STATUTORY INSTRUMENTS

1972 No. 805

ROAD TRAFFIC

The Motor Vehicles (Construction and Use) (Amendment) Regulations 1972

Made - - -	*23rd May* 1972
Laid before Parliament	*6th June* 1972
Coming into Operation	*27th June* 1972

The Secretary of State for the Environment (hereinafter referred to as "the Secretary of State") 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**), under section 14 of the said Act of 1962, and of all other enabling powers, 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 27th June 1972 and may be cited as the Motor Vehicles (Construction and Use) (Amendment) Regulations 1972.

(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**), as amended(**e**), which Regulations of 1969 as so amended are hereinafter referred to as "the 1969 Regulations", shall be further amended in accordance with the provisions of these Regulations.

3.—(1) The Secretary of State is satisfied—

(*a*) that it is requisite that the provisions of Regulations 25B(1), 30A(1) and 30B(1) (being provisions which vary the requirements as regards the construction of the vehicles specified in each of those Regulations) shall apply at 1st April 1973 to such of the vehicles respectively so specified as are registered under the Vehicles (Excise) Act 1971(**f**) before the expiration of one year from the making of these Regulations; and

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

(2) In this Regulation the references to Regulation 25B(1), 30A(1) and 30B(1) are to those Regulations as enacted by Regulations 6 and 8 of these Regulations.

(**a**) 1960 c. 16.
(**b**) 1962 c. 59.
(**c**) 1889 c. 63.
(**d**) S.I. 1969/321 (1969 I, p. 829).
(**e**) The relevant amending instruments are S.I. 1969/1456, 1970/49, 1971/444, 979 (1969 III, p. 4707; 1970 I, p. 326; 1971 I, p. 1291; III, p. 2841).
(**f**) 1971 c. 10.

(3) Nothing in Regulation 4(5) of the 1969 Regulations shall be taken to affect the application of the said Regulations 25B(1), 30A(1) and 30B(1).

4. Regulation 4 (Application and Exemptions) shall have effect as though in paragraph (7) after the words "22 inclusive," there were inserted the words "23 and 25B".

5. Regulation 9 (Variation of wheel load) shall have effect as though for the words "3 tons" there were substituted the words "3½ tons".

6. After Regulation 25A there shall be inserted the following Regulation—

"Vehicles propelled by a compression ignition engine to meet certain requirements as to emission of smoke

25B.—(1) Subject to the provisions of paragraph (3) of this Regulation, every motor vehicle first used on or after 1st April 1973 and not manufactured before 1st October 1972, which is propelled by a compression ignition engine, shall be so constructed that the engine thereof is of a type for which there has been issued by a person authorised by the Secretary of State a type test certificate in accordance with the British Standard Specification for the Performance of Diesel Engines for Road Vehicles published on the 19th May 1971 under the number BS AU 141a: 1971, the said certificate indicating that that type of engine does not, as respects the emission of smoke, exceed the acceptable upper limits of exhaust gas opacity as laid down in clause 7 of the said Specification.

(2) In the application of the provisions of the preceding paragraph to a motor vehicle which is a land tractor, industrial tractor, works truck or engineering plant, for the purposes of the measurements laid down in the said specification of exhaust gas opacity of the engine of any such vehicle leading to the issue of a type test certificate mentioned in that paragraph, those measurements shall be made with the engine running at 80 per cent. of its full load over the speed range from maximum speed down to the speed at which maximum torque occurs as declared by the manufacturer of the engine for the said purposes.

(3) This Regulation shall not apply to:—

(*a*) a land tractor, industrial tractor, works truck or engineering plant which is propelled by a compression ignition engine having not more than 2 cylinders; or

(*b*) a motor vehicle propelled by a compression ignition engine, known as the Perkins 6.354 engine, being a vehicle manufactured before 1st April 1973.".

7. For Regulation 30 (Certain vehicles to be equipped with plates) there shall be substituted the following Regulation:—

"Certain vehicles to be equipped with plates

30.—(1) This Regulation applies to:—

(*a*) every heavy motor car and motor car first used on or after 1st January 1968, not being a passenger vehicle, a dual purpose vehicle, a land tractor, a works truck, or a pedestrian controlled vehicle; and

(*b*) every locomotive and motor tractor first used on or after 1st April 1973 not being—

(i) a land locomotive;

(ii) a land tractor;

(iii) an industrial tractor;

(iv) a works truck;

(v) engineering plant;

(vi) a pedestrian controlled vehicle; or

(vii) a vehicle manufactured before 1st October 1972; and

(*c*) every trailer manufactured on or after 1st January 1968 which exceeds 1 ton in weight unladen and is other than:—

(i) a trailer not constructed or adapted to carry any load, other than plant or special appliance or apparatus which is a permanent or essentially permanent fixture, and not exceeding 45 hundredweight in total weight;

(ii) a living van not exceeding 2 tons in weight unladen and fitted with pneumatic tyres;

(iii) a works trailer;

(iv) a trailer mentioned in Regulation 62(3); or

(v) a trailer which was manufactured and used outside Great Britain before it was first used in Great Britain.

(2) Every vehicle to which this Regulation applies shall be equipped with a plate securely affixed to the vehicle in a conspicuous and readily accessible position and the said plate shall contain in the case of a heavy motor car, motor car, locomotive or motor tractor the particulars required by Part I of Schedule 2 and in the case of a trailer the particulars required by Part II of that Schedule, the said particulars being completed in accordance with Part III of that Schedule and the plate otherwise complying with the provisions contained in that Part.".

8. After Regulation 30 there shall be inserted the following Regulations:—

"Certain vehicles to satisfy a minimum power to weight ratio

30A.—(1) Subject to the provisions of paragraph (2) of this Regulation—

(*a*) every heavy motor car and motor car first used on or after 1st April 1973 and not manufactured before 1st October 1972 and otherwise falling within Regulation 30(1)(*a*), and

(*b*) every locomotive and motor tractor falling within Regulation 30(1)(*b*);

which is propelled by a compression ignition engine, shall be so constructed that the number indicating the power (brake horse power) of the engine at item 3 on the plate with which the vehicle is equipped in accordance with paragraph (2) of Regulation 30 is at least six times the number shown in tons indicating the relevant weight.

In this paragraph "relevant weight" means the maximum train weight of the vehicle shown at item 8 on the said plate or, if no such weight is so shown, the maximum gross weight of the vehicle shown at item 7 on the said plate.

(2) Nothing in the preceding paragraph shall apply in the case of a vehicle propelled by a compression ignition engine, known as the Perkins 6.354 engine, being a vehicle manufactured before 1st April 1973.

30B.—(1) Every motor vehicle to which Regulation 30A applies shall, where it is fitted with ancillary equipment designed for use or likely to be used when the vehicle is in motion on a road at a speed in excess of 5 miles per hour and the power absorbed by that equipment is provided by the engine propelling the vehicle, be so constructed that, when the said ancillary equipment is being used, the brake horse power of the engine remaining available to drive the vehicle is at least six times the number (shown in tons) indicating the relevant weight referred to in the last preceding Regulation.

(2) For the purposes of this Regulation "ancillary equipment" means machinery or apparatus forming part of the vehicle or mounted thereon, used for purposes not connected with the driving of the vehicle.".

9. Regulation 71(1) (Laden weight of certain heavy motor cars etc.) shall have effect as though at the end there were added the following words—

"so, however, that in relation to a vehicle first used on or after 1st June 1973, not being a vehicle to which Regulation 74A applies and in so far as it is a vehicle to which either of sub-paragraphs (*b*) and (*c*) of this paragraph applies, for the weight limits of 20 tons and 24 tons specified in those sub-paragraphs there shall be substituted respectively weight limits of 16 tons and 18 tons.".

10. After Regulation 74 there shall be inserted the following Regulations:—

"Laden weight of certain vehicles not part of articulated vehicles

74A.—(1) This Regulation applies to the following vehicles, namely,—

(*a*) a heavy motor car or motor car—

(i) equipped with a plate complying with the requirements of Regulation 30(2);

(ii) having brakes which as applied by one means of operation have a total braking efficiency of not less than 50 per cent. and which as applied by a second independent means of operation or as applied on a failure in the case of a split braking system have a total braking efficiency of not less than 25 per cent.;

(iii) not forming part of an articulated vehicle;

(*b*) a temporarily imported vehicle as defined in Regulation 71(3)—

(i) if the plate which it carries indicates a permissible maximum weight for each axle thereof;

(ii) not forming part of an articulated vehicle;

(*c*) a trailer—

(i) equipped with a plate complying with the requirements of Regulation 30(2);

(ii) drawn by a motor tractor, heavy motor car or motor car which in each case whilst drawing the trailer has brakes which (whether assisted by the brakes on the trailer or not) as applied by one means of operation have a total braking efficiency of not less than 50 per cent. and as applied by a second independent means of operation or as applied on a failure in the case of a split braking system have a total braking efficiency of not less than 25 per cent.;

(iii) not forming part of an articulated vehicle;

(*d*) a temporarily imported trailer as defined in Regulation 72(5)—

(i) if the plate which it carries indicates a permissible maximum weight for each axle thereof;

(ii) drawn by a motor tractor, heavy motor or motor car which in each case whilst drawing the trailer has brakes which comply with the provisions of sub-paragraph (*c*)(ii) above;

(iii) not forming part of an articulated vehicle.

(2) Nothing in Regulation 71 and Regulation 72 (other than paragraph (4) of that Regulation) shall apply to a vehicle to which this Regulation applies.

(3) In the case of a vehicle to which this Regulation applies, the sum of the weights transmitted to the road surface by all the wheels of the vehicle may, subject to the provisions of Regulation 72(4), amount to but shall not exceed such weight as is specified in Part I of Schedule 7A and is relevant to the class of vehicle in column 1 of that Part in which it falls:

Provided that nothing in this paragraph shall apply so as to require a vehicle first used before 1st June 1973 to be used on a road at a weight below that at which it could have been used under Regulation 71(1)(*b*) and (*c*).

Laden weight of certain motor vehicles forming part of articulated vehicles

74B.—(1) This Regulation applies to—

(*a*) a heavy motor car or motor car complying with the provisions of sub-paragraphs (i) and (ii) of paragraph (1)(*a*) of Regulation 74A and forming part of an articulated vehicle;

(*b*) a temporarily imported vehicle as defined in Regulation 71(3) complying with the provisions of sub-paragraph (i) of paragraph (1)(*b*) of Regulation 74A and forming part of an articulated vehicle.

(2) Nothing in Regulation 71 shall apply to a vehicle to which this Regulation applies.

(3) In the case of a vehicle to which this Regulation applies, the sum of the weights transmitted to the road surface by all the wheels of the vehicle may amount to but shall not exceed such weight as is specified in Part II of Schedule 7A and is relevant to the class of vehicle in column 1 of that Part in which it falls:

Provided that nothing in this paragraph shall apply so as to require a vehicle first used before 1st June 1973 to be used on a road at a weight below that at which it could have been used under Regulation 71(1)(*b*) and (*c*).

Laden weight of certain articulated vehicles

74C.—(1) This Regulation applies to an articulated vehicle formed by—

(*a*) a heavy motor car or motor car to which Regulation 74B(1)(*a*) applies or a temporarily imported vehicle as defined in Regulation 74B(1)(*b*), and

(*b*) a trailer which—

(i) is equipped with a plate complying with the requirements of Regulation 30(2); or

(ii) is a temporarily imported trailer as defined in Regulation 72(5),

the said heavy motor car or motor car in each case whilst drawing the trailer having brakes which (whether assisted by the brakes on the trailer or not) as applied by one means of operation have a total braking efficiency of not less than 50 per cent, and as applied by a second independent means of operation or as applied on a failure in the case of a split braking system have a total braking efficiency of not less than 25 per cent..

(2) Nothing in Regulation 74 shall apply to an articulated vehicle to which this Regulation applies.

(3) In the case of an articulated vehicle to which this Regulation applies, 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 column 3 of Part III of Schedule 7A in relation to the class of vehicle in column 1 of that Part and to the axle spacing in column 2 of that Part to which it conforms.

Total weights for certain closely spaced axles etc.

74D.—(1) This Regulation applies to—

(*a*) a heavy motor car or motor car to which Regulation 74A(1)(*a*)(i) and (ii) or Regulation 74A(1)(*b*)(i) applies; and

(*b*) a trailer to which Regulation 74A(1)(*c*)(i) and (ii) or Regulation 74A(1)(*d*)(i) and (ii) applies,

whether or not any such heavy motor car or motor car or trailer forms part of an articulated vehicle.

(2) Except as provided in paragraph (3) below, where two closely spaced axles of a vehicle to which this Regulation applies are spaced at such distance apart as is specified in column 1 of Part IV of Schedule 7A, the total weight transmitted to the road surface by all the wheels of those axles may amount to but shall not exceed the weight specified in column 2 of that Part in relation to those axles at the distance specified in the said column 1:

Provided that nothing in this paragraph shall apply so as to require a vehicle first used before 1st June 1973 to be used on a road at a weight as respects the wheels of those axles below that at which it could have been used under Regulation 75.

(3) Where two closely spaced axles of a vehicle to which this Regulation applies are spaced at such distance apart as is specified in column 1 of the said Part IV, the total weight transmitted to the road surface by all the wheels of those axles may amount to but shall not exceed the higher permitted weight not being greater than the weight shown in column 3 of that Schedule in relation to those axles at the distance specified in the said column 1.

In this paragraph "higher permitted weight" means the sum of the plated weights for each of the axles in question, if neither of those plated weights exceeds one half of the weight shown in the said column 3.

(4) Where the outer axles of three closely spaced axles of a vehicle to which this Regulation applies are spaced at such distance apart as is specified in column 1 of Part V of Schedule 7A, the total weight transmitted to the road surface by all the wheels of each of those closely spaced axles may amount to but shall not exceed the weight shown in column 2 of that Part in relation to the case where the outer axles are at the distance specified in the said column 1:

Provided that nothing in this paragraph shall apply so as to require a vehicle first used before 1st June 1973 to be used on a road at a weight as respects the wheels of those closely spaced axles below that at which it could have been used under Regulation 75.

(5) Where the plated weight of any one of three adjacent axles of a vehicle to which this Regulation applies, being a trailer forming part of an articulated vehicle, exceeds 7·5 tons, the total weight transmitted to the road surface by all the wheels of those axles may amount to but shall not exceed such weight as is specified in Part VI of Schedule 7A and is relevant to those axles by virtue of the provision made in that Part:

Provided that nothing in this paragraph shall apply so as to require a vehicle first used before 1st June 1973 to be used on a road at a weight as respects the wheels of any of those axles below that at which it could have been used under Regulation 75.

(6) In this Regulation—

"closely spaced" means—

(*a*) in the case of two axles they are spaced at a distance apart of 2·5 metres or less; and

(*b*) in the case of three axles the outermost axles are spaced at a distance apart of 3·25 metres or less and no one of those three axles has a plated weight more than 7·5 tons;

"plated weight", in relation to an axle, means the weight for that axle shown in column 2 of a Ministry plate as defined in Regulation 118 and carried on the vehicle or, if no such plate is carried on the vehicle, the maximum weight in Great Britain shown for that axle in the plate complying with the requirements of Regulation 30(2) or the weight shown for that axle in the foreign plate with which the vehicle is equipped;

"foreign plate" means the plate mentioned in Regulation 74A(1)(*b*)(i) or 74A(1)(*d*)(i).

(7) Nothing in Regulation 75 shall apply to a vehicle to which this Regulation applies.

Wheel and axle weights for certain vehicles

74E.—(1) This Regulation applies to the same vehicles to which Regulation 74D applies.

(2) Save as provided in paragraphs (3) and (4) of this Regulation, 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 shall not exceed $4\frac{1}{2}$ tons and the total weight so transmitted by any two wheels in line transversely shall not exceed 9 tons.

(3) 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 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) In the case of a vehicle to which this Regulation applies, having more than two wheels in line transversely, the total weight transmitted to the road surface by those wheels may amount to but shall not exceed 11 tons, so, however, that the total weight so transmitted shall not exceed 10 tons in the case of the wheels of any one of two closely spaced axles within the meaning of Regulation 74D(6) or in the case of the wheels of any one of three adjacent axles mentioned in Regulation 74D(5).

(5) Nothing in Regulation 75 shall apply to a vehicle to which this Regulation applies.".

11. Regulation 75A (Additional weight restrictions) shall have effect as though—

(*a*) after paragraph (2) there were inserted the following paragraph—

"(2A) As from 1st April 1973, paragraph (3) of this Regulation shall also apply to a locomotive or motor tractor to which Regulation 30(1)(*b*) applies but with the substitution in that paragraph of the words "1st April 1973" for the words "1st February 1970.";

(*b*) for paragraph (6) there were substituted the following paragraph—

"(6) Nothing in any of the following Regulations, namely, Regulations 68, 71, 72, 73, 74, 74A to 74E and 75 shall be taken to permit any such weight as is mentioned in the preceding provisions of this Regulation to be exceeded and nothing in this Regulation shall be taken to permit any weight mentioned in any of the said Regulations 71 to 75 which is applicable to the vehicle in question to be exceeded.".

12. After Regulation 77 there shall be inserted the following Regulation:—

"Maintenance of power to weight ratio

77A.—(1) On and after 1st April 1973, no person shall use or cause or permit to be used any ancillary equipment on a motor vehicle to which Regulation 30A applies, while the vehicle is in motion on a road at a speed in excess of 5 miles per hour, unless the number of brake horse power of the engine remaining available to drive the vehicle is at least six times the number (shown in tons) indicating the relevant weight referred to in that Regulation.

(2) For the purposes of this Regulation "ancillary equipment" means machinery or apparatus forming part of the vehicle or mounted thereon, used for purposes not connected with the driving of the vehicle.".

13. For the heading to Regulation 84 there shall be substituted the following heading:—

"Maintenance and use of vehicles so as not to emit smoke, etc.".

14. After Regulation 84 there shall be inserted the following Regulation:—

"84A. On and after 1st April 1973, no person shall use or cause or permit to be used on a road a motor vehicle to which Regulation 25B applies, if the fuel injection equipment, the engine speed governor or any other parts of the engine by which it is propelled have in any way been altered or adjusted so as to increase by such alteration or adjustment the emission of smoke from that vehicle.".

15. In Regulation 121 (Weight restrictions for vehicles with plating certificates) for paragraph (3) there shall be substituted the following paragraph—

"(3) Nothing in any plate mentioned in Regulation 30 with which a goods vehicle to which this Part of the Regulations applies is equipped or in any of the following Regulations, namely, Regulations 71, 72, 73, 74, 74A to 74E or 75 shall be taken to permit any such weight as is mentioned in the preceding provisions of this Regulation to be exceeded and nothing in paragraph (1) or (2) of this Regulation shall be taken to permit any weight mentioned in any of the said Regulations 71 to 75 which is applicable to the vehicle in question to be exceeded.".

16. In Regulation 122 (Additional markings)

(*a*) in paragraph (2) after the words "or 72" there shall be inserted the words "or 74A or 74B";

(*b*) in paragraph (3) after the words "or 74" there shall be inserted the words "or 74C".

17. For Schedule 2 there shall be substituted Schedule 2 set out in Part A of the Schedule to these Regulations.

18. After Schedule 7, there shall be inserted Schedule 7A set out in Part B of the Schedule to these Regulations.

Signed by authority of the Secretary of State.

John Peyton,

23rd May 1972.

Minister for Transport Industries,
Department of the Environment.

SCHEDULE

PART A

"SCHEDULE 2 (See Regulations 30, 30A, 71, 72, 74, 74A, 74C and 75)

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 and power (*a*).
4. Chassis or serial number.
5. Number of axles.
6. Maximum axle weight for each axle (*b*).
7. Maximum gross weight (*c*).
8. Maximum train weight (*d*).
9. Maximum weight in Great Britain for each axle (*b*)(*e*).
10. Maximum gross weight in Great Britain (*c*)(*e*).

(*a*) The power need not be shown in the case of a motor vehicle manufactured before 1st October 1972 (hereinafter in this Schedule referred to as "an excepted vehicle") and shall not be shown in the case of any motor vehicle which is propelled otherwise than by a compression ignition engine.

(*b*) This weight as respects each axle is the sum of the weights to be transmitted to the road surface by all the wheels of that axle.

(*c*) This weight is the sum of the weights to be transmitted to the road surface by all the wheels of the motor vehicle (including any load imposed by a trailer, whether forming part of an articulated vehicle or not, on the motor vehicle).

(*d*) This weight is the sum of the weights to be transmitted to the road surface by all the wheels of the motor vehicle and of any trailer drawn, but this item need not be completed where the motor vehicle is not constructed to draw a trailer.

(*b*), (*c*), (*d*) References to the weights to be transmitted to the road surface by all or any of the wheels of the vehicle or of any trailer drawn are references to the weights so to be transmitted both of the vehicle or trailer and of any load or persons carried by it.

(*e*) This item need not be completed in the case of an excepted vehicle or in the case of a vehicle which is a locomotive or motor tractor.

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 (*a*).
5. Maximum load imposed on drawing vehicle (*b*).
6. Maximum gross weight (*c*).
7. Maximum weight in Great Britain for each axle (*a*)(*e*).
8. Maximum gross weight in Great Britain (*c*)(*f*).
9. Year of manufacture (*d*).

(*a*) This weight as respects each axle is the sum of the weights to be transmitted to the road surface by all the wheels of that axle.

(*b*) Only for trailers forming part of articulated vehicles or where some of the weight of the trailer or its load is to be imposed on the drawing vehicle.

(*c*) This weight is the sum of the weights to be transmitted to the road surface by all the wheels of the trailer, including any weight of the trailer to be imposed on the drawing vehicle.

(*a*), (*b*), (*c*) References to the weights to be transmitted to the road surface by all or any of the wheels of the trailer are references to the weight so to be transmitted both of the trailer and of any load or persons carried by it and references to the weights to be imposed on the drawing vehicle are references to the weights so to be imposed both of the trailer and of any load or persons carried by it except where only the load of the trailer is imposed on the drawing vehicle.

(*d*) This item need not be completed in the case of a trailer manufactured before 1st April 1970.

(*e*) This item need not be completed in the case of a trailer manufactured before 1st October 1972.

(*f*) This item need not be completed in the case of a trailer manufactured before 1st October 1972 or which forms part of an articulated vehicle.

PART III

1. The power of the engine, which is only to be shown in the case of a compression ignition engine on the plate in respect of item 3 in Part I of this Schedule, shall be the amount of brake horse power equivalent in accordance with the British Standard Specification for the Performance of Diesel Engines for Road Vehicles published on the 19th May 1971 under the number BS AU 141a: 1971 to the installed power output shown in a type test certificate issued under that Specification by a person authorised by the Secretary of State for the type of engine to which the engine in question conforms.

2.(*a*) The weights to be shown on the plate in respect of items 6, 7 and 8 in Part I of this Schedule and of items 4, 5 and 6 in Part II thereof shall be those, which the manufacturer of the vehicle or a person duly authorised on behalf of the manufacturer, considers to represent the weight limits at or below which the vehicle is fit for use, having regard to its design, construction and equipment and the stresses to which it is likely to be subject in use:

Provided that, where alterations are made to a vehicle which may render the vehicle fit for use at weights which exceed those referred to above in this paragraph and shown on the plate—

(i) there may be shown on the plate in place of any of those weights, such new weights as the manufacturer of the vehicle or any person carrying on business as a manufacturer of motor vehicles or trailers (or a person duly authorised on behalf of that manufacturer or any such person) or a person authorised by the Secretary of State considers to represent the weight limits at or below which the vehicle will then be fit for use, having regard to its design, construction and equipment and to those alterations and to the stresses to which it is likely to be subject in use,

(ii) where the new weights shown on the plate have been determined (*a*) by or on behalf of a person carrying on business as aforesaid or (*b*) by a person authorised by the Secretary of State, the name of that person shall be shown on the plate as having made that determination, and in the case (*b*) the appointment of the person in question shall be shown.

(*b*) In relation to a vehicle manufactured on or after 1st October 1972, in the foregoing paragraph—

(i) the reference to equipment shall not be treated as including a reference to the type of tyres with which the vehicle is equipped; and

(ii) for the words "weight limits at or below" in both places where they occur there shall be substituted the words "maximum weights at".

3. The weights to be shown on the plate—

(*a*) in respect of item 9 in Part I of this Schedule shall be the weights shown at item 6 in that Part and in respect of item 7 in Part II of this Schedule shall be the weights shown at item 4 in that Part, in each case reduced so far as necessary to indicate the maximum weight applicable to each axle of the vehicle, if the vehicle is not to be used in contravention of Regulation 9, 74A, B, D or E,

(*b*) in respect of item 10 in the said Part I shall be the weight shown at item 7 in that Part and in respect of item 8 in the said Part II shall be the weight shown at item 6 in that Part, in the first case reduced so far as necessary to indicate the maximum permissible weight applicable if the vehicle is not to be used in contravention of Regulation 74A or B and in the second case reduced so far as necessary to indicate the maximum permissible weight applicable to the vehicle if the vehicle is not to be used in contravention of Regulation 74A.

4. Weights shall be shown in tons and decimals thereof, but where any such weight is shown on a plate first affixed to a vehicle on or after 1st October 1972 or any new weight is first shown on a plate on or after that date by virtue of the proviso to paragraph 2(a) above the equivalent weight in kilograms of any such weight shall also be shown.

5. All letters and figures shown on the plate shall be not less than one-quarter of an inch in height.

6. In this Schedule references to the manufacturer of a motor vehicle or trailer are—

(*a*) in relation to a motor vehicle or a trailer constructed with a chassis which has not previously formed part of another vehicle, references to the person by whom that chassis was made,

(*b*) in relation to any other motor vehicle or trailer references to the person by whom that vehicle was constructed.".

PART B

"SCHEDULE 7A (See Regulations 74A to D)

PERMISSIBLE MAXIMUM WEIGHTS, ETC.

For the purposes of this Schedule—

(1) the distance between any two axles shall be obtained by measuring the shortest distance between the line joining the centres of the areas of contact with the road surface of the wheels of one axle and the line joining the centres of the areas of contact with the road surface of the wheels of the other axle;

(2) where by virtue of any provision made in Part I, II or III of this Schedule, two or more maximum weights specified in any such Part are applicable to any vehicle the highest of such maximum weights shall be treated as being the weight which the vehicle must not exceed and where by virtue of any provision made in Part IV, V or VI of this Schedule two or more maximum weights are applicable to the axles of a vehicle, the highest of such maximum weights shall be treated as being the weight which those axles must not exceed.

PART I (See Regulation 74A)

Maximum permissible weights for heavy motor cars and motor cars and trailers in each case not forming part of an articulated vehicle

For the purposes of this Part of this Schedule—

"maximum axle weight" means the highest weight shown for any axle in column 2 of a Ministry plate as defined in Regulation 118 and carried on the vehicle or, if no such plate is carried on the vehicle, the highest maximum weight in Great Britain shown for any axle in the plate complying with the requirements of Regulation 30(2) or the highest weight shown for any axle in the foreign plate with which the vehicle is equipped;

"foreign plate" means the plate mentioned in Regulation 74A(1)(*b*)(i) or 74A (1)(*d*)(i).

Column 1 Class of vehicle	Column 2 Tons
(*a*) Two axled vehicles	
(i) where the distance between the axles is less than 2·65 metres	14
(ii) where the distance between the axles is at least 2·65 metres	16
(*b*) Three axled vehicles	
Their weight shall not exceed 16 tons except in a case below, where the weight opposite that case shall apply—	
(i) where the distance between the foremost and rearmost axle is at least 3 metres	18
(ii) where the distance between the foremost and rearmost axle is at least 3·2 metres and the maximum axle weight is not more than 8 tons	20
(iii) where the distance between the foremost and rearmost axle is at least 3·9 metres and the maximum axle weight is more than 8 tons	20
(iv) where the distance between the foremost and rearmost axle is at least 3·9 metres and the maximum axle weight is not more than 8·5 tons	22
(v) where the distance between the foremost and rearmost axle is at least 4·6 metres and the maximum axle weight is more than 8·5 tons	22
(vi) where the distance between the foremost and rearmost axle is at least 4·9 metres and the maximum axle weight is not more than 9·25 tons	24
(vii) where the distance between the foremost and rearmost axle is at least 5·1 metres and the maximum axle weight is more than 9·25 tons	24
(*c*) Vehicles with four or more axles	
Their weight shall not exceed 18 tons except in a case below, where the weight opposite that case shall apply—	
(i) where the distance between the foremost and rearmost axle is at least 3·7 metres and the maximum axle weight is not more than 8·5 tons	20

Column 1 Class of vehicle	Column 2 Tons
(ii) where the distance between the foremost and rearmost axle is at least 4·6 metres and the maximum axle weight is not more than 8·5 tons	22
(iii) where the distance between the foremost and rearmost axle is at least 4·7 metres and the maximum axle weight is not more than 8·5 tons	24
(iv) where the distance between the foremost and rearmost axle is at least 5 metres and the maximum axle weight is not more than 9 tons	24
(v) where the distance between the foremost and rearmost axle is at least 5·6 metres and the maximum axle weight is not more than 9 tons	26
(vi) where the distance between the foremost and rearmost axle is at least 6 metres and the maximum axle weight is not more than 9·5 tons	26
(vii) where the distance between the foremost and rearmost axle is at least 5·9 metres and the maximum axle weight is not more than 9 tons	28
(viii) where the distance between the foremost and rearmost axle is at least 6·3 metres and the maximum axle weight is not more than 9·5 tons	28
(ix) where the distance between the foremost and rearmost axle is at least 6·3 metres and the maximum axle weight is not more than 9·25 tons	30
(x) where the distance between the foremost and rearmost axle is at least 6·5 metres and the maximum axle weight is not more than 9·5 tons	30

PART II (See Regulation 74B)

Maximum permissible weights for heavy motor cars and motor cars in each case forming part of an articulated vehicle

For the purposes of this Part of this Schedule—

"intermediate axle weight" means the highest weight shown for any axle in column 2 of a Ministry plate as defined in Regulation 118 and carried on the vehicle or, if no such plate is carried on the vehicle, the highest maximum weight in Great Britain shown for any axle in the plate complying with the requirements of Regulation 30(2) or the highest weight shown for any axle in the foreign plate with which the vehicle is equipped, any such axle not being the foremost or rearmost;

"foreign plate" means the plate mentioned in Regulation 74A(1)(*b*)(i).

Column 1 Class of vehicle	Column 2 Tons
(*a*) Two axle motor vehicles—	
(i) where the distance between the axles is less than 2·4 metres	14
(ii) where the distance between the axles is at least 2·4 metres	16

Column 1 Class of vehicle	Column 2 Tons
(*b*) Three or more axled motor vehicles—	
Their weight shall not exceed 18 tons except in a case below, where the weight specified opposite that case shall apply—	
(i) where the distance between the foremost and rearmost axle is at least 3 metres and the intermediate axle weight is not more than 8·25 tons	20
(ii) where the distance between the foremost and rearmost axle is at least 3·8 metres and the intermediate axle weight is not more than 8·5 tons	22
(iii) where the distance between the foremost and rearmost axle is at least 4·3 metres and the intermediate axle weight is not more than 9 tons	24

PART III (See Regulation 74C)

For the purposes of this Part of this Schedule "inner axle spacing" means the distance between the rearmost axle of the motor vehicle and the foremost axle of the trailer

Column 1 Class of articulated vehicle	Column 2 Inner axle spacing		Column 3 Gross train weight
		Metres	Tons
Two axled motor vehicle with—			
(*a*) 1 axled trailer	less than	2·1	20
(*b*) 1 axled trailer	at least	2·1	22
(*c*) 1 axled trailer	at least	3·1	24
(*d*) 2 or more axled trailer	less than	2·9	24
(*e*) 2 or more axled trailer	at least	2·9	26
(*f*) 2 or more axled trailer	at least	3·1	28
(*g*) 2 or more axled trailer	at least	3·6	30
(*h*) 2 or more axled trailer	at least	4·2	32
Three or more axled motor vehicle with—			
(*a*) 1 axled trailer	less than	2	22
(*b*) 1 axled trailer	at least	2	24
(*c*) 1 axled trailer	at least	2·7	26
(*d*) 1 axled trailer	at least	3	28
(*e*) 1 axled trailer	at least	4	30
(*f*) 1 axled trailer	at least	4·4	32
(*g*) 2 or more axled trailer	less than	2	24
(*h*) 2 or more axled trailer	at least	2	26
(*i*) 2 or more axled trailer	at least	2·3	28
(*j*) 2 or more axled trailer	at least	3·2	30
(*k*) 2 or more axled trailer	at least	4	32

PART IV (See Regulation 74D(2) and (3))

Maximum weights for two closely spaced axles

Column 1 Distance between axles Metres		Column 2 Total Weight Tons	Column 3 Total Weight Tons
at least	1·05	15	17
at least	1·2	16	18
at least	1·35	17	18·5
at least	1·5	18	19
at least	1·85	19	20

PART V (See Regulation 74D(4))

Maximum weights for three closely spaced axles

Column 1 Distance between outer axles Metres		Column 2 Axle weight Tons
less than	1·4	3·66
at least	1·4	4
at least	1·5	6
at least	2	6·5
at least	2·55	7
at least	3·15	7·5

PART VI (See Regulation 74D(5))

Maximum weight for three adjacent axles

For the purposes of this Part of this Schedule—

"intermediate axle weight" means the weight shown for the axle, being the middle axle of three adjacent axles, in column 2 of a Ministry plate as defined in Regulation 118 and carried on the vehicle or, if no such plate is carried on the vehicle, the maximum weight in Great Britain shown for that axle in the plate complying with the requirements of Regulation 30(2) or the weight shown for that axle in the foreign plate with which the vehicle is equipped;

"foreign plate" means the plate mentioned in Regulation 74A(1)(*b*)(i) or 74A(1)(*d*)(i).

The total weight transmitted to the road surface by the wheels of three adjacent axles shall not exceed 18 tons except in a case below, where the weight opposite that case shall apply—

	Tons
(i) where the distance between the foremost and rearmost axle is at least 3 metres and the intermediate axle weight is not more than 8·25 tons.	20
(ii) where the distance between the foremost and rearmost axle is at least 3·8 metres and the intermediate axle weight is not more than 8·5 tons.	22
(iii) where the distance between the foremost and rearmost axle is at least 4·6 metres and the intermediate axle weight is not more than 9 tons."	24

EXPLANATORY NOTE

(*This Note is not part of the Regulations.*)

These Regulations further amend the Motor Vehicles (Construction and Use) Regulations 1969. The principal changes are:—

1. New requirements (primarily contained in Regulation 25B(1)) are imposed as to the emission of smoke by certain diesel engined motor vehicles first used as from 1st April 1973 (Regulations 6 and 14).

2. Regulation 30 which provides for certain vehicles to be equipped by their manufacturers with plates showing particulars as to weights and other matters as respects the vehicles is now extended, with certain exceptions, to locomotives and motor tractors first used as from 1st April 1973 (Regulations 7 and 17).

3. New Regulations (primarily contained in Regulations 30A(1) and 30B(1)) require certain diesel engined vehicles equipped with a manufacturer's plate and first used as from 1st April 1973 to satisfy a minimum power to weight ratio (Regulations 8 and 12).

4. New Regulations 74A to E introduce changes, as respects axle spacings, relevant to the determination of laden weight limits for certain motor vehicles, trailers and articulated vehicles (Regulations 10 and 18).

The Regulations also contain in Regulation 3 in pursuance of s.14 of the Road Traffic Act 1962 a statement which, read with that section, provides that s.64(3) of the Road Traffic Act 1960 (which requires an exemption to be made for vehicles registered under the Vehicles (Excise) Act 1971 before the expiration of one year from the making of Regulations varying their construction) shall not apply in relation to Regulation 25B(1) (which relates to requirements as to the construction of motor vehicles as respects the emission of smoke) and Regulations 30A(1) and 30B(1) (which relate to the construction of motor vehicles as respects a minimum power to weight ratio).

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