposite direction to the racing direction).

Additional vehicles that approach the route at certain points to exchange crew members (all categories) or cyclists (exclusively teams of 3) are not considered support vehicles. These additional vehicles are not allowed to drive directly behind the pace car, but must move in normal traffic.

30. Stickers

The stickers received upon registration must be attached to the pace cars as follows:

- **Name stickers:**
 - 1x in the middle of the engine hood (A3 format)
 - 1x at the rear (format A3)
- **Start number sticker:**
 - 1x above the rear wheel on the left side (A3 format)*
 - 1x above the rear wheel on the right side (A3 format)*
 - *either on the body of the car or on the side window
 - 1x on the rear window (A5 format)
- **Sticker “ACHTUNG RADRENNEN” (format 120x15cm):**
 - 1x at the rear
- **Sticker “RACE AROUND NIEDERÖSTERREICH” (format 120x15cm):**
 - 1x at the rear

The windshield, left and right front windows must remain clear to ensure optimal visibility. Rear visibility must also be guaranteed.

31. Pace car

Each cyclist/team (except UNSUPPORTED category) MUST be accompanied by a pace car: width max. 210 cm, length max. 560 cm, height max. 250cm (excluding side mirrors and roof rack). Trailers are not allowed on the pace car, but bicycle carriers mounted directly on the trailer hook are (this does not count towards the maximum total length of the vehicle).

Only one vehicle per team may be operated as a pace car, which may only be replaced in emergencies. In this case, the race management must be informed. Refueling, going to the toilet, taking breaks, etc. are not considered emergencies. In these cases, the cyclist also has to stop briefly at night.

At night, the pace car must be permanently behind the cyclist. During the day the pace car can be behind the cyclist, but this does not have to be the case all the time.

If a traffic jam forms behind the pace car during the day (approx. 2-3 vehicles), the pace car has to let them pass (enter a side street, overtake the cyclist and wait in a driveway,...). If the driver is not accompanied by the pace car, it must move at normal road speed.

If the traffic volume no longer allows the cyclist to follow (permanent traffic jams), switch to leapfrog mode during the day.

32. Pace car equipment

Two yellow-orange rotating or flashing lights or a yellow-orange light strip must be installed on the back of the pace car (on the roof), which must be masked off so that they are opaque to the front. They must be switched on if the cyclist is accompanied, otherwise they must be switched off.

Additional headlights are permitted on the pace car as long as they comply with legal requirements (see Appendix A).

If a rotating or flashing light fails, the hazard warning lights can be used in an emergency. However, the hazard warning lights must be switched off before the pace car changes direction (turns, lane changes, roundabouts, entrances to parking bays).

No music may be played from external sound systems. When using voice, it is important to ensure that the volume is appropriate (quiet!), especially at night in urban areas and in nature reserves.

Other structures such as time displays, LED tickers, etc. are not permitted on the pace car.

33. Pace car support

The cyclist may only be assisted from the pace car six times per hour for a maximum of one minute for each assistance, provided traffic conditions allow this. The supervising crew member is not allowed to lean his body out of the car or hold onto the cyclist. The cyclist is also not allowed to hold on to the car or the crew member.

If this would endanger other road users, the cyclist would have to be looked after from the side of the road during the day by so-called leapfrog support (narrow streets, lack of clarity, rush hour, lots of traffic, ...).

34. Leapfrog - Support

Leapfrog refers to a procedure used by the pace car, where the cyclist is not followed directly, but is looked after from the side of the road. Cyclists are looked after at a suitable location (parking bay) from the side of the road. Between each stop the pace car has to overtake the cyclist and move at normal traffic speed.

35. Overtaking operations

If a cyclist is overtaken by another, the overtaking process can proceed as follows:

The rear pace car signals its approach to the front pace car by flashing its lights. The front pace car allows the overtaking cyclist on the passenger side to pass by reducing the speed and CLEARLY clearing the path on the inside. Both riders are now in the cone of light of the front pace car. If the faster rider now pulls away, the front pace car has to allow the rear pace car to overtake. The slower cyclist now has to keep a distance of 100m from the pace car in front.

However, the overtaking cyclist can also overtake on the left in accordance with the road traffic regulations if the traffic situation allows it.

Overtaking process must be carried out quickly.

36. Night cycling/driving time

The exact period from when to when the “night driving time” applies for each race will be announced in the online race meeting 2-3 days before the race. This varies every year depending on when the race is held. In addition, these regulations automatically apply in fog and poor visibility.

This rule takes precedence over other regulations regarding handovers, city traffic, traffic jams, etc. in order to ensure the safety of cyclists.

During these times, cyclists are only allowed to continue their journey if they are accompanied by the pace car. If the pace car stops, the cyclist must also stop. The cyclist must always be in the pace car's beam of light.

During this time, the white front light (continuous operation) and the red rear light must be switched on on the bike (not on the helmet).

Crew members must wear high-visibility vests outside of the accompanying vehicles during the specified period.

37. Press vehicles, media cars

Media teams must be in possession of press credentials issued by the Race Office. A valid press card or a statement of public relations is required. Mistakes and rule violations of media teams must be attributed to the respective cyclist. The media crew's vehicles must be covered with Race Around Niederösterreich stickers (inscription MEDIA CAR). They are not subject to the maximum number of support vehicles.

38. Additional rules for team riders

At least one rider must always cover the route (breaks are allowed). If several riders from a team are working together, slipstreaming is permitted within the team.

If a team goes off the track due to a navigation error, another team driver can continue the race from any point on the official route that the team has already passed.

39. Rider changes within teams/Exchanging Team Cyclists

Rider changes may only take place if the traffic situation allows this. No on-the-fly changes are allowed in urban areas, in high traffic volumes, near intersections or traffic lights. Support vehicles that remain stationary during a change must be parked in driveways or parking bays. The other traffic must not be hindered by the rider change.

The following applies to flying changes:

These are only allowed during the day! The rider taking over waits for the rider handing over at a slow rolling pace. If the two riders are next to each other, this is considered a handover without the two riders having to have touched each other. In any case, the GPS tracker must be handed over.

Ideally, the pace car then overtakes the rider who gets out and picks him up at the next available opportunity (parking bay, etc.). The return way of the handover rider must always be as short as possible. Unnecessary crossing of the street before or after the change is prohibited.

If in doubt, both riders should stop briefly when changing and resume the race with the new rider.

If you change at night, the rider and the pace car must always stop in a suitable driveway/parking bay and carry out the change while standing in the light of the pace car. "Flying changes" are prohibited at night!

40. Spying

Spying on other teams and individual drivers is possible. However, the other crew or rider must not be hindered by this. Spying is only permitted if this happens with cars that can clearly be assigned to the Race Around Niederösterreich based on their stickers. The limit of spying is harassment, in which case a penalty can be imposed.

41. Cut-off times

The cut-off times can be found on the homepage www.ran-bike.at .

Due to the interval starts, cyclists who start later in their starting block have slightly less time to reach the time stations at the specified times, as these are to be viewed as absolute. From the experience of ultra cycling races, these rarely pose a problem.

In special circumstances, the race management can adjust the cut-off times. Special regulations are also possible if the “delay” is caused by longer standing times (malfunction of the bike or pace car, etc.) or if a cyclist who started at the end of his starting block is obviously “catching up” on the cut-off times.

Participants will also be removed from the race if it is no longer mathematically possible to reach the finish in the predetermined time.

If the rider continues despite exceeding the cut-off time and being officially a „did not finish“ with a pace car or a reference to the Race Around Niederösterreich, the athlete will be banned from the Race Around Niederösterreich for life.

42. Unsupported Category team of 2 (= Pairs)

The relevant rules of the Race Around Niederösterreich apply also to the UNSUPPORTED category, but without an accompanying vehicle. The two athletes, who must always be within sight of each other, are responsible for their own safety and progress at all times. Every situation on site must be assessed independently.

Both of you must also carry the following equipment with you:

- Sufficient lighting on the bike (plus a reserve set of front and rear lights)
- Safety vest or safety belt must be worn permanently (even during the day).
- If a backpack is used, it must also be equipped with reflective material, similar to a high-visibility vest
- GPS navigation device with the official route and a power bank to charge the device
- Mobile phone with WhatsApp installed
- Minimum EUR 100.- cash



The two athletes are responsible for their own care and progress and are not allowed to accept any active help from outside, neither from family, friends, fans or other people (exception: drinking water (if not actively organized), emergencies such as crashes or sudden injuries). Food and the repair of any malfunctions must be organized on the route yourself. If the riders leave the official route, they must return to it at this point.

A full or empty box, provided by the organization, from which utensils can be removed or left behind, will be brought to the official depot (ca. half way point) by the race management. This (and only this one box) can be filled at startup. Perishable foods (e.g. bananas, etc.) must not be placed in the box. The organization will also take care about the return transport of the boxes.

In addition to the general disqualification rules of the Race Around Niederösterreich, the following leads to the immediate termination of the race:

- An empty mobile phone
- the athletes cannot be reached by phone for more than an hour
- Any violation regarding additional equipment on the bike (e.g. riding without lights on the bike, e.g. if a battery is empty you must pause until the end of the “night riding time”)
- It is forbidden to accept supplies, leave clothing or food (with the exception of the official depot) on the route or other active help from outside (exception: drinking water, medical emergencies or accidents)

If the race is ended for whatever reason or the race management cancels the race for whatever reason, the athletes themselves must ensure that they progress or are picked up. A defective GPS tracker must be reported to the race management immediately.

Appendix A)

If **additional headlights are used on the pace car** during the Race Around Niederösterreich, it must be ensured that they comply with the legal requirements. The headlights must be StVO and §57a compliant.

During technical acceptance it is checked that:

- these are two headlights of the same design, mounted symmetrically, at the same height, max. 120cm and at least 50cm above the ground and max. 40cm from the outer edge of the vehicle.
- the sum of the code numbers of all headlights on the vehicle does not exceed the code number 100.
- range regulation is provided if the vehicle was approved after August 1st 1997 or was first admitted to traffic after August 1st, 1998.
- the light color of the additional headlights is exclusively white
- the headlights must go out when the low beam is activated.

In addition, confirmation from an Austrian §57a specialist workshop must be presented that the legal requirements have been complied with, the additional headlights are traffic-compliant and the headlights have been adjusted using a headlight adjustment device in accordance with Annex 2aZ14 PBStV.