STATUTORY INSTRUMENTS

1981 No. 915

ROAD TRAFFIC

The Motor Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 1981

Made - - - -	*29th June* 1981
Laid before Parliament	*10th July* 1981
Coming into Operation	*1st August* 1981

The Secretary of State for Transport, in exercise of the powers conferred by sections 40(1) and (3) and 41(3) of the Road Traffic Act 1972(a) and now vested in him(b), and of all other enabling powers, and after consultation with representative organisations in accordance with the provisions of section 199(2) of that Act, hereby makes the following Regulations:—

1. These Regulations shall come into operation on 1st August 1981 and may be cited as the Motor Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 1981.

2. The Motor Vehicles (Construction and Use) Regulations 1978(c), shall be further amended so as to have effect in accordance with the following provisions of these Regulations.

3. The Secretary of State is satisfied that—

(*a*) it is requisite that the provisions of these Regulations (which vary the requirements as regards the construction of the vehicles referred to in Regulation 46(2) of the Regulations of 1978 mentioned in Regulation 2 above as amended by these present Regulations) shall apply as from the 1st January 1982 to such of the vehicles specified in those provisions as are registered under the Vehicles (Excise) Act 1971(d) before the expiration of one year from the making of these Regulations; and

(*b*) notwithstanding that the said provisions will then apply to those vehicles, no undue hardship or inconvenience will be caused thereby.

4. In Regulation 4 (Application and Exemptions–General), in paragraph (6), for the words "save that the provisions of this paragraph do not apply as regards a vehicle to which Regulation 89A applies." substitute the words "save that the provisions of this paragraph do not apply as regards a vehicle to which paragraph (2) of Regulation 46 or Regulation 89A apply.".

5. In Regulation 46 (Distinguishing plates for motor cycles)—

(*a*) for paragraphs (1) and (2) substitute the following paragraphs:—

(a) 1972 c. 20. (b) S.I. 1979/571 and 1981/238.
(c) S.I. 1978/1017; the relevant amending instrument is S.I. 1981/261.
(d) 1971 c. 10.

"(1) Every motor cycle first used on or after 1st August 1977 and before 1st January 1982 and which is not—

(i) a motor cycle propelled by an internal combustion engine with a cylinder capacity exceeding 150 cubic centimetres;

(ii) a mowing machine; or

(iii) a pedestrian controlled vehicle

shall be equipped with a plate which is securely affixed to the cycle in a conspicuous and readily accessible position and which either—

(*a*) states whether the motor cycle is a standard motor cycle or a moped;

(*b*) is in the form and of the size specified in Schedule 12;

(*c*) contains the further particulars specified for a motor cycle plate in that Schedule; and

(*d*) complies with the other requirements specified for a plate in that Schedule

or complies with the provisions specified in paragraph (2) below as regards the vehicles to which that paragraph relates.

(2) Every motor cycle first used on or after 1st January 1982 and which is not—

(i) a motor cycle propelled by an internal combustion engine with a cylinder capacity exceeding 125 cubic centimetres;

(ii) a mowing machine; or

(iii) a pedestrian controlled vehicle

shall be equipped with a plate which is securely affixed to the cycle in a conspicuous position and which—

(*a*) states whether the motor cycle is a standard motor cycle or a moped;

(*b*) is in the form and of the size specified in Schedule 12A;

(*c*) contains the further particulars specified for a motor cycle plate in that Schedule; and

(*d*) complies with the other requirements specified for such a plate in that Schedule,";

(*b*) in paragraph (3) for the words "paragraph (2) above" substitute the words "paragraph (1) or (2) above";

(*c*) in paragraph (4)—

(i) for the words "In this Regulation and in Schedule 12" substitute the words "The following expressions, where used in this Regulation or in Schedule 12 or Schedule 12A, have the meanings hereby respectively assigned to them, namely:—";

(ii) after the words substituted by virtue of sub-paragraph (i) above insert the following new definition:—

" "maximum engine power" means the maximum net power the motor cycle engine will develop, in kilowatts, when measured in accordance with the test conditions specified in the International Standard numbered ISO 4106 developed by the technical committee of the International Organisation for Standardisation, and approved by member bodies, including the United Kingdom, and published under the reference ISO 4106 1978—09—01;" and

(iii) after the definition of "maximum design speed" insert the following new definition:—

" "power to weight ratio" in relation to a motor cycle means the ratio of the maximum engine power to the kerbside weight of the vehicle measured, as regards the maximum engine power, in kilowatts and, as regards the kerbside weight, in 1000 kilograms;".

6. After Schedule 12 insert a new Schedule numbered 12A in the following form:—

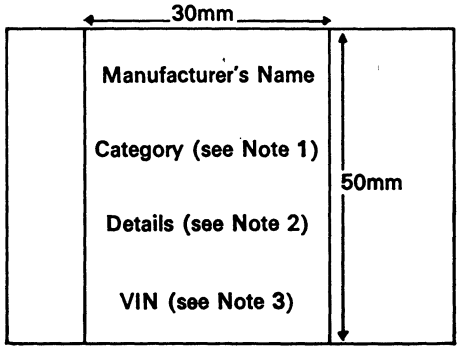
"SCHEDULE 12A (see Regulation 46)

Distinguishing plates for motor cycles first used on or after 1st January 1982.

1. The plate shall be firmly attached to a part of the motor cycle which is not normally subject to replacement during the life of the motor cycle.

2. The plate shall be in the form shown in the diagram in this paragraph, shall have dimensions not less than those shown in that diagram and shall show the information provided for in that diagram and detailed in the Notes below.

Diagram of Plate



Notes: 1. The categories are "standard motor cycle" and "moped".

2. The details are—

(*a*) for standard motor cycles—

(i) the engine capacity,

(ii) the maximum engine power, and

(iii) the power to weight ratio;

(*b*) for mopeds—

(i) the engine capacity,

(ii) the kerbside weight, and

(iii) the maximum design speed.

3. The vehicle identification number (VIN) shall be marked in the form used by the manufacturer to identify any one individual vehicle.

3. The information on the plate shall be shown in characters not less than 4 millimetres in height and in the positions on the plate indicated in the diagram above.

4. No information, other than that provided for in the diagram above, shall be marked within the rectangle which is shown by the heavy lines in that diagram.".

Norman Fowler,
29th June 1981. Secretary of State for Transport.

EXPLANATORY NOTE

(This Note is not part of the Regulations.)

1. These Regulations amend the Motor Vehicles (Construction and Use) Regulations 1978 by providing that—

(*a*) certain motor cycles first used before 1st January 1982 with an engine the cylinder capacity of which does not exceed 150 cubic centimetres shall be equipped with a plate which complies with either the provisions of Schedule 12 or the provisions of Schedule 12A, and

(*b*) certain motor cycles first used on or after 1st January 1982 with an engine the cylinder capacity of which does not exceed 125 cubic centimetres shall be equipped with a plate which complies with the provisions of Schedule 12A.

2. The provisions of Schedule 12A include the following particulars—

(*a*) in the case of a standard motor cycle, the engine capacity, the maximum engine power and the power to weight ratio, and

(*b*) in the case of a moped, the engine capacity, the kerbside weight and the maximum design speed.

3. The maximum engine power is prescribed by reference to a Standard of the International Organisation for Standardisation. Copies of this Standard may be obtained from the British Standards Institution at 101 Pentonville Road, London N1 9ND.

4. As recorded in Regulation 3, the Secretary of State is satisfied that it is requisite that certain provisions shall apply to vehicles registered before the expiration of one year from the making of these Regulations and that no undue hardship or inconvenience will be caused thereby.

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