STATUTORY INSTRUMENTS

1969 No. 1042

ROAD TRAFFIC

The Motor Vehicles (Construction and Use) (Amendment) (No. 2) Regulations 1969

Made - - - -	28*th July* 1969
Laid before Parliament	6*th August* 1969
Coming into Operation	11*th August* 1969

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 11th August 1969 and may be cited as the Motor Vehicles (Construction and Use) (Amendment) (No. 2) Regulations 1969.

(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 1969(d) shall have effect as though after Regulation 12 there were inserted the following Regulations:—

"*Strength of side door latches and hinges*

12A.—(1) Except as provided by paragraph (2) of this Regulation, this Regulation applies to every motor vehicle first used on or after 1st July 1972—

(*a*) which has three or more wheels; and

(*b*) which is a passenger or a dual-purpose vehicle.

(2) This Regulation does not apply—

(*a*) to a two wheeled motor cycle with a side-car attached thereto;

(*b*) to a vehicle adapted to carry more than seven passengers in addition to the driver;

(*c*) to a dual-purpose vehicle which is a dual-purpose vehicle by reason only that it satisfies the requirement in paragraph (i) in the definition of "dual-purpose vehicle" in Regulation 3(l);

(a) 1960 c. 16.
(b) 1962 c. 59.
(c) 1889 c. 63.
(d) S.I. 1969/321 (1969 I, p. 829.

(*d*) to a vehicle constructed or assembled by a person not ordinarily engaged in the trade or business of manufacturing vehicles of that description;

(*e*) to a vehicle which has, for the entry or exit of the occupants, no doors or only sliding doors;

(*f*) to a vehicle manufactured before 1st January 1972; or

(*g*) to a vehicle manufactured before 1st January 1974, being—

(i) a vehicle manufactured by the British Motor Corporation Limited, known as the London Taxi Cab, first introduced in 1959 and allocated the Vehicle Identification numbers FX4 or FX4D; or

(ii) a vehicle manufactured by the British Motor Corporation Limited known as the Morris Minor 1000 Saloon, Estate Car, Tourer, Van or Pick-up, first introduced in 1948 and allocated the Prefix Letters MAS 5 or MA2S 5.

(3) Every vehicle to which this Regulation applies shall be legibly and indelibly marked in a conspicuous and readily accessible position with the marking designated as an approval mark by Regulation 2(2) of the Motor Vehicles (Designation of Approval Marks) (No. 2) Regulations 1969(**a**) (which designates an approval mark that may be applied to a vehicle to indicate that the vehicle is fitted with certain latches and hinges on the side doors).

(4) Nothing in this Regulation shall be taken to authorise any persons to apply the said approval mark to any vehicle to which this Regulation applies in contravention of the Trade Descriptions Act 1968(**b**).

Protective steering mechanism

12B.—(1) Except as provided by paragraph (2) of this Regulation, this Regulation applies to every motor vehicle first used on or after 1st July 1972—

(*a*) which has three or more wheels; and

(*b*) which is either—

(i) a passenger or a dual-purpose vehicle, or

(ii) a passenger, dual-purpose or goods vehicle which is manufactured as a derivative of a passenger or a dual-purpose vehicle.

(2) This Regulation does not apply—

(*a*) to a two-wheeled motor cycle with a side-car attached thereto;

(*b*) to a vehicle adapted to carry more than seven passengers in addition to the driver;

(*c*) to a dual-purpose vehicle which is a dual-purpose vehicle by reason only that it satisfies the requirement in paragraph (i) in the definition of "dual-purpose vehicle" in Regulation 3(1);

(*d*) to a vehicle constructed or assembled by a person not ordinarily engaged in the trade or business of manufacturing vehicles of that description;

(*e*) to a vehicle the steering control of which has been specially constructed for the use of a person suffering from some physical defect or disability;

(**a**) S.I. 1969/962 (1969 II, p. 2847) (**b**) 1968 c. 29.

(*f*) to a vehicle with forward control, that is to say a configuration in which more than half of the engine length is rearward of the foremost point of the windscreen base and in addition the steering wheel hub is in the forward quarter of the vehicle length;

(*g*) to a vehicle manufactured before 1st January 1972; or

(*h*) to a vehicle manufactured before 1st January 1974 being—

(i) a vehicle manufactured by the British Motor Corporation Limited, known as the London Taxi Cab, first introduced in 1959 and allocated the Vehicle Identification numbers FX4 or FX4D; or

(ii) a vehicle manufactured by the British Motor Corporation Limited known as the Morris Minor 1000 Saloon, Estate Car, Tourer, Van or Pick-up, first introduced in 1948 and allocated the Prefix Letters MAS 5 or MA2S 5.

(3) Every vehicle to which this Regulation applies shall be legibly and indelibly marked in a conspicuous and readily accessible position with the marking designated as an approval mark by Regulation 2(3) of the Motor Vehicles (Designation of Approval Marks) (No. 2) Regulations 1969 (which designates an approval mark that may be applied to a vehicle to indicate that the vehicle is fitted with a protective type of steering mechanism).

(4) Nothing in this Regulation shall be taken to authorise any person to apply the said approval mark to any vehicle to which this Regulation applies in contravention of the Trade Descriptions Act 1968."

Given under the Official Seal of the Minister of Transport the 28th July 1969.

Richard Marsh,
(L.S.) Minister of Transport.

EXPLANATORY NOTE

(This Note is not part of the Regulations.)

These Regulations amend the Motor Vehicles (Construction and Use) Regulations 1969 by requiring:—

(*a*) that private cars first used on or after 1st July 1972 shall be marked with an approval mark designated by Regulation 2(2) of the Motor Vehicles (Designation of Approval Marks) (No. 2) Regulations 1969 to indicate that the vehicles are fitted with anti-burst latches and hinges to reduce the risk of the side doors opening in a collision (Regulation 12A), and

(*b*) that private cars and their derivatives first used on or after 1st July 1972 shall be marked with an approval mark designated by Regulation 2(3) of the Motor Vehicles (Designation of Approval Marks) (No. 2) Regulations 1969 to indicate that the vehicles are fitted with a protective type of steering mechanism (Regulation 12B).

Both Regulation 12A and Regulation 12B allow exemptions from their requirements for certain models until 1st January 1974.