STATUTORY INSTRUMENTS

1964 No. 1169

ROAD TRAFFIC

The Motor Vehicles (Construction and Use) (Amendment) (No. 2) Regulations 1964

Made - - - -	*24th July* 1964
Laid before Parliament	*30th July* 1964
Coming into Operation—	
Except Regulation 16	*21st August* 1964
Regulation 16 - -	*1st January* 1966

The Minister of Transport, in exercise of his powers under section 64(1) of the Road Traffic Act 1960(a) as amended by section 51 of and Schedule 4 to the Road Traffic Act 1962(b) and of all other powers him enabling in that behalf, and after consultation with representative organisations in accordance with the provisions of section 260(2) of the said Act of 1960, hereby makes the following Regulations:—

1.—(1) These Regulations shall come into operation on the 21st August 1964, and may be cited as the Motor Vehicles (Construction and Use) (Amendment) (No. 2) Regulations 1964.

(2) The Interpretation Act 1889(c) shall apply for the interpretation of these Regulations as it applies for the interpretation of an Act of Parliament.

2. The Motor Vehicles (Construction and Use) Regulations 1963(d), as amended(e), shall be further amended in accordance with the following provisions of these Regulations.

3. Regulation 3 (Interpretation) shall have effect as though—

(*a*) in paragraph (1)—

(i) for the definition of "overall length" there were substituted the following definition:—

"'overall length' means the length of a vehicle measured between vertical planes at right angles to the longitudinal axis of the vehicle and passing through the extreme projecting points thereof exclusive of—

(*a*) any driving mirror;

(*b*) any starting handle;

(*c*) any hood when down;

(*d*) any expanding or extensible contrivance forming part of a turntable fire escape fixed to a vehicle;

(*e*) any telescopic fog lamp when extended;

(*f*) any snow-plough fixed in front of a vehicle;

(*g*) any post office letter box the length of which measured parallel to the longitudinal axis of the vehicle does not exceed 12 inches; and

(*h*) any container specially designed to hold and keep secure a seal issued for the purposes of custom's clearance,

(a) 8 & 9 Eliz. 2. c. 16. (b) 10 & 11 Eliz. 2. c. 59. (c) 52 & 53 Vict. c. 63.
(d) S.I. 1963/1646 (1963 III, p. 3095). (e) There is no relevant amending instrument.

and, except for the purposes of Regulation 105 of these Regulations, exclusive of any front corner marker lamp or side marker lamp within the meaning of the Road Vehicles Lighting Regulations 1964(a) carried on the vehicle in accordance with those Regulations.

In ascertaining the extreme projecting points of a vehicle account shall be taken of any device or any receptacle on or attached to the vehicle which increases the carrying capacity of the vehicle unless—

(i) it is a tailboard which is let down while the vehicle is stationary in order to facilitate its loading or unloading,

(ii) it is a tailboard which is let down in order to facilitate the carriage of, but which is not essential for the support of, loads which are in themselves so long as to extend at least as far as the tailboard when in the upright position, or

(iii) it is a receptacle which is constructed or adapted for the purpose of being lifted on or off vehicles with goods or burden contained therein and is from time to time actually used for that purpose in the ordinary course of business ; " ;

(ii) for the definition of " overall width " there were substituted the following definition:—

" ' overall width ' means the width of a vehicle measured between vertical planes parallel to the longitudinal axis of the vehicle and passing through the extreme projecting points thereof exclusive of—

(*a*) any driving mirror ;

(*b*) any direction indicator ;

(*c*) any snow-plough fixed in front of the vehicle ;

(*d*) so much of the distortion of any tyre as is caused by the weight of the vehicle ;

(*e*) in the case of vehicles registered before 2nd January 1939 so much of a swivelling window designed to allow the driver to give hand signals as projects when opened not more than 4 inches beyond the side of the vehicle ; and

(*f*) any container specially designed to hold and keep secure a seal issued for the purposes of customs clearance,

and, except for the purposes of Regulation 105 of these Regulations, exclusive of any such front corner marker lamp or side marker lamp as aforesaid.

In ascertaining the extreme projecting points of a vehicle account shall be taken of any device or any receptacle on or attached to the vehicle which increases the carrying capacity of the vehicle unless—

(i) it is a sideboard which is let down while the vehicle is stationary in order to facilitate its loading or unloading, or

(ii) it is a receptacle which is constructed or adapted for the purpose of being lifted on or off vehicles with goods or burden contained therein and is from time to time actually used for that purpose in the ordinary course of business ; " ;

(a) S.I. 1964/205 (1964 I, p. 345).

(iii) after the definition of "wheeled" there were inserted the following definition:—

"'wide tyre' means a pneumatic tyre as respects which its area of contact with the road surface is not less than 12 inches in width when measured at right angles to the longitudinal axis of the vehicle;"; and

(*b*) after paragraph (4) there were inserted the following paragraph:—

"(4A) For the purpose of counting the number of axles of a vehicle to which the provisions of Regulation 71A relating to weight apply, where the centres of the areas of contact between all the wheels and the road surface can be included between any two vertical planes at right angles to the longitudinal axis of the vehicle less than 3 feet 4 inches apart, those wheels shall be treated as constituting one axle.".

4. Regulation 7 (Overall length) shall have effect as though:—

(*a*) in paragraph (1) for the words "35 feet" there were substituted the words "13 metres";

(*b*) proviso (*a*) were omitted;

(*c*) in paragraph (2) for the words "36 feet" there were substituted the words "11 metres"; and

(*d*) in paragraph (3) for the words "30 feet" there were substituted the words "11 metres".

5. Regulation 9 (Variation of wheel load) shall have effect as though for the words "2½ tons" there were substituted the words "3 tons".

6. Regulation 31 (Overall width of locomotives) shall have effect as though for the words "9 feet" there were substituted the words "2·75 metres".

7. Regulation 36 (Overall width of motor tractors) shall have effect as though for the words "7 feet 6 inches" there were substituted the words "2·5 metres".

8. Regulation 40 (Overall width of heavy motor cars) shall have effect as though:—

(*a*) for the words "7 feet 6 inches" there were substituted the words "2·5 metres"; and

(*b*) the proviso were omitted.

9. For Regulation 41 (Overhang of heavy motor cars) there shall be substituted the following Regulation:—

"*Overhang*

41. The overhang of a heavy motor car shall not exceed 60 per cent. of the distance between the plane perpendicular to the longitudinal axis of the vehicle which passes through the centre or centres of the front wheel or wheels and the foremost vertical plane from which the overhang is to be measured as defined in Regulation 3 of these Regulations:

Provided that—

(*a*) in the case of a vehicle designed for use and mainly used for the purpose of heating a road or other like surface in the process of construction, repair or maintenance, no part of the heating plant shall be taken into account when calculating the overhang; and

(*b*) this Regulation shall not apply in the case of—

(i) a heavy motor car registered before 15th August 1928,

(ii) a heavy motor car designed for use and used solely in connection with street cleansing, the collection or disposal of refuse or the collection or disposal of the contents of gullies or cesspools,

(iii) a works truck, or

(iv) a heavy motor car designed so that it can dispose of its load by tipping to the rear, if the overhang does not exceed 45 inches.".

10. Regulation 45 (Overall width of motor cars) shall have effect as though:—

(*a*) for the words "7 feet 6 inches" there were substituted the words "2·5 metres"; and

(*b*) the proviso were omitted.

11. For Regulation 46 (Overhang of motor cars) there shall be substituted the following Regulation:—

"*Overhang*

46. The overhang of a motor car shall not exceed 60 per cent. of the distance between the plane perpendicular to the longitudinal axis of the vehicle which passes through the centre or centres of the front wheel or wheels and the foremost vertical plane from which the overhang is to be measured as defined in Regulation 3 of these Regulations:

Provided that—

(*a*) in the case of a motor car registered before 1st January 1966 the overhang may be increased by not more than 3 inches, if the distance between the foremost and rearmost axles does not exceed 7 feet 6 inches; and

(*b*) this Regulation shall not apply in the case of—

(i) a motor car registered on or before 2nd January 1933,

(ii) a motor car designed for use and used solely in connection with street cleansing, the collection or disposal of refuse or the collection or disposal of the contents of gullies or cesspools or as an ambulance, or

(iii) a works truck.".

12. Regulation 56 (Overall length of trailers) shall have effect as though for the words "22 feet" there were substituted the words "7 metres".

13. For Regulation 57 (Overall width of trailers) there shall be substituted the following Regulation:—

"*Overall width*

57.—(1) Save as provided in paragraph (3) of this Regulation the overall width of a trailer shall not exceed 7 feet 6 inches:

Provided that the said width may be—

(*a*) 2·5 metres in the case of a trailer in relation to which the conditions mentioned in paragraph (2) of this Regulation are complied with;

(*b*) exceeded by not more than 15 inches in the case of a trailer which is in use by a travelling showman in connection with his business and was in such use before 15th January 1931 ; and

(*c*) exceeded by not more than 6 inches in the case of a trailer constructed before 1st January 1933 which has been converted from use with solid tyres to use with pneumatic tyres if the width of no part of the vehicle exceeds 7 feet 6 inches except in so far as such increase is rendered necessary by the conversion.

(2) The conditions referred to in paragraph (1) of this Regulation are that :—

(*a*) every wheel of the trailer is fitted with a pneumatic tyre ;

(*b*) the trailer is drawn by a locomotive, a motor tractor or a heavy motor car or, where the trailer forms part of an articulated vehicle the other part of which is a motor car, the motor car exceeds 2 tons in weight unladen ;

(*c*) every wheel of the vehicle (not being a locomotive) by which the trailer is drawn is fitted with a pneumatic tyre ; and

(*d*) the outermost part of the trailer comprised in its overall width and on either side of the trailer does not extend more than one foot outwards beyond the outermost part comprised in the overall width of the vehicle by which it is being drawn on the same side, when the longitudinal axis of that vehicle and the longitudinal axis of the trailer lie in parallel vertical planes.

(3) This Regulation shall not apply to a land implement, to a trailer which is a trolley vehicle in course of construction or delivery or to a broken down vehicle which is being drawn by a motor vehicle in consequence of the breakdown.".

14. After Regulation 71 (Laden weight of articulated vehicle) there shall be inserted the following Regulation:—

"*Increased permissible maximum weights*

71A.—(1) This Regulation applies to the following vehicles, that is to say,—

(*a*) any motor vehicle, being a heavy motor car or a motor car registered on or after 1st February 1963, which has securely affixed to it in a conspicuous and readily accessible position by or on behalf of the original manufacturer of the vehicle a plate containing the particulars required by Part I of Schedule 7 to these Regulations, the said particulars being completed on behalf of the said manufacturer in accordance with Part III of that Schedule and the plate otherwise complying with the provisions contained in that Part, but not when drawing a trailer other than a trailer falling within paragraph (1)(*c*) or (*d*) of this Regulation, whether or not those vehicles form an articulated vehicle ;

(*b*) any motor vehicle, being a heavy motor car or a motor car, brought temporarily into Great Britain by a person resident abroad which—

(i) is not registered under the Vehicles (Excise) Act 1962(a),

(ii) complies with the requirements mentioned in Regulation 4(6) of these Regulations (which relates to vehicles brought temporarily into Great Britain), and

(a) 10 & 11 Eliz. 2. c. 13.

(iii) carries a plate securely affixed to it in a conspicuous and readily accessible position issued by the competent authority in the country where it is registered indicating the permissible maximum weight for the vehicle in that country,

but not when drawing a trailer other than a trailer falling within paragraph (1)(*c*) or (*d*) of this Regulation, whether or not those vehicles form an articulated vehicle ;

(*c*) any trailer constructed on or after 1st February 1963 in relation to which the following conditions are fulfilled—

(i) the trailer has securely affixed to it in a conspicuous and readily accessible position by or on behalf of the original manufacturer of the trailer a plate containing the particulars required by Part II of the said Schedule 7, the said particulars being completed on behalf of the said manufacturer in accordance with Part III of that Schedule and the plate otherwise complying with the provisions contained in that Part,

(ii) the trailer is drawn by either—

(A) a vehicle to which paragraph (1)(*a*) or (1)(*b*) of this Regulation applies, whether or not those vehicles form an articulated vehicle, or

(B) a motor tractor registered on or after 1st February 1963 bearing a plate which in relation to that tractor complies in like manner with the provisions of paragraph (1)(*a*) of this Regulation, or

(C) a motor tractor brought temporarily into Great Britain by a person resident abroad, the said tractor complying with the provisions of heads (i) to (iii) of paragraph (1)(*b*) of this Regulation ; and

(*d*) any trailer whenever constructed, brought temporarily into Great Britain by a person resident abroad, in relation to which the following conditions are fulfilled—

(i) the trailer complies with the requirements mentioned in Regulation 4(6) of these Regulations,

(ii) the trailer carries a plate securely affixed to it in a conspicuous and readily accessible position issued by the competent authority in a country outside Great Britain indicating the permissible maximum weights for the vehicle in that country, and

(iii) the trailer is drawn by any such vehicle as is mentioned in head (ii) of paragraph (1)(*c*) of this Regulation,

subject to any motor vehicle to which sub-paragraph (*a*) or (*b*) of this paragraph applies, when not forming part of a combination of vehicles, complying as regards its braking efficiency with the requirements of the following paragraph and, where at least one vehicle to which any sub-paragraph of this paragraph applies forms part of a combination of vehicles, the combination complying as regards its braking efficiency with the said requirements.

(2) The requirements as regards braking efficiency mentioned in the preceding paragraph are that the vehicle or the combination of vehicles, as the case may be, shall have brakes which by one means of operation

have a total braking efficiency of not less than 50 per cent. and which by a second independent means of operation have a total braking efficiency of not less than 25 per cent.

In this paragraph 'braking efficiency' means the maximum force capable of being developed by the application of the brakes of a vehicle or a combination of vehicles expressed as a percentage of the weight of the vehicle or the combination of vehicles (as the case may be), including any persons (not being fare paying or other travelling passengers) or load carried.

(3) Notwithstanding anything to the contrary contained in Regulation 67, 68 or 69 of these Regulations, in the case of a vehicle to which this Regulation applies the weight transmitted to the road surface by any one wheel where no other wheel is in the same line transversely may amount to but shall not exceed 5 tons and the total weight so transmitted by any two wheels in line transversely may amount to but shall not exceed 10 tons, if each such wheel is fitted with either two pneumatic tyres having the centres of their areas of contact with the road surface not less than 12 inches apart measured at right angles to the longitudinal axis of the vehicle or with a wide tyre.

(4) (*a*) Notwithstanding anything to the contrary contained in Regulation 68 or 69 of these Regulations, in the case of a motor vehicle (not being a public service vehicle) and a trailer to which this Regulation applies and fitted with a number of axles specified in column 1 of paragraph 2 of Schedule 8 to these Regulations as respects which the measurements apply as so specified the sum of the weights transmitted to the road surface by all the wheels of the vehicle may amount to but shall not exceed the weight specified in relation to that vehicle in column 2 of the said paragraph.

(*b*) Notwithstanding anything to the contrary contained in Regulation 71 of these Regulations, in the case of an articulated vehicle formed by vehicles to which this Regulation applies and fitted with a number of axles specified in column 1 of paragraph 3 of the said Schedule as respects which the measurements apply as so specified the sum of the weights transmitted to the road surface by all the wheels of the vehicle may amount to but shall not exceed the weight specified in relation to that vehicle in column 2 of the said paragraph.

(*c*) Notwithstanding anything to the contrary contained in Regulation 67 of these Regulations, in the case of a vehicle to which this Regulation applies and being a public service vehicle the sum of the weights transmitted to the road surface by all the wheels of the vehicle may amount to but shall not exceed—

(i) where the distance between the front and rear axles is at least 10 feet 8 inches but less than 12 feet, 15 tons,

(ii) where the distance between the front and rear axles is at least 12 feet, 16 tons.

For the purposes of this sub-paragraph the distance between any two axles shall be obtained as provided in paragraph 1 of the said Schedule.".

15. For Regulation 72 (Distribution of weight) there shall be substituted the following Regulation:—

" *Distribution of weight*

72. In the case of a heavy motor car, motor car or trailer, whether laden or unladen, the weight transmitted by more than two wheels to any

strip of the road surface upon which the vehicle rests contained between any two parallel lines drawn on that surface at right angles to the longitudinal axis of the vehicle—

(*a*) less than 3 feet 4 inches apart shall not exceed 11 tons,

(*b*) less than 4 feet apart but 3 feet 4 inches or more apart shall not exceed 16 tons, and

(*c*) less than 7 feet apart but 4 feet or more apart shall not exceed 18 tons.".

16. On and after the 1st January 1966 for Regulation 103 (Overall length of combination of vehicles) there shall be substituted the following Regulation:—

" 103.—(1) Where a motor vehicle is drawing only one trailer the overall length of the combination of vehicles shall not exceed 18 metres, except that this paragraph shall not apply where the trailer being drawn is constructed and normally used for the conveyance of indivisible loads of exceptional length.

(2) Where a motor vehicle is drawing two or more trailers or only one trailer constructed and normally used for the conveyance of indivisible loads of exceptional length, the overal length of the motor vehicle shall not exceed 30 feet and unless the conditions specified in paragraphs 1 and 2 of Schedule 6 to these Regulations have been complied with, the overall length of the combination of vehicles shall not exceed 85 feet.

(3) For the purposes of this Regulation the reference to the combination of vehicles shall be construed in the same manner as provided in sub-paragraph (*g*) of Regulation 105(1) of these Regulations for the purposes of Regulation 106 thereof and the overall length of such a combination shall be measured in the manner provided in sub-paragraph (*h*) of the said Regulation 105(1)."

17. After Schedule 6 there shall be added the following new Schedules:—

SCHEDULE 7 (See Regulation 71A)

PART I

Particulars to be shown on plate for motor vehicles
(including motor vehicles forming part of articulated vehicles)

1. Manufacturer's name.
2. Vehicle type.
3. Engine type.
4. Chassis or serial number.
5. Number of axles.
6. Maximum weight for each axle.
7. Maximum gross weight (*a*).
8. Maximum train weight (*b*).
9. Month and year of manufacture.

(*a*) To include any load imposed by the trailer forming part of an articulated vehicle.

(*b*) To include trailer, if drawn, or trailer forming part of an articulated vehicle.

PART II

Particulars to be shown on plate for trailers
(including trailers forming part of articulated vehicles)

1. Manufacturer's name.
2. Chassis or serial number.
3. Number of axles.
4. Maximum weight for each axle.
5. Maximum load imposed on drawing vehicle(*a*).
6. Maximum gross weight.
7. Month and year of manufacture.

(*a*) Only for trailers forming part of articulated vehicles.

PART III

1. The weights to be inserted at items 6, 7 and 8 in Part I of this Schedule and at items 4, 5 and 6 in Part II of this Schedule shall be those which the person completing the plate on behalf of the manufacturer considers the vehicle to be fit in all respects to carry, having regard to its design, construction and equipment and the stresses likely to be met with in operation.

2. Weight shall be shown in tons and decimals thereof.

3. All letters and figures shown in a plate shall be not less than one quarter of an inch in height.

SCHEDULE 8 (See Regulation 71A)

PERMISSIBLE MAXIMUM WEIGHTS

1. For the purposes of this Schedule the distance between any two axles shall be obtained by measuring the shortest distance between the line joining the centres of the points of contact with the road surface of the wheels of one axle and the line joining the centres of the points of contact with the road surface of the wheels of the other axle.

Column 1	*Column* 2
	Tons
2. Heavy motor cars, motor cars and trailers:—	
(*a*) in the case of a vehicle with two axles—	
(i) where the distance between the axles is at least 10 feet 8 inches but less than 12 feet	15
(ii) where the distance between the axles is at least 12 feet	16
(*b*) in the case of a vehicle with three axles, where the distance between the foremost and rearmost axles is at least 18 feet ...	22
(*c*) in the case of a vehicle with more than three axles—	
(i) where the distance between the foremost and rearmost axles is at least 23 feet but less than 26 feet	26
(ii) where the distance between the foremost and rearmost axles is at least 26 feet	28

Column 1	*Column* 2 *Tons*
3. Articulated vehicles:—	
(*a*) in the case of an articulated vehicle with three axles, where the distance between the foremost and rearmost axles is at least 18 feet	22
(*b*) in the case of an articulated vehicle with four axles—	
(i) where the distance between the foremost and rearmost axles is at least 23 feet but less than 26 feet	26
(ii) where the distance between the foremost and rearmost axles is at least 26 feet but less than 32 feet	28
(iii) where the distance between the foremost and rearmost axles is at least 32 feet but less than 38 feet	30
(iv) where the distance between the foremost and rearmost axles is at least 38 feet	32
(*c*) in the case of an articulated vehicle with more than four axles—	
(i) where the distance between the foremost and rearmost axles is at least 23 feet but less than 26 feet	26
(ii) where the distance between the foremost and rearmost axles is at least 26 feet but less than 29 feet 6 inches ...	28
(iii) where the distance between the foremost and rearmost axles is at least 29 feet 6 inches but less than 32 feet ...	30
(iv) where the distance between the foremost and rearmost axles is at least 32 feet	32

Given under the Official Seal of the Minister of Transport the 24th July 1964.

(L.S.)

Ernest Marples,
The Minister of Transport.

EXPLANATORY NOTE

(This Note is not part of the Regulations, but is intended to indicate their general purport.)

These Regulations further amend the Motor Vehicles (Construction and Use) Regulations 1963 by increasing the permitted dimensions and weights of motor vehicles and trailers and by making certain other alterations in the 1963 Regulations. The following are the main changes:—

1. The permitted overall length of articulated vehicles is now 13 metres (approximately 42 feet 7 inches) instead of 35 feet, of other motor vehicles 11 metres (approximately 36 feet) instead of in cases where it was 30 feet and of trailers 7 metres (approximately 22 feet 11 inches) instead of in cases where it was 22 feet (Regulations 4 and 12).

2. The permitted overall width of motor tractors, heavy motor cars and motor cars is now 2·5 metres (approximately 8 feet 2½ inches) instead of (in general) 7 feet 6 inches and a similar increase in overall width is permitted in the case of trailers satisfying specified requirements (Regulations 7, 8, 10 and 13).

3. The permitted overhang of a heavy motor car or a motor car, as measured in accordance with the 1963 Regulations, is in general increased from 50 per cent. to 60 per cent. (Regulations 9 and 11).

4. A new Regulation 71A increasing the permitted maximum weights of vehicles is introduced into the 1963 Regulations (Regulation 14).

Paragraph (1) of the new Regulation defines the vehicles to which the provisions of that Regulation apply. These vehicles are, in general, heavy motor cars and motor cars first registered under the Vehicles (Excise) Act 1962 after the 1st February 1963, other heavy motor cars and motor cars brought temporarily into Great Britain and certain trailers drawn by any of those vehicles, subject to those vehicles and trailers carrying a plate referred to in that paragraph and to compliance with certain requirements as to braking efficiency mentioned in paragraph (2) of the new Regulation.

Paragraph (3) of the new Regulation permits a vehicle to which the Regulation applies to transmit to the road surface by one wheel, where no other wheel is in the same line transversely, a weight of up to 5 tons instead of 4½ tons and by two wheels, in line transversely, a total weight of up to 10 tons instead of 9 tons.

Paragraph (4)(*a*) and (*b*) of the new Regulation provides that the sum of the weights transmitted to the road surface by all the wheels of a vehicle to which the Regulation applies where fitted with axles as shown in Schedule 8 (set out in Regulation 17 of these Regulations) may amount to the relevant weight specified in column 2 of that Schedule.

Paragraph (4)(*c*) makes provision as to the sum of the weights which may be transmitted to the road surface in the case of a public service vehicle.

5. New provision is made in substitution for Regulation 72 of the 1963 Regulations with regard to the distribution of weight transmitted by vehicles to the road surface (Regulation 15).

6. New provision is introduced as from the 1st January 1966 into Regulation 103 of the 1963 Regulations to the effect that where a motor vehicle is drawing only one trailer the overall length of the combination of vehicles shall not exceed 18 metres (approximately 59 feet) (Regulation 16).

7. The definition of the overall length and of the overall width of a vehicle contained in Regulation 3(1) of the 1963 Regulations is amended so as to provide that in determining that length or width account shall be taken, subject to certain exceptions, of a device or receptacle on or attached to the vehicle which increases its carrying capacity (Regulation 3).