Use of Motor Cars on Highways.

Heavy Motor Cars.

THE HEAVY MOTOR CAR (AMENDMENT) (NORTHERN IRELAND) ORDER, 1930, DATED 12TH NOVEMBER, 1930.
1930. No. 142.

The Ministry of Home Affairs for Northern Ireland in exercise of the powers vested in it under or by virtue of the Locomotives on Highways Act, 1896, the Government of Ireland Act, 1920, and the Motor Vehicles (Traffic and Regulation) Act (Northern Ireland) 1926, and of all other powers in that behalf enabling the Ministry hereby makes the following Regulations :—

1.—(1) In this Order :—

(*a*) The expression "the Principal Order" means the Heavy Motor Car (Ireland) Order, 1905, as amended by subsequent Orders.

(*b*) The expression "the General Order" means the Motor Cars (Use and Construction) (Ireland) Order, 1904, as amended by subsequent Orders.

(*c*) The expression "overall length" in relation to a heavy motor car means the length of the vehicle overall exclusive of the starting handle (if any) and of the hood (if any) when down.

(*d*) The expression "steering axle" means any axle which or the wheels of which can be moved by the person controlling the vehicle so that the plane of rotation of such wheels is changed for the purpose of changing the direction in which the vehicle proceeds.

(*e*) The expression "Articulated Vehicle" means a heavy motor car together with a trailer drawn thereby which is so constructed and by partial super-imposition attached to the heavy motor car that a substantial part of the weight of the trailer is at all times borne by the heavy motor car.

(2) Unless otherwise provided by this Order words and expressions to which by the Principal Order or by the General Order meanings are assigned have in this Order the same respective meanings.

(3) The Principal Order and this Order shall be construed together as one Order, and the expression "the Regulations" in the Principal Order and in this Order shall be construed as including the Regulations made by this Order.

(4) This Order may be cited as "The Heavy Motor Car (Amendment) (Northern Ireland) Order, 1930," and the Principal Order

and this Order may together be cited as "The Heavy Motor Car (Northern Ireland) Orders, 1905 to 1930."

2. Notwithstanding anything contained in the Principal Order or in the General Order and except as otherwise hereinafter provided, the following provisions shall have effect, that is to say :—

(1) The overhang of a heavy motor car shall not exceed—

(*a*) in the case of a heavy motor car not being a tractor seven twenty-fourths of the overall length of the heavy motor car, and

(*b*) in the case of a heavy motor car being a tractor, six feet.

For the purposes of this Article the expression "overhang" means the distance measured horizontally and parallel to the longitudinal axis of the heavy motor car between two vertical planes at right angles to such axis the one passing through that point of the heavy motor car (exclusive of any hood when down) which projects furthest to the rear and the other passing :—

(i) In the case of a heavy motor car having two axles, one of which is not a steering axle through the centre point of that axle, and

(ii) In the case of a heavy motor car having three axles,

(*a*) Where the front axle is the only steering axle through a point four inches in rear of the centre of a straight line joining the centre points of the rear and middle axles, and

(*b*) Where the rear axle is the only steering axle, through the centre point of the middle axle, and

(*c*) Where all the axles but one are steering axles through the centre point of the rearmost axle which is not a steering axle, and

(iii) In the case of a heavy motor car (whether having two axles or having three axles) where all the axles are steering axles, through a point situated on the longitudinal axis of the vehicle and such that a line drawn from it at right angles to that axis will pass through the centre of the minimum turning circle of the vehicle.

(2) The overall length of a heavy motor car shall not exceed twenty-seven feet six inches.

(3) A heavy motor car which exceeds twenty-six feet in overall length shall not draw a trailer.

(4) As respects heavy motor cars the following provisions shall have effect in substitution for the provisions of the General Order which relate to brakes ; that is to say :—

(*a*) Every heavy motor car shall be fitted with at least two independent brakes in good and efficient working order and of such design and efficiency that the application of either will even under the most adverse conditions cause all the wheels of the heavy motor car other than the wheels of the front axle or, in the case of a heavy motor car having two axles only of which the rear axle is the steering axle, other than the wheels of the rear axle to be so held that they shall be effectually prevented from revolving, or shall have the same effect in stopping the heavy motor car as if such wheels were so held.

Provided nevertheless, that in the case of a heavy motor car which is propelled by steam and which is not used as a stage carriage or for the conveyance of passengers for gain or hire the engine of such heavy motor car shall be deemed to be one brake if such engine is capable of being reversed and is incapable of being disconnected from all the road wheels or all the axles other than the front wheels or axle except by the sustained effort of the driver and in the case of a vehicle with more than two axles there is no differential driving gear or similar mechanism between any two of the axles.

(*b*) At least one of the brakes must act on all the wheels required by paragraph (*a*) of this sub-division to be held as therein provided directly and not through the transmission gear :

Provided that where the heavy motor car has three axles and the drive is applied to two axles other than the front axle without the interposition of a differential driving gear or similar mechanism between such two axles it shall be deemed to be a sufficient compliance with this paragraph if one brake acts directly on the wheels attached to one axle and the other brake acts directly on the wheels attached to the other axle.

(*c*) Brakes shall not be deemed independent as aforesaid which are so constructed that the failure of any part of the mechanism operating one brake shall adversely affect the operation of the other brake, but so nevertheless that the brake drum may be common to the two brakes.

3.—(1) Every wheel of an articulated vehicle shall be fitted with a pneumatic tyre or tyre made of soft or elastic material.

(2) Where any wheel of an articulated vehicle is fitted with a tyre which is made of soft or elastic material but is not pneumatic the rim diameter of that wheel shall not be less than 670 m.m.

4. The total overall length of an articulated vehicle, excluding any starting handle, shall not exceed 33 feet.

5.—(1) The weight borne by any wheel of a trailer forming part of an articulated vehicle shall at no time exceed $3\frac{1}{4}$ tons.

(2) The total weight of an articulated vehicle together with its load (if any) shall not exceed $22\frac{1}{2}$ tons and shall at all times be such and so distributed that the weight transmitted to any strip of the surface upon which the vehicle rests contained between any two parallel lines drawn two feet apart on that surface at right angles to the longitudinal axis of the vehicle shall not exceed 10 tons.

(3) The total weight of an articulated vehicle together with its load (if any) shall be so distributed between the wheels of the heavy motor car forming part thereof and the wheels of the trailer forming part thereof that :—

(*a*) where the trailer has not more than two wheels in contact with the ground, the total weight borne by those wheels of the heavy motor car upon which the brakes of the heavy motor car act shall at all times exceed the total weight borne by the wheels of the trailer ;

(*b*) where the trailer has more than two wheels in contact with the ground, the total weight borne by those wheels of the heavy motor car upon which the brakes of the heavy motor car act shall at all times be not less than three quarters of the total weight borne by the wheels of the trailer.

(4) For the purpose of determining the weight borne by any wheel of a trailer forming part of an articulated vehicle any two wheels of such a trailer shall be regarded as one wheel if the distance between the centres of the areas of contact between such wheels and the road surface is less than 18 inches.

6. Where the trailer forming part of an articulated vehicle has more than two wheels in contact with the ground, it shall be so constructed that, however the vehicle is loaded, if, when the vehicle is standing upon a level surface, any one wheel of the trailer is lifted and supported at a distance of 6 inches above such surface the load borne by any wheel shall not be increased by more than 10 per cent.

7.—(1) This article applies to any heavy motor car which complies in all respects with the following conditions, namely :—

(*a*) That the heavy motor car is provided with six road wheels mounted on three separate axles under a non-articulated frame.

(*b*) That the distance between the middle axle and the rear axle is not greater than four feet six inches, and is not

less than the exterior diameter of the tyre of the largest wheel.

(*c*) That all six wheels of the heavy motor car are fitted with pneumatic tyres or tyres of a soft or elastic material, and in the case of a wheel fitted with resilient tyres other than pneumatic tyres, that the rim diameter of any such wheel is not less than 670 m.m.

(*d*) That the heavy motor car :—

(i) is so constructed that whatever may be the contour of the surface of the ground on which it rests, all the six wheels shall be in contact with the ground, except in a case where in order to comply with this condition it would be necessary for the middle axle to be in a position more than six inches below or six inches above an imaginary straight line drawn from the centre of the front axle to the centre of the rear axle, and

(ii) is suitably designed to secure that under any conditions of loading the ratio of the weight on the middle axle to the weight on the rear axle shall remain constant.

(2) As respects heavy motor cars to which this Article applies, the Regulations shall have effect with the following modifications:-

(*a*) The overall length may amount to, but shall not exceed, thirty feet ;

(*b*) The registered axle weight in relation to any axle may amount to, but shall not exceed seven-and-a half tons ;

(*c*) The sum of the registered axle weights may amount to, but shall not exceed nineteen tons.

(3) Notwithstanding anything in the Locomotives on Highways Act, 1896, and the Motor Vehicles (Traffic and Regulation) Act (Northern Ireland), 1926, ([a]) or in the Principal Order, a heavy motor car to which this Article applies may be used on a highway if the weight of such heavy motor car unladen does not exceed ten tons.

8. Notwithstanding anything in this Order the requirements respecting the construction, design and equipment of heavy motor cars imposed by this Order shall not be enforceable with respect to any heavy motor car (hereinafter called " an exempted heavy motor car") registered before the expiration of twelve months after the commencement of this Order under the Roads Act, 1920, ([b]) but nothing herein shall be deemed to prevent the use on a highway at any time of a heavy motor car which complies in all respects with such requirements and with the Regulations.

(*a*) 59—60, V. c. 36 and 16 & 17 Geo. V. c. 31.

(*b*) 10—1, G. 5, c. 72.

9. Nothing in this Order shall—

(*a*) Affect the operation prior to the commencement of this Order or as respects an exempted heavy motor car of the Regulations made by the Principal Order or by the General Order or anything duly done or suffered under those Regulations; or

(*b*) Affect any right, privilege, obligation or liability acquired, accrued or incurred under those Regulations; or

(*c*) Affect any fine or punishment incurred in respect of a breach of those Regulations; or

(*d*) Affect any legal proceedings or remedy in respect of any such right, privilege, obligation, liability, fine or punishment;

and any such legal proceedings or remedy may be instituted, continued or enforced, and any such fine or punishment may be imposed as if this Order had not been made.

Given under the Seal of the Ministry of Home Affairs this 12th day of November, 1930.

(L.S.) *D. L. Clarke,*
Assistant Secretary.

Heavy Motor Cars (Speed).

THE HEAVY MOTOR CAR (SPEED) (AMENDMENT) ORDER, 1930, DATED 8TH MAY, 1930, MADE BY THE MINISTRY OF HOME AFFAIRS FOR NORTHERN IRELAND.

1930. No. 59.

WHEREAS in pursuance of the provisions of Section 12 of the Motor Car Act, 1903, the Local Government Board for Ireland by the Heavy Motor Car (Ireland) Order, 1905, made regulations with respect to heavy motor cars, and such of the regulations as are contained in Article 7 of the said Order relate to the speed at which a heavy motor car may be driven on any highway:

And whereas in pursuance of the provisions of Section 6 (1) of the Motor Vehicles (Traffic and Regulation) Act (Northern Ireland), 1926, the Ministry of Home Affairs for Northern Ireland made regulations as to the speed of certain motor cars exceeding two and a half tons in weight unladen: