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**NATIONAL STANDARD OF THE
PEOPLE'S REPUBLIC OF CHINA**

GB 5768.2-2022

Replacing GB 5768.2-2009

Road traffic signs and markings - Part 2: Road traffic signs

道路交通标志和标线 第2部分：道路交通标志

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1 Scope

GB 5768.2-2022 is the Chinese national standard on road traffic signs and markings - part 2: road traffic signs, in the field of services and company organization. It carries no /T suffix, which in the Chinese system means compliance is mandatory: a product or a practice within its scope has to meet it to be lawfully made, sold or carried out in China. It was issued on 15 March 2022 by the State Administration for Market Regulation;

Standardization Administration of China, and has been in force since 1 October 2022.

Classification: ICS 03.220.20, CCS R80. This page is published from the official record of the standard held by the Chinese standards administration: the identification, the dates, the classification and the issuing body are taken from there. The clause text, the tables and the numeric limits are in the document itself, which is delivered complete in English translation.

This document specifies the requirements for the classification, color, shape, character,

size, patterns, setting, use, maintenance, production of road traffic signs. This document applies to all kinds of road traffic signs on roads, urban roads, places under the jurisdiction of the organization but allowing social motor vehicles to pass, including squares, public parking lots and other places used for public passage.

2 Normative references

The contents of the following documents constitute essential provisions of this document through normative references in the text. Among them, for dated references, only the version corresponding to the date applies to this document; for undated references, the latest version (including all amendments) is applicable to this document.

GB 5768.1 Road traffic signs and markings - Part

3 Terms and definitions

There are no terms and definitions, that need to be defined, in this document.

4.3 Color

4.4 Shape The shape of road traffic signs shall meet the following requirements.

- a) Regular octagon. Used for stop-to-give-way signs in prohibition signs;
- b) Inverted equilateral triangle. Used for the deceleration-to-give-way signs in the prohibition sign;
- c) Round. Used for prohibition signs and indication signs;
- d) Equilateral triangle. Used for warning signs;
- e) Cross. Used for the "cross symbol" warning sign;
- f) Rectangle. Used for guide signs, tourist attraction signs, notification signs, auxiliary signs, as well as some prohibition signs, indication signs, warning signs, etc.

Note. Rectangle includes square and rectangle.

4.5 Characters

4.7 Patterns The use of graphic signs, other than those specified in this document, is a trial sign, which shall be implemented, in accordance with the procedures specified in GB 5768.1; meanwhile auxiliary signs shall be added, to explain the meaning.

4.9 Use and maintenance

4.9.1 From the date of implementation of this document, all newly installed (modified) traffic signs shall be implemented, in accordance with the provisions of this document; the traffic

signs, that have been set up in accordance with the previous edition of this document, shall be gradually replaced, within their service life.

4.9.2 The setting (adjustment) of the traffic signs, for the newly constructed (modified or expanded) roads, shall be completed before the newly constructed (modified or expanded) roads are completed and opened to traffic; the signs related to the newly constructed (modified or expanded) roads, in the road network, shall also be adjusted synchronously and set completely; the signs, that cannot be used any more, shall be removed.

4.9.3 When the road traffic conditions change, the setting of relevant signs shall be adjusted.

4.9.4 The road number signs and road name signs shall be used as far as possible, to enable road users to know their route and location.

4.9.5 The signs shall be cleaned and maintained regularly, to ensure visibility. Signs shall also avoid being blocked by trees; the visual recognition of signs shall not be influenced by road lighting.

4.9.6 The shape and color of the sign shall comply with the provisions of this document, during its service period.

4.9.7 The back of the sign board shall not be used for publicity or advertisement; it shall be gray, black or metallic primary color; meanwhile avoid glare.

4.9.8 When the sign is installed, the relevant information of sign management can be pasted on the back of the sign board OR on the column. The information, which is pasted on the back, shall not be colored or reflective; it can be the same color as the back of the sign board. If it is text, the height of the characters shall be so small, that it cannot be seen by the driver.

4.9.9 Unless otherwise specified, signs can be used alone OR in conjunction with markings. See Appendix D, for recommendations on the coordination of traffic signs and markings.

4.10 Fabrication

4.10.1 The patterns of road traffic signs shall be scaled up, according to the provisions of this document. See Appendix E, for an example of the fabrication of pattern of road traffic signs.

4.10.2 Combined with the layout of text or patterns, the sign board, which is installed on the support structure, can leave a gap of not more than 10 cm, as shown in Figure 9. However, it shall be noted that the gap should not be left on the text, pattern, etc. It shall avoid the visual recognition from being influenced by the backlight environment. Other measures, that are convenient for transportation and installation BUT do not affect the visual recognition of the signs, may also be adopted.

Note. The two white horizontal lines, in the middle, are the gaps left, not the white borders.

4.10.3 The basic wind speed, in the design of the sign structure, shall be the maximum average wind speed of 10 min, at 10 m above the ground on the local open and flat ground, with a return period of 50 years, which shall not be less than 22 m/s.

4.10.4 Lightweight materials should be selected for the sign bottom plate and support structure; economical and applicable materials and structures should be adopted, according to local conditions. The connection, between the sign board and the column, can be selected in a variety of ways, according to the size of the board and the connection method. The connecting parts shall ensure easy installation, firm connection, flat surface.

4.11 Variable information signs

4.11.1 A variable information sign is a sign, that changes its display content, according to changes in traffic, road, weather conditions. Generally, it can be used as the display of speed control, lane control, road conditions, weather conditions, etc. Where there is no need to display variable information, according to changes in traffic, road, weather, etc., the display screen of the variable information sign shall be turned off.

4.11.2 Variable information signs shall not display information, which is not related to traffic.

4.11.3 There are various display methods for variable information signs, such as. high-brightness light-emitting diode (LED), flip-flop, etc. It can be selected, according to the functional requirements of the sign, display content, control method, environmental protection and energy saving, economy, etc.

4.11.4 The patterns, characters, shapes, etc. of the prohibition signs, indication signs, warning signs, etc., which are displayed by the variable information signs, shall comply with the provisions of this document. The fonts, height, spacing of the characters, which are displayed, are determined, according to the principles of clarity, easy to distinguish, safety.

4.11.5 The color of the LED variable information sign can be implemented, in Hexing Rd.

4.11.6 If one of the following conditions is met, it should set the variable information sign.

- a) Combined with the needs of road network traffic management, at suitable road segments before and after the entrance and exit of highways or urban expressways;
- b) Before the entrance of long tunnels and inside the tunnels;
- c) Before the starting segment of the tidal lane AND before the variable guidance lane enters the intersection;
- d) At the road segments where highways that are often congested in the direction of entering big cities;
- e) At road segments, which are affected by adverse weather conditions;