STATUTORY INSTRUMENTS

1973 No. 24

ROAD TRAFFIC

The Motor Vehicles (Construction and Use) Regulations 1973

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The Secretary of State for the Environment (hereinafter referred to as "the Secretary of State"), in exercise of his powers under sections 34(5), 40(1), (2) and (3), 41(3) and 65(1) and (2) of the Road Traffic Act 1972(a) 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:—

PART I.—PRELIMINARY

Commencement and Citation

1. These Regulations shall come into operation on 13th February 1973 and may be cited as the Motor Vehicles (Construction and Use) Regulations 1973.

Revocation

2. The Regulations specified in Schedule 1 are hereby revoked.

Interpretation

3.—(1) In these Regulation, unless the context otherwise requires, the following expressions have the meanings hereby assigned to them respectively, that is to say,—

"the 1960 Act" means the Road Traffic Act 1960(b);

"the 1972 Act" means the Road Traffic Act 1972;

"agricultural trailer" means a trailer the property of a person engaged in agriculture which is not used on a road for the conveyance of any goods or burden other than agricultural produce or articles required for the purposes of agriculture;

"articulated vehicle" means a heavy motor car or motor car with a trailer so attached to the drawing vehicle that part of the trailer is superimposed upon the drawing vehicle, and when the trailer is uniformly loaded not less than 20 per cent. of the weight of its load is borne by the drawing vehicle;

"braking efficiency", in relation to the application of brakes to a motor vehicle at any time, means the maximum braking force capable of being developed by the application of those brakes, expressed as a percentage of the weight of the vehicle including any persons (not being fare paying or other travelling passengers) or load carried in the vehicle at that time;

"close-coupled", in relation to a trailer, means that the wheels on the same side of the trailer are so fitted that at all times while it is in motion they remain parallel to the longitudinal axis of the trailer, and that the distance between the centres of their respective areas of contact with the road surface does not exceed 840 millimetres;

"deck" means a floor or platform upon which seats are provided for the accommodation of passengers;

"direction indicator" means a device fitted to a motor vehicle or trailer for the purpose of intimating the intention of the driver to change the direction of the vehicle to the right or to the left;

"double-decked vehicle" means a vehicle having two decks one of which is wholly or partly above the other and each deck of which is provided with a gangway serving seats on that deck only;

"dual-purpose vehicle" means a vehicle constructed or adapted for the carriage both of passengers and of goods or burden of any description,

(a) 1972 c. 20. (b) 1960 c. 16.

being a vehicle of which the unladen weight does not exceed 2030 kilograms, and which either—

(i) is so constructed or adapted that the driving power of the engine is, or by the appropriate use of the controls of the vehicle can be, transmitted to all the wheels of the vehicle, or

(ii) satisfies the following conditions as to construction, namely:—

(*a*) the vehicle must be permanently fitted with a rigid roof, with or without a sliding panel;

(*b*) the area of the vehicle to the rear of the driver's seat must—

(i) be permanently fitted with at least one row of transverse seats (fixed or folding) for two or more passengers and those seats must be properly sprung or cushioned and provided with upholstered back-rests, attached either to the seats or to a side or the floor of the vehicle; and

(ii) be lit on each side and at the rear by a window or windows of glass or other transparent material having an area or aggregate area of not less than 1850 square centimetres on each side and not less than 770 square centimetres at the rear;

(*c*) the distance between the rearmost part of the steering wheel and the back-rests of the row of transverse seats satisfying the requirements specified in head (i) of the foregoing sub-paragraph (*b*) (or, if there is more than one such row of seats, the distance between the rearmost part of the steering wheel and the back-rests of the rearmost such row) must, when the seats are ready for use, be not less than one-third of the distance between the rearmost part of the steering wheel and the rearmost part of the floor of the vehicle;

"engineering plant" means—

(*a*) moveable plant or equipment being a motor vehicle or trailer specially designed and constructed for the special purposes of engineering operations, and which cannot, owing to the requirements of those purposes, comply in all respects with the requirements of these Regulations and which is not constructed primarily to carry a load other than a load being either excavated materials raised from the ground by apparatus on the motor vehicle or trailer or materials which the vehicle or trailer is specially designed to treat while carried thereon,

or

(*b*) a mobile crane which does not comply in all respects with the requirements of these Regulations;

"exhaust brake" means a device with which a vehicle is fitted as a means of using cylinder pressure or exhaust back pressure so as to provide for the vehicle a retarding force greater than would ordinarily result for a vehicle not so fitted;

"gangway" means the space provided for obtaining access from any entrance to the passengers' seats or from any such seat to an exit other than an emergency exit but does not include a staircase or any space in front of a seat which is required only for the use of passengers occupying that seat or that row of seats;

"gas" means any fuel that is wholly gaseous at 16·7° C. under a pressure of 760 millimetres of mercury;

"gas equipment" means a container or containers for holding, or plant and materials for producing, gas;

"gas trailer" means a trailer used solely for the carriage of gas equipment for the purpose of the propulsion of the drawing vehicle;

"goods vehicle" means a motor vehicle constructed or adapted for use for the carriage of goods, or a trailer so constructed or adapted;

"half-decked vehicle" means any vehicle not being a single-decked vehicle or a double-decked vehicle;

"hours of darkness" means the time between half-an-hour after sunset and half-an-hour before sunrise;

"indivisible load" means a load which cannot without undue expense or risk of damage be divided into two or more loads for the purpose of conveyance on a road;

"industrial tractor" means a tractor, not being a land tractor, which—

(*a*) has an unladen weight not exceeding 7370 kilograms,

(*b*) is designed and used primarily for work off roads, or for work on roads in connection only with road construction or maintenance (including any such tractor when fitted with an implement or implements designed primarily for use in connection with such work, whether or not any such implement is of itself designed to carry a load), and

(*c*) is so constructed as to be incapable of exceeding a speed of 20 miles per hour on the level under its own power;

"land implement" means any implement or machinery used with a land locomotive or a land tractor in connection with agriculture, grass cutting, forestry, land levelling, dredging or similar operations and includes a living van and any trailer which for the time being carries only the necessary gear or equipment of the land locomotive or land tractor which draws it;

"land implement conveyor" means a trailer, having an unladen weight not exceeding 510 kilograms, which is specially designed and constructed for the conveyance of not more than one land implement and which is marked with its unladen weight, has each of its wheels fitted with a pneumatic tyre and is drawn by a land locomotive or a land tractor;

"land locomotive" means a locomotive designed and used primarily for work on the land in connection with agriculture, forestry, land levelling, dredging or similar operations, which is driven on a road only when proceeding to and from the site of such work and which when so driven hauls nothing other than land implements or land implement conveyors;

"land tractor" means a tractor, having an unladen weight not exceeding 7370 kilograms, designed and used primarily for work on the land in connection with agriculture, grass cutting, forestry, land levelling, dredging or similar operations, which is—

(*a*) the property of a person engaged in agriculture or forestry or of a contractor engaged in the business of carrying out on farms or forestry estates any such operations as aforesaid; and

(*b*) not constructed or adapted for the conveyance of a load other than—

(i) water, fuel, accumulators and other equipment used for the purpose of propulsion, loose tools and loose equipment,

(ii) a load (consisting of goods or burden of a description referred to in paragraph 7(3) of Schedule 4 to the Vehicles (Excise) Act

1971(a) in or on any appliance which satisfies the conditions whereby the vehicle to which the said appliance is fitted does not, by virtue of the said paragraph 7 and of any regulations made from time to time under paragraph 8 of the said Schedule 4, become chargeable with duty as a goods vehicle, and

(iii) an implement fitted to the tractor and used for work on the land on farms or forestry estates in connection with any such operations as aforesaid;

"locomotive" means a heavy locomotive or a light locomotive;

"multi-pull means of operation", in relation to a braking system, means a device which causes the muscular energy of the driver to apply the brakes of that system progressively as a result of successive applications of that device by the driver;

"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 305 millimetres; and

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

and, except for the purposes of Regulation 130, exclusive of any front corner marker lamp or side marker lamp within the meaning of the Road Vehicles Lighting Regulations 1971(b) 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;

"overall width" means the width of a vehicle measured between vertical planes parallel to the longitudinal axis of the vehicle and passing through

(a) 1971 c. 10. (b) S.I. 1971/694 (1971 I, p. 1833).

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 105 millimetres beyond the side of the vehicle; and

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

and, except for the purposes of Regulation 130, 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;

"overhang" means the distance measured horizontally and parallel to the longitudinal axis of a vehicle between two vertical planes at right angles to that axis passing through the two points respectively specified in paragraphs (*a*) and (*b*) of this definition,

(*a*) the rearmost point of the vehicle exclusive of—

(i) any hood when down;

(ii) any post office letter box the length of which measured parallel to the longitudinal axis of the vehicle does not exceed 305 millimetres;

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

(iv) in the case of a motor car constructed solely for the carriage of passengers and their effects and adapted to carry not more than seven passengers exclusive of the driver, any luggage carrier fitted to the vehicle; and

(v) in the case of a public service vehicle constructed to draw a trailer, any part of the vehicle designed primarily for use as a means of attaching the trailer and any fitting designed for use in connection with such part, being a part and fitting the total length of which measured parallel to the longitudinal axis of the vehicle does not exceed 305 millimetres; and

(*b*) (i) in the case of a motor vehicle having not more than three axles of which only one is not a steering axle, through the centre point of that axle;

(ii) in the case of a motor vehicle having three axles of which the front axle is the only steering axle and of a motor vehicle having four axles of which the two foremost are the only steering axles,

through a point 110 millimetres in rear of the centre of a straight line joining the centre points of the two rearmost axles; and

(iii) in any other case 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;

"passenger vehicle" means a vehicle constructed solely for the carriage of passengers and their effects;

"pedestrian controlled vehicle" means a motor vehicle which is controlled by a pedestrian and not constructed or adapted for use or used for the carriage of a driver or passenger;

"plating certificate", in relation to a vehicle, means a plating certificate issued, or having effect as if issued, for that vehicle under the plating and testing regulations, and which shows therein the following particulars, namely, the gross weight for the vehicle, the axle weight for each axle of the vehicle and in the case of a motor vehicle constructed or adapted to form part of an articulated vehicle, the train weight of that motor vehicle;

"pneumatic tyre" means a tyre which complies in all respects with the following requirements:—

(*a*) it shall be provided with, or together with the wheel upon which it is mounted shall form, a continuous closed chamber inflated to a pressure substantially exceeding atmospheric pressure when the tyre is in the condition in which it is normally used, but is not subjected to any load;

(*b*) it shall be capable of being inflated and deflated without removal from the wheel or vehicle;

(*c*) it shall be such that, when it is deflated and is subjected to a normal load, the sides of the tyre collapse;

"registered" means—

(*a*) in the case of a vehicle which was registered at any time under the Roads Act 1920(**a**), the date on which it was first so registered; and

(*b*) in the case of any other vehicle, the date on which it was first registered under the Vehicles (Excise) Act 1949(**b**), the Vehicles (Excise) Act 1962(**c**), or the Vehicles (Excise) Act 1971;

"recut pneumatic tyre" means any pneumatic tyre in which an existing tread pattern has been cut or burnt deeper or a new tread pattern has been cut or burnt except where the pattern is cut entirely in additional material added to the tyre for the purpose;

"rigid vehicle" means a motor vehicle which is not constructed or adapted to form part of an articulated vehicle;

"safety glass" means glass so constructed or treated that if fractured it does not fly into fragments likely to cause severe cuts;

"single-decked vehicle" means a vehicle upon which no part of a deck or gangway is vertically above another deck or gangway;

"split braking system", in relation to a motor vehicle, means a braking system so designed and constructed that—

(*a*) it comprises two independent sections of mechanism capable of developing braking force such that, excluding the means of operation, a failure of any part (other than a fixed member or a brake shoe

(**a**) 1920 c. 72. (**b**) 1949 c. 89.
(**c**) 1962 c. 13.

anchor pin) of one of the said sections shall not cause a decrease in the braking force capable of being developed by the other section;

(*b*) the said two sections are operated by a means of operation which is common to both sections;

(*c*) the braking efficiency of either of the said two sections can be readily checked;

"stored energy", in relation to a braking system of a vehicle, means energy (other than the muscular energy of the driver or the mechanical energy of a spring) stored in a reservoir for the purpose of applying the brakes under the control of the driver, either directly or as a supplement to his muscular energy;

"straddle carrier" means a motor vehicle constructed to straddle and lift its load for the purpose of transportation;

"statutory power of removal" means a power conferred by or under any enactment to remove or move a vehicle from any road or from any part of a road;

"towing implement" means any device on wheels designed for the purpose of enabling a motor vehicle to draw another vehicle by the attachment of that device to that other vehicle in such a manner that part of that other vehicle is secured to and either rests on or is suspended from the device and some but not all of the wheels on which that other vehicle normally runs are raised off the ground;

"the plating and testing regulations" means the Goods Vehicles (Plating and Testing) Regulations 1971(**a**), as amended (**b**);

"track laying", in relation to a vehicle, means that the vehicle is so designed and constructed that the weight thereof is transmitted to the road surface either by means of continuous tracks or by a combination of wheels and continuous tracks in such circumstances that the weight transmitted to the road surface by the tracks is not less than half the weight of the vehicle;

"two-tone horn" means an instrument or apparatus which, when operated, automatically produces a sound which alternates at regular intervals between two fixed notes;

"vehicle in the service of a visiting force or of a headquarters" has the same meaning as in Article 8(6) of the Visiting Forces and International Headquarters (Application of Law) Order 1965(**c**);

"wheel" in the case of a motor vehicle or trailer means a wheel the tyre or rim of which when the vehicle is in motion on a road is in contact with the ground;

"wheeled" in relation to a vehicle means that the whole weight of the vehicle is transmitted to the road surface by means of wheels;

"wide tyre" means a pneumatic tyre as respects which its area of contact with the road surface is not less than 300 millimetres in width when measured at right angles to the longitudinal axis of the vehicle;

"works trailer" means a trailer designed for use in private premises and used on a road only in delivering goods from or to such premises to or from a vehicle on a road in the immediate neighbourhood, or in passing from one part of any such premises to another or to other private premises

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(a) S.I. 1971/352 (1971 I, p. 1098).
(b) The relevant amending instruments are S.I. 1971/2074, 1972/195 (1971 III, p. 6149, 1972 I, p. 679).
(c) S.I. 1965/1536 (1965 II, p. 4462).

in the immediate neighbourhood or in connection with road works while at or in the immediate neighbourhood of the site of such works;

"works truck" means a motor vehicle (other than a straddle carrier) designed for use in private premises and used on a road only in delivering goods from or to such premises to or from a vehicle on a road in the immediate neighbourhood, or in passing from one part of any such premises to another or to other private premises in the immediate neighbourhood or in connection with road works while at or in the immediate neighbourhood of the site of such works.

(2) For the purpose of these Regulations, in determining when a motor vehicle is first used, the date of such first use shall be taken to be such date as is the earliest of the undermentioned relevant dates applicable to that vehicle:—

(*a*) in the case of a vehicle registered under the Roads Act 1920, the Vehicles (Excise) Act 1949, the Vehicles (Excise) Act 1962 or the Vehicles (Excise) Act 1971, the relevant date is the date on which it was first so registered; and

(*b*) in each of the following cases—

(i) in the case of a vehicle which is being or has been used under a trade licence as defined in section 16 of the Vehicles (Excise) Act 1971 (otherwise than for the purposes of demonstration or testing or of being delivered from premises of the manufacturer by whom it was made, or of a distributor of vehicles or dealer in vehicles to premises of a distributor of vehicles, dealer in vehicles or purchaser thereof, or to premises of a person obtaining possession thereof under a hiring agreement or hire purchase agreement);

(ii) in the case of a vehicle belonging, or which has belonged, to the Crown which is or was used or appropriated for use for naval, military or air force purposes;

(iii) in the case of a vehicle belonging ,or which has belonged to a visiting force or a headquarters or defence organisation to which in each case the Visiting Forces and International Headquarters (Application of Law) Order 1965 applies;

(iv) in the case of a vehicle, being a vehicle which has been used on roads outside Great Britain and which has been imported into Great Britain, and

(v) in the case of a vehicle, being a vehicle which has been used otherwise than on roads after being sold or supplied by retail and before being registered;

the relevant date is the date of manufacture of the vehicle.

In sub-sub-paragraph (v) of this paragraph "sold or supplied by retail" means sold or supplied otherwise than to a person acquiring solely for the purpose of resale or re-supply for a valuable consideration.

(3) Except where otherwise provided in these Regulations a tyre shall not be deemed to be of soft or elastic material unless the said material is either—

(*a*) continuous round the circumference of the wheel; or

(*b*) fitted in sections so that so far as reasonably practicable no space is left between the ends thereof,

and is of such thickness and design as to minimise, so far as reasonably possible, vibration when the vehicle is in motion and so constructed as to be free from any defect which might in any way cause damage to the surface of a road.

(4) For the purpose of these Regulations a brake drum shall be deemed to form part of the wheel and not of the braking system.

(5) For the purpose of these Regulations any two wheels of a motor vehicle or 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 460 millimetres.

(6) For the purpose of these Regulations other than Regulations 83 to 87 and Schedule 7, in counting the number of axles of and in determining the sum of the weights transmitted to the road surface by any one axle of a vehicle, 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 1.02 metres apart, those wheels shall be treated as constituting one axle.

(7) Any reference in these Regulations to any enactment shall be construed as a reference to that enactment as amended by any subsequent enactment.

(8) Any reference in these Regulations to a numbered Regulation or Schedule is a reference to the Regulation or Schedule bearing that number in these Regulations except where otherwise expressly provided.

(9) The Interpretation Act 1889**(a)** shall apply for the interpretation of these Regulations as it applies for the interpretation of an Act of Parliament, and as if for the purpose of section 38 of that Act these Regulations were an Act of Parliament and the Regulations revoked by Regulation 2 were Acts of Parliament thereby repealed.

(10) In so far as any consent, notice, direction or dispensation given, Ministry plate issued or any other thing done under a provision of the Regulations revoked by these Regulations could have been given, issued or done under a corresponding provision of these Regulations it shall not be invalidated by the revocation effected by Regulation 2 but shall have effect as if given, issued or done under that corresponding provision.

Application and Exemptions

4.—(1) Except where the context otherwise requires these Regulations shall apply to wheeled vehicles only.

(2) Regulations 11, 12, 23, 27, 44, 45 and 51 shall not apply to road rollers.

(3) Regulations 9 to 12 inclusive, 14 to 21 inclusive, 23, 24, 28 to 74 inclusive and 91 shall not apply to vehicles proceeding to a port for export.

(4) Regulations 12, 49, 58, 60, 61 and 64 shall not apply to any pedestrian controlled vehicle.

(5) Regulations 11, 12, 20, 45, 51, 55, 60, 71, 72, 74 and 76 to 88 inclusive shall apply only to motor vehicles and trailers used on highways.

(6) Every motor vehicle registered before the expiration of one year from the making of any Regulation hereof (other than Regulation 89 and other than a regulation contained in Part V of these Regulations) by which the requirements as regards the construction or weight of any class of vehicles are varied shall be exempt from the requirements of that Regulation for a period of five years from the making thereof provided that it complies with the requirements of the Regula-

(a) 1889 c. 63.

tions to which it would have been subject immediately prior to the making of that Regulation.

(7) Part II of these Regulations, except Regulations 9, 42 to 44 inclusive, 48, 52, 57, 65, 68 and 69 shall not apply to any motor vehicle or trailer at any time brought temporarily into Great Britain by a person resident abroad, provided that such motor vehicle or trailer respectively complies in every respect with the requirements relating to motor vehicles or trailers contained in:—

(*a*) Article 21 and paragraph (1) of Article 22 of the Convention on Road Traffic concluded at Geneva on 19th September 1949**(a)**, and Part I, Part II (so far as it relates to direction indicators and stop lights) and Part III of Annex 6 to that Convention; or

(*b*) paragraphs I, III and VIII of Article 3 of the International Convention relative to Motor Traffic concluded at Paris on 24th April 1926**(b)**.

(8) Part II of these Regulations, except Regulations 9, 42 to 44 inclusive, 48, 52, 57 and 65, shall not apply to any motor vehicle manufactured in Great Britain which—

(1) has been purchased by a person who is temporarily in Great Britain and is or is about to be resident abroad and in respect of which—

(*a*) relief from purchase tax has been afforded by virtue of section 23 of the Purchase Tax Act 1963**(c)**, or

(*b*) there is no liability to pay purchase tax,

for a period—

(i) in the case at (*a*), not exceeding one year during which relief from purchase tax continues to be afforded in respect of that vehicle; and

(ii) in the case at (*b*), not exceeding one year from the date it was purchased by such a person as a new vehicle from a manufacturer of or dealer in mechanically propelled vehicles,

provided the vehicle complies in every respect with the requirements specified in the last preceding paragraph of this Regulation and contained in the Conventions of 1949 and 1926 therein referred to as if the vehicle had been brought temporarily into Great Britain; or

(2) has been zero rated under Regulation 44 or 45 of the Value Added Tax (General) Regulations 1972**(d)**.

(9) Regulations 9 to 12 inclusive, 14 to 20 inclusive, 22 to 30 inclusive, 33A, 34, 36 to 88 inclusive, and 130 shall not apply to any vehicle in the service of a visiting force or of a headquarters.

(10) Part II of these Regulations and Regulations 74 to 106 inclusive and Regulation 132 shall not apply to—

(*a*) a motor vehicle which has been submitted for an examination under section 43 of the 1972 Act while it is being used on a road in connection with the carrying out of that examination and is being so used by a person who is empowered under the said section 43 to carry out that examination, or by a person acting under the direction of a person so empowered: or

(*b*) a motor vehicle or trailer which has been submitted for an examination either under regulations under section 45 of the 1972 Act or under section 45(3) or (4) of that Act while it is being used on a road in connection with the carrying out of that examination and is being used so by a person who is empowered under the said regulations to carry out that examination, or by a person acting under the direction of a person so empowered.

(a) Cmnd. 7997.
(b) Treaty Series, No. 11 (1930).
(c) 1963 c. 9.
(d) S.I. 1972/1147 (1972 II, p. 3362).

(11) Regulations 18, 20, 27(4), 61, 64 and 110(2) shall not apply to any motor car or motor cycle in respect of which a certificate has been issued by the Officer in Charge of the National Collections of Road Transport, the Science Museum, London, S.W.7, that it was designed before 1st January 1905 and constructed before 31st December 1905, and paragraphs (1) to (3), (5) to (7), (9) to (11) and (13) to (15) of Regulation 59 shall not apply to any such motor car if it complies with the provisions of paragraph (8) of the said Regulation 59 as though it were a vehicle first registered under the Motor Car Act 1903(a) before 1st January 1915 and paragraphs (1), (2), (5) and (6) of Regulation 62 shall not apply to any such motor cycle if it complies with the provisions of paragraph (4) of the said Regulation 62 as though it were a motor cycle first registered under the Motor Car Act 1903 or the Roads Act 1920 before 1st January 1927.

(12) The provisions of these Regulations applicable to trailers contained in Part II (except paragraph (2) of Regulation 8) and Regulations 75 and 118 shall not apply—

(*a*) to any towing implement which is being drawn by a motor vehicle while it is not attached to any vehicle except the one drawing it if the following conditions are satisfied, that is to say,—

(i) the towing implement is not being so drawn during the hours of darkness, and

(ii) the vehicle by which it is being so drawn is not driven at a speed exceeding 20 miles per hour; or

(*b*) to any vehicle which is being drawn by a motor vehicle in the exercise of a statutory power of removal.

(13) Any reference in these Regulations to a vehicle which is being drawn by a motor vehicle in the exercise of a statutory power of removal or to a broken down vehicle shall include a reference to any towing implement which is being used for the drawing of any such vehicle.

5.—(1) In relation to a land tractor which complies with the conditions specified in paragraph (3) of this Regulation—

(*a*) Regulations 12, 18, 27 and 52 to 61 inclusive shall not apply; and

(*b*) Regulation 74 shall not apply if its unladen weight does not exceed 3050 kilograms.

(2) Regulations 48 to 51 inclusive shall apply in relation to a land tractor which is a heavy motor car or motor car as they apply in relation to a land tractor which is a motor tractor.

(3) The conditions referred to in paragraph (1) of this Regulation are that while a land tractor is used on a road—

(*a*) it does not haul any object except—

(i) a land implement which is being hauled to or from the site of agricultural, grass cutting, forestry, land levelling, dredging or similar operations or from one part of a farm or forestry estate to another part of that farm or forestry estate,

(ii) a land implement conveyor which is being hauled as aforesaid, or

(iii) an agricultural trailer;

(*b*) it does not carry any load except any such load as it is constructed or adapted to carry;

(a) 1903 c. 36.

(*c*) if it is a three-wheeled vehicle fitted with a removable appliance, it does not carry any load;

(*d*) if it is a land tractor fitted with a removable appliance in or on which any such load as aforesaid could be carried, it does not carry any load in or on such appliance unless there is a distance of at least 1.22 metres between the centre of the area of contact with the road surface of—

(i) a rear wheel, in a case where only one appliance is being used for the carriage of a load, and is fitted to the back of the vehicle,

(ii) any wheel on one side of the vehicle, in any other case,

and that of the nearest wheel on the other side;

(*e*) if it is a land tractor carrying a load in or on a removable appliance in conformity with the foregoing conditions, it does not draw a trailer and not more than one such appliance is fitted to it at any one time or, in a case where one such appliance is a specified appliance for the purposes of paragraph 8(2) of Schedule 4 to the Vehicles (Excise) Act 1971, not more than two of such appliances, fitted at opposite ends of the land tractor; and

(*f*) it is not driven at a speed exceeding 20 miles per hour.

Special application of certain Regulations

6. The Secretary of State is satisfied—

(*a*) that it is requisite that the provisions of Regulations 34(1), 40(1) and 41(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 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) Nothing in Regulation 4(6) shall be taken to affect the application of the said Regulations 34(1), 40(1) and 41(1).

Provision as respects Trade Descriptions Act 1968

7. Where by a provision of any Regulation hereof any vehicle or any of its parts or equipment is required to be marked with a specification number or the registered certification trade mark of the British Standards Institution or with an approval mark, nothing in that provision shall be taken to authorise any person to apply any such number or mark to the vehicle, part or equipment in contravention of the Trade Descriptions Act 1968**(a)**.

PART II

REGULATIONS GOVERNING THE CONSTRUCTION, WEIGHT AND EQUIPMENT OF MOTOR VEHICLES AND TRAILERS

A.—GENERAL

Construction

8.—(1) Every motor cycle and invalid carriage shall be so constructed that it is a wheeled vehicle.

(a) 1968 c. 29.

(2) Save as aforesaid every motor vehicle and trailer shall be so constructed that it is either a wheeled vehicle or a track laying vehicle.

Overall length

9.—(1) The overall length of an articulated vehicle shall not exceed 15 metres:

Provided that this paragraph shall not apply in the case of an articulated vehicle constructed and normally used for the conveyance of indivisible loads of exceptional length—

(i) if each wheel of the vehicle is fitted with a pneumatic tyre, or

(ii) if each wheel of the vehicle is not so fitted but the vehicle is not driven at a speed exceeding 12 miles per hour.

(2) The overall length of a public service vehicle which is constructed or adapted for use as such a vehicle or a chassis which is constructed for such a vehicle shall not exceed 12 metres.

(3) The overall length of a motor vehicle other than one falling within either of the two foregoing paragraphs shall not exceed 11 metres.

Overall height of public service vehicles

10. The overall height of a public service vehicle shall not exceed 4.57 metres.

Variation of wheel load

11. Every motor vehicle or trailer with more than four wheels and every trailer having more than two wheels being part of an articulated vehicle shall be provided with such compensating arrangement as will ensure that all the wheels will remain in contact with the road surface and under the most adverse conditions will not be subject to abnormal variations of load:

Provided that this Regulation shall not apply to any steerable wheel of a motor vehicle if the load on such wheel does not exceed 3560 kilograms.

Springs

12. Every motor vehicle and every trailer drawn thereby shall be equipped with suitable and sufficient springs between each wheel and the frame of the vehicle:

Provided that this Regulation shall not apply—

(*a*) to any vehicle first used on or before 1st January 1932;

(*b*) to any motor tractor not exceeding 4070 kilograms in weight unladen if each unsprung wheel of the vehicle is fitted with a pneumatic tyre;

(*c*) to any land locomotive, land implement, land implement conveyor, agricultural trailer or trailer used solely for the haulage of felled trees;

(*d*) to any motor tractor not exceeding 4070 kilograms in weight unladen used in connection with railway shunting operations which is only used on a road when passing from one portion of the railway track to another for the purpose of such operations;

(*e*) to motor cycles;

(*f*) to mobile cranes;

(*g*) to works trucks and works trailers;

(*h*) to any vehicle not exceeding 4070 kilograms in weight unladen specially designed for and mainly used in operations which necessitate working on

rough ground or unmade roads if each wheel of the vehicle is fitted with a pneumatic tyre and if the vehicle is not driven or drawn at a speed exceeding 20 miles per hour;

(*i*) to any vehicle not exceeding 4070 kilograms in weight unladen constructed or adapted for use and used solely for road sweeping if each wheel of the vehicle is fitted with a pneumatic tyre or a tyre of soft or elastic material and if the vehicle is not driven or drawn at a speed exceeding 20 miles per hour;

(*j*) to any pedestrian controlled vehicle, all the wheels of which are equipped with pneumatic tyres; or

(*k*) to any broken down vehicle which is being drawn by a motor vehicle in consequence of the breakdown.

Parking brake

13.—(1) Save as provided in paragraph (3) of this Regulation, every motor vehicle first used before 1st January 1968 shall be equipped with a braking system (which may be one of the braking systems prescribed in Regulations 46, 47, 50, 54 (other than paragraph 2) and 59 (other than paragraph 2)) so designed and constructed that it can at all times be set so as effectually to prevent two at least, or in the case of vehicles with only three wheels one, of the wheels from revolving when the vehicle is not being driven or is left unattended.

(2) Save as provided in paragraph (3) of this Regulation, every motor vehicle first used on or after 1st January 1968 shall be equipped with a braking system so designed and constructed that—

(*a*) its means of operation, whether being a multi-pull means of operation or not, is independent of the means of operation of any braking system required by Regulation 54(5) or, as the case may be, Regulation 59(5) to have a total braking efficiency of not less than 50 per cent.;

(*b*) its braking force, when the vehicle is not being driven or is left unattended—

(i) can at all times be maintained in operation by direct mechanical action without the intervention of any hydraulic, electric or pneumatic device; and

(ii) when so maintained in operation by direct mechanical action, is capable of holding the vehicle stationary on a gradient of at least 1 in 6.25 without the assistance of stored energy.

(3) Nothing in paragraphs (1) and (2) of this Regulation shall apply to—

(*a*) a two-wheeled motor cycle with or without a sidecar attached;

(*b*) an invalid carriage; or

(*c*) a land locomotive first used on or before 1st January 1932.

Vacuum or pressure braking systems

14. Every motor vehicle first used on or after 1st October 1937 which is equipped with a braking system which embodies a vacuum or pressure reservoir or reservoirs shall be provided with a warning device so placed as to be readily visible to the driver of the vehicle when in the driving seat in order to indicate any impending failure or deficiency in the vacuum or pressure system:

Provided that in the case of a vehicle the unladen weight of which does not exceed 3050 kilograms and which is propelled by an internal combustion engine

and equipped with a braking system embodying a vacuum reservoir or reservoirs, the vacuum therein being derived directly from the induction system of the engine, it shall not be necessary to provide such a warning device if, in the event of a failure or deficiency in the vacuum system, the brakes of that braking system are sufficient under the most adverse conditions to bring the vehicle to rest within a reasonable distance.

Strength of side door latches and hinges

15.—(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(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 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 British Leyland (Austin-Morris) Limited, known as the Austin Taxi Cab, first introduced in 1959 and allocated the Vehicle Identification number FX4D; or

(ii) a vehicle manufactured by British Leyland (Austin-Morris) Limited, known as the Austin Hire Car, first introduced in 1959 and allocated the Vehicle Identification number FL2 or FL2D; or

(iii) a vehicle manufactured by British Leyland (Austin-Morris) Limited, known as the Vanden Plas 1300 and first introduced in 1967, the Wolseley 1300 Mark II and first introduced in 1968, the Austin 1300 GT or Morris 1300 GT and first introduced in 1969, the Austin 1100 Mark III or the Austin 1300 Mark III and first introduced in 1971 and allocated the Prefix letters VAS2, WA4S5, AA4DA, MA4DA, AASAS and AASAS respectively; or

(iv) a vehicle manufactured by the Daimler Company Limited known as the Daimler Limousine Mark I or Mark II and first introduced in 1968; or

(v) a vehicle manufactured by the Rover Company Limited, known as the Rover 3.5 litre Saloon and first introduced in 1958 or the Rover 3.5 litre Coupe and first introduced in 1962; or

(vi) a vehicle manufactured by the Reliant Motor Company Limited, known as the Regal Saloon or Regal Super Van, first introduced in 1962 and allocated the Vehicle Identification number TW7C or the Rebel Saloon, Estate or Van, first introduced in 1964 and allocated the Vehicle Identification number FW4B or FW4BE2; or

(vii) a vehicle manufactured by Gilbern Cars Limited, known as the

Invader Mark II Saloon and first introduced in 1970 or the Invader Mark II Estate and first introduced in 1971, and allocated the Prefix Letters IN; or

(viii) a vehicle manufactured by Marcos Limited, known as the Marcos Two-Seater and first introduced in 1964 or the Marcos Mantis 2+2 and first introduced in 1970; or

(ix) a vehicle manufactured by TVR Engineering Limited, known as the Tuscan V.8. and first introduced in 1968, the Tuscan V.6. and first introduced in 1969, the Vixen S.3. and first introduced in 1970 or the Vixen 2500, Vixen 1300 or Vixen 2500M and first introduced in 1971; or

(x) a vehicle manufactured by Lotus Cars Limited, known as the Elan Plus Two S130 Series 1 and first introduced in 1967 or the Elan Sprint Fixed-Head E or Elan Sprint Drop-Head G and first introduced in 1963; or

(xi) a vehicle manufactured by AC Cars Limited, known as the AC 428 Fastback or Convertible and first introduced in 1966; or

(xii) a vehicle manufactured by Vauxhall Motors Limited, known as the Cresta Saloon or Cresta De Luxe Saloon, first introduced in 1965 and allocated the Vehicle Identification number PCS98269 or PCD98469 or the Viscount Saloon, first introduced in 1966 and allocated the Vehicle Identification number PCE98669; or

(xiii) a vehicle manufactured by Skoda (GB) Limited, known as the S100, S100L or S110L Saloon and first introduced in 1970 or the S110LS Saloon or S110R Coupe and first introduced in 1972; or

(xiv) a vehicle manufactured by VEB Automobilwerk Eisenach, known as the Wartburg Knight Saloon, first introduced in 1966 and allocated the Vehicle Identification number 353-005 or the Wartburg Knight Estate, first introduced in 1966 and allocated the Vehicle Identification number 353-903.

(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).

Protective steering mechanism

16.—(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 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;

(a) S.I. 1969/962 (1969 II, p. 2847).

(*c*) to a dual-purpose vehicle which is a dual-purpose vehicle by reason only that it satisfies the requirements 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;

(*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 British Leyland (Austin-Morris) Limited, known as the Austin Taxi Cab, first introduced in 1959 and allocated the Vehicle Identification number FX4D; or

(ii) a vehicle manufactured by British Leyland (Austin-Morris) Limited, known as the Austin Hire Car, first introduced in 1959 and allocated the Vehicle Identification number FL2 or FL2D; or

(iii) a vehicle manufactured by British Leyland (Austin-Morris) Limited, known as the Austin or Morris Half-Ton Van or Pick-up, first introduced in 1956 or 1957 and allocated the Vehicle Identification number HV6 or HK6; or

(iv) a vehicle manufactured by British Leyland (Austin-Morris) Limited, known as the Morris 6 or 8 cwt. Van or Pick-up, first introduced in 1962 and allocated the Vehicle Identification number MAV5 or MAU5 or the Austin 6 or 8 cwt. Van or Pick-up, first introduced in 1968 and allocated the Vehicle Identification number AAV5 or AAU5; or

(v) a vehicle manufactured by the Daimler Company Limited, known as the Daimler Limousine Mark I or Mark II and first introduced in 1968; or

(vi) a vehicle manufactured by the Rover Company Limited, known as the Rover 3.5 litre Saloon and first introduced in 1958 or the Rover 3.5 litre Coupe and first introduced in 1962; or

(vii) a vehicle manufactured by the Reliant Motor Company Limited, known as the Regal Saloon or Regal Super Van, first introduced in 1962 and allocated the Vehicle Identification number TW7C or the Rebel Saloon, Estate or Van, first introduced in 1964 and allocated the Vehicle Identification number FW4B or FW4BE2; or

(viii) a vehicle manufactured by Gilbern Cars Limited, known as the Invader Mark II Saloon and first introduced in 1970 or the Invader Mark II Estate and first introduced in 1971, and allocated the Prefix Letters IN; or

(ix) a vehicle manufactured by Marcos Limited, known as the Marcos Two-Seater and first introduced in 1964 or the Marcos Mantis 2+2 and first introduced in 1970; or

(x) a vehicle manufactured by TVR Engineering Limited, known as the Tuscan V.8. and first introduced in 1968, the Tuscan V.6. and first introduced in 1969, the Vixen S.3. and first introduced in 1970 or the Vixen 2500, Vixen 1300 or Vixen 2500M and first introduced in 1971; or

(xi) a vehicle manufactured by Lotus Cars Limited, known as the Lotus Mark Seven and first introduced in 1958; or

(xii) a vehicle manufactured by Lotus Cars Limited, known as the Elan Plus Two S130 Series 1 and first introduced in 1967 or the Elan Sprint Fixed-Head E or Elan Sprint Drop-Head G and first introduced in 1963; or

(xiii) a vehicle manufactured by AC Cars Limited, known as the AC 428 Fastback or Convertible and first introduced in 1966; or

(xiv) a vehicle manufactured by Vauxhall Motors Limited, known as the Cresta Saloon or Cresta De Luxe Saloon, first introduced in 1965 and allocated the Vehicle Identification number PCS98269 or PCD98469 or the Viscount Saloon, first introduced in 1966 and allocated the Vehicle Identification number PCE98669; or

(xv) a vehicle manufactured by Skoda (GB) Limited, known as the S100, S100L or S110L Saloon and first introduced in 1970 or the S110LS Saloon or S110R Coupe and first introduced in 1972; or

(xvi) a vehicle manufactured by VEB Automobilwerk Eisenach, known as the Wartburg Knight Saloon, first introduced in 1966 and allocated the Vehicle Identification number 353-005 or the Wartburg Knight Estate, first introduced in 1966 and allocated the Vehicle Identification number 353-903.

(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).

Seat belts and anchorage points

17.—(1) Except as provided by paragraph (2) of this Regulation, this Regulation applies to—

(*a*) every motor car registered on or after 1st January 1965; and

(*b*) every three-wheeled motor cycle, the unladen weight of which exceeds 255 kilograms, first used on or after 1st September 1970.

(2) This Regulation does not apply:—

(*a*) to a goods vehicle (other than a dual-purpose vehicle), being a motor car, unless it was manufactured on or after 1st September 1966, is registered on or after 1st April 1967, and has an unladen weight not exceeding 1525 kilograms;

(*b*) to a three-wheeled motor cycle manufactured before 1st March 1970 or a two-wheeled motor cycle with a side-car attached thereto;

(*c*) to a passenger vehicle or a dual-purpose vehicle being in either case a vehicle adapted to carry more than twelve passengers exclusive of the driver;

(*d*) to a land tractor;

(*e*) to a works truck;

(*f*) to an electrically propelled goods vehicle;

(*g*) to a pedestrian controlled vehicle;

(*h*) to a vehicle in respect of which, under section 23 of the Purchase Tax

Act 1963, any tax has been remitted and has not subsequently become payable or which has been zero rated under Regulation 44 or 45 of the Value Added Tax (General) Regulations 1972;

(*i*) to a motor car manufactured before 30th June 1964; or

(*j*) to a vehicle which has been used on roads outside Great Britain and has been imported into Great Britain, whilst it is being driven after its importation into Great Britain on the journey from the place where it has arrived in Great Britain to a place of residence of the owner or driver of the vehicle, and on the journey from any such place to a place where, by previous arrangement, the vehicle will be provided with such anchorage points and seat belts as will comply with the requirements of this Regulation.

(3) Every vehicle to which this Regulation applies shall be provided with anchorage points designed to hold body-restraining seat belts securely in position on the vehicle for—

(*a*) the driver's seat; and

(*b*) the specified passenger's seat (if any):

Provided that this paragraph shall not apply so as to require anchorage points to be provided for any seat which is a seat with integral seat belt anchorages.

(4) Every vehicle to which this Regulation applies shall be provided with—

(*a*) a body-restraining seat belt designed for use by an adult for the driver's seat; and

(*b*) a body-restraining seat belt for the specified passenger's seat (if any):

Provided that this paragraph shall not apply to a vehicle—

(*a*) while it is being used under a trade licence within the meaning of the Vehicles (Excise) Act 1971; or

(*b*) while it is being driven from premises of the manufacturer by whom it was made, or of a distributor of vehicles or dealer in vehicles—

(i) to premises of a distributor of vehicles, dealer in vehicles or purchaser thereof, or

(ii) to premises of a person obtaining possession thereof under a hiring agreement or hire-purchase agreement.

(5) Every seat belt provided in pursuance of this Regulation shall, if the seat for which it is provided is a seat with integral seat belt anchorages, be properly secured to the integral seat belt anchorage points forming part thereof, or, if the seat for which it is provided is not such a seat, be properly secured to the structure of the vehicle by the anchorage points provided for it under paragraph (3) of this Regulation and to any other anchorage points provided on the seat for it.

(6) Subject to the next succeeding paragraph, where a seat belt, other than a restraining device for a young person or a seat belt comprising a lap belt and shoulder straps, is provided in pursuance of this Regulation for a motor car or a motor cycle first used on or after 1st April 1973 and in either case manufactured on or after 1st October 1972, the following additional conditions shall apply as respects that seat belt—

(*a*) the belt shall be so arranged that a person can, when sitting in the seat for which the belt is provided and with the belt previously adjusted to fit him, remove the belt from the device required by sub-paragraph (*c*) of this paragraph and by using one hand, or by taking the belt with one hand and transferring it from one hand to the other, put the belt on;

(*b*) the fastenings by means of which the belt is secured on the wearer shall

be so designed that they can be engaged with a single movement of one hand in one direction and released with such a movement in one direction;

(*c*) an efficient device, unlikely to become dislodged in normal use, for retaining the belt in position when stowed away shall be provided and the centre of this device shall be located not more than 75 millimetres behind a point which is in the same horizontal plane and is positioned on the rear side of the door aperture provided for access to the front seat:

For the purpose of determining the position of the aforesaid point the door and any rubber, felt or other soft trimming or sealing material around the door aperture shall be disregarded;

(*d*) the said device shall be at a sufficient height from the floor of the vehicle to ensure that, so far as is practicable, any part of the belt that would come in contact with the clothing of a person wearing the belt in normal circumstances does not lie on the floor when the belt is in the stowed position;

(*e*) it shall be possible to stow away the belt for retention on the device mentioned in sub-paragraph (*c*) of this paragraph without employing any manual device for adjusting the belt to fit the wearer; and

(*f*) the belt, after being put on by the wearer, shall either adjust automatically to fit him or be such that the said manual device shall be convenient to use and capable of being operated with one hand.

(7) The last preceding paragraph shall not apply to:—

(*a*) a seat belt fitted to the specified passenger's seat which is treated as such by virtue of sub-paragraph (*b*) of paragraph (9) of this Regulation; or

(*b*) a seat belt fitted to the specified passenger's seat of a goods vehicle which has an unladen weight of more than 915 kilograms and has more than one forward facing front seat for a passenger alongside the driver's seat, any such seats for passengers being joined together in a single structure.

(8) (*a*) Every motor car manufactured on or after 1st September 1966 and registered on or after 1st April 1967 and every three-wheeled motor cycle manufactured on or after 1st April 1972 and first used on or after 1st October 1972 which is provided with seat belt anchorage points in pursuance of paragraph (3) of this Regulation shall be legibly and permanently marked with the specification number of the British Standard for seat belt anchorage points, namely, either B.S. AU 48: 1965 or B.S. AU 48a.

(*b*) Where in the case of any motor car to which this Regulation applies and which was registered on or after 1st April 1967 or in the case of any motor cycle to which this Regulation applies and which was first used on or after 1st October 1972 the driver's seat or the specified passenger's seat is a seat with integral seat belt anchorages, such seat shall be legibly and permanently marked with the specification number of the British Standard for Seats with Integral Seat Belt Anchorages followed by the suffix "1", namely, either B.S. AU 140/1: 1967 or B.S. AU 140a/1.

(*c*) If any seat with integral seat belt anchorages is provided on or after 1st January 1969 for a motor car to which this Regulation applies and which was manufactured on or after 1st September 1966 and registered on or after 1st April 1967 or is provided on or after 1st July 1971 for a motor cycle to which this Regulation applies and which was manufactured on or after 1st January 1971 and first used on or after 1st July 1971 the vehicle for which it is so provided shall be legibly and permanently marked with the specification number, namely, either B.S. AU 140: 1967 or B.S. AU 140a.

(*d*) Each seat belt provided for any person in any vehicle to which this Regulation applies shall be legibly and permanently marked with the specification number of the British Standard for Seat Belt Assemblies for Motor Vehicles, namely, either B.S. 3254: 1960 or, except in the case of a restraining device for a young person, B.S. AU 160a, and with the registered certification trade mark of the British Standards Institution.

(9) In this Regulation—

"body restraining seat belt" means a seat belt designed to provide restraint for both the upper and lower parts of the trunk of the wearer in the event of an accident to the vehicle;

"seat belt" means a belt intended to be worn by a person in a vehicle and designed to prevent or lessen injury to its wearer in the event of an accident to the vehicle and includes, in the case of a restraining device for a young person, any special chair to which the belt is attached;

"seat with integral seat belt anchorages" means a seat which is fitted with all the anchorage points required for use in connection with the seat belt provided for that seat, and

"specified passenger's seat" means—

(*a*) in the case of a vehicle which has one forward-facing front seat alongside the driver's seat, such seat, and in the case of a vehicle which has more than one such seat, the one furthest from the driver's seat; or

(*b*) if the vehicle normally has no seat which is the specified passenger's seat under the last preceding sub-paragraph, the forward-facing front seat for a passenger which is foremost in the vehicle and furthest from the driver's seat, unless there is a fixed partition separating such seat from the space in front of it alongside the driver's seat.

Speedometer

18. To every motor vehicle first used on or after 1st October 1937 there shall be fitted an instrument so constructed and in such a position as at all times readily to indicate to the driver of the vehicle the speed thereof within a margin of accuracy of plus or minus 10 per cent. if and when he is driving at a speed in excess of 10 miles per hour:

Provided that this Regulation shall not apply—

(*a*) to an invalid carriage;

(*b*) to a motor cycle, the cylinder capacity of the engine of which does not exceed 100 cubic centimetres;

(*c*) to a motor cycle neither constructed or adapted for use nor used for the carriage of a driver or passenger;

(*d*) to a vehicle which it is at all times unlawful to drive at a speed exceeding 12 miles per hour;

(*e*) to a vehicle which is incapable by reason of its construction of exceeding a speed of 12 miles per hour on the level under its own power; or

(*f*) to a works truck.

Construction of petrol tank

19. Every motor vehicle first used on or after 1st July 1973 and not manufactured before 1st February 1973 shall be so constructed that—

(*a*) any tank, in which petroleum-spirit as defined in section 23 of the Petroleum (Consolidation) Act 1928**(a)** used either for the propulsion of the vehicle or for the driving of any ancillary engine or equipment forming part of the vehicle is contained, is made only of metal;

(a) 1928 c. 32.

(*b*) the said tank is fixed on the vehicle in such a position that it is reasonably secure against its being damaged; and

(*c*) the leakage of any liquid or vapour from the said tank is adequately prevented so, however, that nothing in this paragraph shall be taken to preclude the tank being fitted with a device which by the intake of air or the emission of vapour relieves changes in pressure in the tank.

Diameter of wheels

20. All wheels of a motor vehicle and all wheels of a trailer which are fitted with tyres other than pneumatic tyres shall have a rim diameter of not less than 670 millimetres:

Provided that this Regulation shall not apply—

(*a*) to any motor vehicle first used on or before 2nd January 1933;

(*b*) to any trailer manufactured before 1st January 1933;

(*c*) to any wheel fitted to a motor car first used on or before 1st July 1936, if the diameter of the wheel inclusive of the tyre is not less than 670 millimetres;

(*d*) to any works truck or works trailer;

(*e*) to any motor vehicle or trailer 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;

(*f*) to any pedestrian controlled vehicle;

(*g*) to any mobile crane;

(*h*) to any land implement;

(*l*) to any broken down vehicle which is being drawn by a motor vehicle in consequence of the breakdown; or

(*j*) to any electrically propelled goods vehicle the unladen weight of which does not exceed 1270 kilograms.

Reversing

21. Every motor vehicle which exceeds 410 kilograms in weight unladen shall be capable of being so worked that it may travel either forwards or backwards.

View to the front

22. Every motor vehicle shall be so designed and constructed that the driver thereof while controlling the vehicle can at all times have a full view of the road and traffic ahead of the motor vehicle.

Mirrors

23.—(1) Save as provided in paragraph (2) of this Regulation—

(*a*) the following motor vehicles, that is to say, every passenger vehicle adapted to carry more than seven passengers exclusive of the driver and every goods vehicle, including every dual-purpose vehicle, but excluding locomotives and motor tractors, shall be equipped with at least two mirrors one of which shall be fitted externally on the off-side of the vehicle and the other either internally or on the nearside externally and the mirrors shall be so constructed and fitted to the motor vehicle as to assist the driver, if he so desires, to become aware of traffic to the rear and on both sides rearwards; and

(*b*) every land tractor shall be equipped with a mirror fitted externally on

the off-side of the tractor and so constructed and fitted to the tractor as to assist the driver, if he so desires, to become aware of traffic on that side rearwards, unless he can easily obtain a clear view of traffic to the rear (including traffic to the rear of any trailer being drawn) without having any mirror fitted to the tractor; and

(*c*) subject to the provisions of the foregoing sub-paragraphs every motor vehicle shall be equipped either internally or externally with a mirror so constructed and fitted to the motor vehicle as to assist the driver, if he so desires, to become aware of traffic to the rear of the vehicle.

(2) Paragraph (1) of this Regulation shall not apply—

(*a*) to a two-wheeled motor cycle with or without a sidecar attached;

(*b*) to a land locomotive;

(*c*) to a motor vehicle when drawing a trailer if a person is carried on the trailer in a position which affords an uninterrupted view to the rear and such a person is provided with efficient means of communicating to the driver the effect of signals given by the drivers of other vehicles to the rear thereof;

(*d*) to a works truck if the driver can easily obtain a clear view of traffic to the rear; or

(*e*) to a pedestrian controlled vehicle.

(3) In the case of a motor vehicle first used on or after 1st April 1969 the edges of any mirror fitted internally to the vehicle to assist any person, if he so desires, to become aware of traffic to the rear of the vehicle shall be surrounded by some material such as will render those edges and that material unlikely to cause severe cuts in the event of the mirror or that material being struck by any occupant of the vehicle.

Safety glass

24.—(1) In the case of motor vehicles first used on or after 1st January 1959—

(*a*) being passenger vehicles or dual-purpose vehicles, the glass of windscreens and all windows on the outside,

(*b*) being goods vehicles, other than dual-purpose vehicles, and locomotives and motor tractors, the glass of windscreens and all windows in front and on either side of the driver's seat,

shall be safety glass.

(2) Save as provided in the foregoing paragraph, the glass of windscreens and windows facing to the front on the outside of any motor vehicle, except glass fitted to the upper deck of a double-decked vehicle, shall be safety glass.

For the purposes of this paragraph any windscreen or window at the front of the vehicle the inner surface of which is at an angle exceeding 30 degrees to the longitudinal axis of the vehicle shall be deemed to face the front.

Windscreen wipers

25.—(1) In the case of a vehicle which is fitted with a windscreen, the vehicle shall be fitted with one or more efficient automatic windscreen wipers, unless the driver can obtain an adequate view to the front of the vehicle without looking through windscreen, for example by opening the windscreen or looking over it.

(2) The windscreen wipers required by the last preceding paragraph shall be capable of clearing the windscreen so that the driver has an adequate view of

the road in front of the near and off sides of the vehicle in addition to an adequate view to the front of the vehicle.

Windscreen washers

26.—(1) Subject to the following paragraph every motor vehicle, which is required to be fitted with one or more efficient automatic windscreen wipers by virtue of the last preceding Regulation, shall be fitted with a windscreen washer capable of clearing, in conjuction with those windscreen wipers, the area of the windscreen swept by those windscreen wipers of mud or other similar deposit.

(2) This Regulation shall not apply to land tractors, vehicles which are incapable by reason of their construction of exceeding 20 miles per hour on the level under their own power or vehicles being used for the time being as stage carriages or on any journey incidental to such use.

Audible warning instrument

27.—(1) Subject to the provisions of this Regulation, every motor vehicle shall be fitted with an instrument capable of giving audible and sufficient warning of its approach or position.

(2) The sound emitted by any instrument of the kind described in the preceeding paragraph fitted to a motor vehicle, being a motor vehicle first used on or after 1st August 1973 shall be continuous and uniform and not strident.

(3) Paragraph (1) of this Regulation shall not apply to a works truck or a pedestrian controlled vehicle.

(4) Except as provided in paragraphs (5) and (6) of this Regulation, no motor vehicle shall be fitted with a gong, bell, siren or two-tone horn.

(5) The following vehicles may be fitted with a gong, bell, siren or two-tone horn—

(*a*) motor vehicles used for fire brigade, ambulance or police purposes,

(*b*) motor vehicles owned by a body formed primarily for the purposes fire salvage and used for those or similar purposes;

(*c*) motor vehicles owned by the Forestry Commission or by local authorities and used from time to time for the purposes of fighting fires;

(*d*) motor vehicles owned by the Secretary of State for Defence and used for the purposes of the disposal of bombs or explosives;

(*e*) motor vehicles used for the purposes of the Blood Transfusion Service under Part II of the National Health Service Act 1946**(a)** or under Part II of the National Health Service (Scotland) Act 1947**(b)**;

(*f*) motor vehicles used by Her Majesty's Coastguard or the Coastguard Auxiliary Service to aid persons in danger or vessels in distress on or near the coast, and

(*g*) motor vehicles owned by the National Coal Board and used for the purposes of rescue operations at mines.

(a) 1946 c. 81. **(b)** 1947 c. 27.

(6) A motor vehicle used for the conveyance of goods for sale from the vehicle may, if it is also fitted with an instrument or apparatus for the purpose of complying with paragraph (1) of this Regulation, be fitted with an instrument or apparatus other than a two-tone horn designed to emit a sound for the purpose of informing members of the public that goods are on the vehicle for sale.

(7) References in paragraphs (4) and (5) of this Regulation to a gong, bell or siren include references to any instrument or apparatus capable of emitting a sound similar to that emitted by a gong, bell or siren.

Silencer

28. Every vehicle propelled by an internal combustion engine shall be fitted with a silencer, expansion chamber or other contrivance suitable and sufficient for reducing as far as may be reasonable the noise caused by the escape of the exhaust gases from the engine.

Noise

29.—(1) Except as provided in the next following paragraph of this Regulation, every motor vehicle first used after 1st April 1970 shall be so constructed that, at a time when the noise emitted by it is measured under the specified conditions by an apparatus of the kind prescribed by paragraph (3) of this Regulation, the sound level (A weighting) in decibels indicated by that apparatus in relation to the said noise so measured does not exceed the sound level which appears in Column 2 of Schedule 9 as the maximum sound level (A weighting) in decibels permitted for the relevant class or description of vehicle shown against that sound level in Column 1 of that Schedule.

(2) This Regulation shall not apply—

(*a*) to a motor vehicle proceeding to a place where, by previous arrangement—

(i) noise emitted by it is about to be measured for the purpose of ascertaining whether or not that vehicle complies with this Regulation, or

(ii) the vehicle is about to be mechanically adjusted, modified or equipped for the purpose of securing that it so complies, or

(*b*) to a motor vehicle returning from such a place immediately after the noise has been so measured, or the vehicle has been so adjusted, modified or equipped, or

(*c*) to a road roller.

(3) The apparatus prescribed for the purposes of paragraph (1) of this Regulation shall be a noise meter—

(*a*) which, at the time when it is used for those purposes, is in good working order and complies with the requirements laid down by the British Standards Institution for vehicle noise meters in Part I of the British Standard Specification for Sound Level Meters published on 7th September 1962 under the number B.S. 3539: 1962, as amended by Amendment Slip No. 1 numbered AMD22 and published on 1st July 1968, and

(*b*) which has, not more than 12 months before the date of the measurement made in accordance with the said paragraph (1), undergone all the tests

for checking calibration applicable in accordance with the Appendix to the said British Standard Specification, and

(*c*) in respect of which there has been issued by the National Physical Laboratory, the British Standards Institution or the Secretary of State a certificate recording the date on which as a result of those tests the meter was found to comply with the requirements of clauses 8 and 9 of the said British Standard Specification.

(4) In this Regulation, "the specified conditions" means the method of measuring the noise emitted by motor vehicles (excluding signalling devices) which is described by the British Standard Method for the Measurement of Noise Emitted by Motor Vehicles published on 24th June 1966 under the number B.S. 3425: 1966.

(5) The definition of sound level (A weighting) in decibels contained in clause 2 of the British Standard numbered B.S. 3539: 1962, as amended by the said Amendment Slip No. 1, shall apply for the purposes of this Regulation and Schedule 9.

Radio Interference Suppression

30.—(1) This Regulation applies to every motor vehicle first used on or after 1st April 1974, and not manufactured before 1st October 1973, which is propelled by a spark ignition engine.

(2) Every motor 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(1) 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 certain parts consisting of radio interference suppression equipment).

Emission of smoke or vapour

31.—Every motor vehicle shall be so constructed that no avoidable smoke or visible vapour is emitted therefrom.

32.—(1) This Regulation shall apply to every motor vehicle (other than a works truck) propelled by a compression ignition engine.

(2) Where a motor vehicle to which this Regulation applies is equipped with a device designed to facilitate the starting of the engine by causing it to be supplied with excess fuel the device and any apparatus by means of which it is operated shall be fitted in such a position, or such other provision shall be made, as to ensure that the device cannot readily be operated by a person while he is being carried by the vehicle:

Provided that this Regulation shall not apply in the case of a vehicle fitted with such a device as aforesaid if the device is so designed that—

(i) its use after the engine has been started cannot cause the engine to be supplied with excess fuel, or

(ii) it does not cause any increase in the smoke or visible vapour emitted from the vehicle.

33.—(1) This Regulation shall apply to every motor vehicle first used on or after 1st January 1972 and propelled by a spark ignition engine (not being a two-stroke engine) other than—

(*a*) a vehicle manufactured before 1st July 1971,

(*b*) a two-wheeled motor cycle with or without a side-car attached, and

(*c*) a vehicle to which Regulation 33A applies.

(2) The engine of every motor vehicle to which this Regulation applies shall be equipped with means sufficient to ensure that, while the engine is running, any vapours or gases in the engine crank case or in any other part of the engine to which vapours or gases may pass from the said crank case are prevented, so far as is reasonably practicable, from escaping into the atmosphere otherwise than through the combustion chamber of the engine.

33A.—(1) Except as provided by paragraph (2) of this Regulation, this Regulation applies to every motor vehicle first used on or after 10th November 1973 which is propelled by a spark ignition engine.

(2) This Regulation does not apply to—

(*a*) a vehicle manufactured before 20th September 1973;

(*b*) a vehicle with less than four wheels, if—

(i) its weight, whether laden or unladen, does not exceed 400 kilograms; or

(ii) it is not so constructed as to be capable of exceeding a speed of 30 miles per hour on the level under its own power; or

(*c*) a vehicle, the weight of which whether laden or unladen exceeds 3500 kilograms.

(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 1972**(a)** (which designates an approval mark that may be applied to a vehicle to indicate that the vehicle meets certain requirements concerning the emission of gaseous pollutants by the engine thereof).

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

34.—(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 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

(a) S.I. 1972/1303 (1972 II, p. 3942).

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.

Emission of sparks or grit

35. Every motor vehicle using solid fuel shall be fitted—

(*a*) with an efficient appliance for the purpose of preventing the emission of sparks or grit; and

(*b*) with a tray or shield to prevent ashes and cinders from falling on to the road.

Closets, urinals, lavatory basins and sinks

36. No motor vehicle first used on or after 15th January 1931 or trailer shall be equipped with any closet, urinal, lavatory basin or sink, unless the following requirements are complied with, that is to say,—

(*a*) no vehicle shall be equipped with a closet or urinal the contents of which can be discharged directly on to a road and, except in the case of a living van, every closet pan or urinal pan shall empty into a tank carried by the vehicle, such tank being efficiently ventilated by means of a pipe the outlet of which is outside the vehicle;

(*b*) every tank into which a closet pan or urinal pan empties and, where no such tank is fitted, every closet and urinal, shall contain non-inflammable and non-irritant chemicals of such character and in such quantity as to form at all times an efficient deodorant and germicide in respect of the contents of the tank, closet or urinal as the case may be; and

(*c*) no lavatory basin or sink shall drain into any closet or urinal or into any tank into which a closet or urinal empties.

Maximum seating capacity of half-decked vehicles

37. A half-decked vehicle shall not be provided with seating capacity for more than fifty passengers exclusive of the driver and conductor if carried.

For the purposes of this Regulation the seating capacity of a half-decked vehicle shall be taken to be the seating capacity which the vehicle would have for the purposes of paragraph 2 of Schedule 2 to the Vehicles (Excise) Act 1971 if it were a vehicle other than a tramcar.

Lighting equipment and reflectors

38.—(1) Every motor vehicle shall be equipped with such lighting equipment and reflectors as to render the vehicle capable of being driven on a road during the hours of darkness without contravention of any of the statutory provisions relating to obligatory lamps or reflectors which are applicable to that vehicle:

Provided that this paragraph shall not apply to a motor vehicle which is not provided with any front lamp or rear lamp.

(2) Where a motor vehicle is provided with a headlamp that lamp shall be so constructed and fitted to the vehicle that if that lamp were to be used to show a light to the front while the vehicle was driven on a road during the hours of darkness such use would not be in contravention of the provisions of Regulation 9 of the Road Vehicles Lighting Regulations 1971.

(3) For the purposes of the foregoing provisions of this Regulation, a vehicle shall not be treated as provided with any such lamp as is mentioned in those provisions by reason of its carrying such a lamp if—

(*a*) that lamp is so painted over or fitted with a mask that it is not capable of being immediately used, or readily put to use, to show, in the case of a front lamp, a light to the front or, in the case of a rear lamp, a light to the rear; or

(*b*) where the lamp is a lamp constructed to show a light derived from an electric bulb or bulbs, the vehicle is not provided with any system of wiring by means of which that lamp is, or can readily be, connected with a source of electricity.

(4) In this Regulation—

(*a*) the expressions "front lamp" and "rear lamp" in relation to a vehicle, mean respectively—

(i) a lamp carried by that vehicle which faces, or is capable of being readily moved so as to face, to the front, and

(ii) a lamp carried by that vehicle which faces, or is capable of being readily moved so as to face, to the rear,

whether (in either case) that lamp does or does not contain a burner or an electric bulb by means of which it can be used to show a light:

Provided that neither of the said expressions shall include any lamp carried by a vehicle for any one or more of the following purposes only, that is to say,—

(i) for use as, or to illuminate, a direction indicator,

(ii) for intimating the intention of the driver of the vehicle to stop or slow down,

(iii) for showing a light to the rear when reversing the vehicle, and

(iv) for the internal illumination of the vehicle,

or any lamp carried by a vehicle which is a land locomotive, a land tractor, a mobile crane, a straddle carrier, a works truck or a vehicle which is movable plant or equipment specially designed or constructed for the purposes of engineering operations, if the lamp is carried by the vehicle for the purpose of providing illumination so as to enable the vehicle to be used at night otherwise than on a road for the particular operations for which it is designed or constructed;

(*b*) the expression "statutory provisions relating to obligatory lamps or reflectors" means the provisions contained in sections 68 to 73 and 76 to 79 of the Road Traffic Act 1972 or in any regulations made or having effect as if made under those sections with respect to the lamps or reflectors which are thereby required to be carried on vehicles while they are on a road during the hours of darkness, not being provisions which apply to such vehicles only when they are carrying a load overhanging laterally or projecting to the rear or are drawing or being drawn by another vehicle, or are over a length prescribed by the regulations; and

(*c*) the expression "headlamp", in relation to a vehicle, means a front lamp fitted to that vehicle and constructed for the purpose of showing a light

derived from an acetylene burner or from an electric bulb the rated wattage of which, or from electric bulbs the total rated wattage of which, exceeds 7 watts, whether the lamp does or does not contain any such burner or any such bulb or bulbs.

Certain vehicles to be equipped with plates

39.—(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 1020 kilograms 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 2290 kilograms in total weight;

(ii) a living van not exceeding 2040 kilograms in weight unladen and fitted with pneumatic tyres;

(iii) a works trailer;

(iv) a trailer mentioned in Regulation 70(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.

Certain vehicles to satisfy a minimum power to weight ratio

40.—(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 39(1)(*a*), and

(*b*) every locomotive and motor tractor falling within Regulation 39(1)(*b*),

which is propelled by a compression ignition engine, shall be so constructed that the number indicating the power of the engine at item 3 on the plate with which the vehicle is equipped in accordance with paragraph (2) of Regula-

tion 39 is such that it indicates that the engine produces at least 4·4 kilowatts for every 1000 kilograms of 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.

41.—(1) Every motor vehicle to which Regulation 40 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 power of the engine remaining available to drive the vehicle is at least 4·4 kilowatts for every 1000 kilograms of the relevant weight.

(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 and "relevant weight" has the meaning given in the last preceding Regulation.

B—Gas Containers

Gas containers

42.—(1) The provisions of Schedule 3 shall be complied with in the case of every motor vehicle or trailer to which there is fitted a container intended for the storage of gaseous fuel for the purpose of the propulsion of the vehicle or the drawing vehicle as the case may be.

(2) The requirements of this Regulation shall be in addition to and not in derogation of any of the requirements of Regulations made by the Secretary of State under powers conferred upon him by the Petroleum (Consolidation) Act 1928 or by any other Act.

C—Locomotives

Overall width

43. The overall width of a locomotive shall not exceed 2.75 metres.

Distribution of weight

44.—(1) This Regulation shall apply to every locomotive having not more than four wheels and first used before 1st June 1955.

(2) Not more than three quarters of the total weight of a locomotive to which this Regulation applies shall be transmitted to the road surface by any two wheels.

Tyres

45.—(1) Save as provided by paragraph (2) of this Regulation, every wheel of a locomotive shall be fitted with a pneumatic tyre or a tyre of soft or elastic material which either—

(*a*) extends continuously round the circumference of the wheel; or

(*b*) is fitted in sections in such manner that—

(i) at no point is any section separated by more than 20 millimetres from any adjacent section, and

(ii) the aggregate extent of all spaces between the sections measured along any line taken round the outer surface of the tyre and parallel to its edge does not exceed 150 millimetres.

(2) Paragraph (1) of this Regulation shall not apply to a land locomotive if—

(*a*) the tyre of every steering wheel is smooth-soled and where the tyre touches the surface of the road it is not less than 125 millimetres in width, and

(*b*) the tyre of every driving wheel is not less than 305 millimetres in width and is either—

(i) smooth-soled,

(ii) shod with diagonal cross bars of not less than 76 millimetres in width nor more than 20 millimetres in thickness, extending the full breadth of the tyre and so arranged that the space intervening between adjacent cross bars is not more than 76 millimetres, or

(iii) shod with diagonal cross bars of soft or elastic material of not less than 60 millimetres in width, extending the full breadth of the tyre and so arranged that the space between adjacent cross bars is not more than 76 millimetres.

Brakes

46. Every locomotive first used before 1st June 1955 shall be equipped with an efficient braking system, the brakes of which act upon all the wheels of the vehicle other than the steering wheels, and so designed and constructed that the application of the brakes will bring the vehicle to rest within a reasonable distance:

Provided that this Regulation shall not apply to a locomotive first used on or before 2nd January 1933 if the locomotive is propelled by steam and the engine thereof is capable of being reversed.

47.—(1) This Regulation shall apply to every locomotive first used on or after 1st June 1955.

(2) Every locomotive to which this Regulation applies shall be equipped with an efficient braking system or efficient braking systems in either case having two means of operation ,so designed and constructed that notwithstanding the failure of any part (other than a fixed member or a brake shoe anchor pin) through or by means of which the force necessary to apply the brakes is transmitted, there shall still be available for application by the driver to not less than half the number of the wheels of the vehicle brakes sufficient under the most adverse conditions to bring the vehicle to rest within a reasonable distance:

Provided that this paragraph shall not apply in the case of a road roller if the vehicle is equipped with one braking system with one means of operation.

(3) The application of one means of operation shall not affect or operate the pedal or hand lever of the other means of operation.

(4) No braking system shall be rendered ineffective by the non-rotation of the engine.

(5) All the brakes which are operated by one of the means of operation shall be capable of being applied by direct mechanical action without the intervention of any hydraulic, electric or pneumatic device.

(6) Where any brake shoe is capable of being applied by more than one means of operation, all the wheels of a locomotive to which this Regulation applies shall be fitted with brakes all of which are operated by one of the means of operation:

Provided that—

(*a*) where a vehicle has more than six wheels, at least four of which are steering wheels, it shall be a sufficient compliance with this paragraph if brakes are fitted to all the wheels, other than two steering wheels which are situated on opposite sides of the vehicle, and if all such brakes are operated by one of the means of operation;

(*b*) where a vehicle has more than four wheels and the drive is transmitted to all wheels other than the steering wheels without the interposition of a differential driving gear or similar mechanism between the axles carrying the driving wheels, it shall be deemed to be a sufficient compliance with this paragraph if one means of operation operates the brakes on two driving wheels situated on opposite sides of the vehicle and the other means of operation operates brakes on all the other wheels required to be fitted with brakes by this paragraph; and

(*c*) where means of operation are provided in addition to those prescribed by this Regulation such additional means of operation may be disregarded for the purposes of this paragraph.

(7) One at least of the means of operation shall be capable of causing brakes to be applied directly, and not through the transmission gear, to not less than half the number of the wheels of the vehicle:

Provided that where a locomotive to which this Regulation applies has more than four wheels and the drive is transmitted to all wheels other than the steering wheels without the interposition of a differential driving gear or similar mechanism between the axles carrying the driving wheels, it shall be deemed to be sufficient a compliance with this paragraph if the brakes applied by one means of operation act directly on two driving wheels on opposite sides of the vehicle and the brakes applied by the other means of operation act directly on all other driving wheels.

(8) For the purpose of this Regulation—

(*a*) not more than one front wheel shall be included in half the number of the wheels of the vehicle for the purposes aforesaid except that this provision shall not apply to a locomotive with more than three wheels, whether or not any brake shoe is capable of being applied by more than one means of operation, if as respects the fitting of its wheels with brakes and the operation of those brakes the provisions of paragraph (6) of this Regulation relating to such matters are complied with; and

(*b*) every moving shaft to which any part of a braking system or any means of operation thereof is connected or by which it is supported shall be deemed to be part of that system.

D.—Motor Tractors

Overall width

48. The overall width of a motor tractor shall not exceed 2.5 metres.

Overhang

49. The overhang of a motor tractor shall not exceed 1.83 metres.

Brakes

50.—(1) Every motor tractor shall be equipped with an efficient braking system or efficient braking systems in either case having two means of operation,

so designed and constructed that, notwithstanding the failure of any part (other than a fixed member or a brake shoe anchor pin) through or by means of which the force necessary to apply the brakes is transmitted, there shall still be available for application by the driver to not less than half the number of the wheels of the vehicle brakes sufficient under the most adverse conditions to bring the vehicle to rest within a reasonable distance:

Provided that this paragraph shall not apply in the case of a road roller or a land tractor, not propelled by steam, if the vehicle is equipped with one braking system with one means of operation.

(2) The application of one means of operation shall not affect or operate the pedal or hand lever of the other means of operation.

(3) In the case of vehicles first used on or after 1st April 1938 no braking system shall be rendered ineffective by the non-rotation of the engine:

Provided that this paragraph shall not apply in the case of any vehicle referred to in sub-paragraph (*b*) of paragraph (7) of this Regulation.

(4) In the case of a motor tractor first used on or after 1st April 1938 all the brakes which are operated by one of the means of operation shall be capable of being applied by direct mechanical action without the intervention of any hydraulic, electric or pneumatic device.

(5) Where any brake shoe is capable of being applied by more than one means of operation, all the wheels of the motor tractor shall be fitted with brakes all of which are operated by one of the means of operation:

Provided that where means of operation are provided in addition to those prescribed by this Regulation such additional means of operation may be disregarded for the purposes of this paragraph.

(6) In the case of a motor tractor first used after 14th January 1931, other than a land tractor, one at least of the means of operation shall be capable of causing brakes to be applied directly, and not through the transmission gear, to not less than half the number of the wheels of the vehicle:

Provided that where a motor tractor has more than four wheels and the drive is transmitted to all wheels other than the steering wheels without the interposition of a differential driving gear or similar mechanism between the axles carrying the driving wheels, it shall be deemed to be a sufficient compliance with this paragraph if the brakes applied by one means of operation act directly on two driving wheels on opposite sides of the vehicle and the brakes applied by the other means of operation act directly on all other driving wheels.

(7) For the purpose of this Regulation—

(*a*) in the case of a motor tractor first used on or after 1st October 1938—

(i) not more than one front wheel shall be included in half the number of the wheels of the vehicle for the purposes aforesaid except that this provision shall not apply to a motor tractor with more than three wheels, whether or not any brake shoe is capable of being applied by more than one means of operation, if as respects the fitting of its wheels with brakes and the operation of those brakes the provisions of paragraph (5) of this Regulation relating to such matters are complied with, and

(ii) every moving shaft to which any part of a braking system or any means of operation thereof is connected or by which it is supported shall be deemed to be part of that system; and

(*b*) in the case of a motor tractor propelled by steam the engine shall be deemed to be an efficient braking system with one means of operation if the engine is capable of being reversed and, in the case of a motor tractor first used on or after 1st October 1943, is incapable of being disconnected from any of the driving wheels of the vehicle except by the sustained effort of the driver.

Tyres

51.—(1) Save as provided in paragraph (3) of this Regulation, every wheel of a motor tractor shall be fitted with a pneumatic tyre or a tyre of soft or elastic material.

(2) Recut pneumatic tyres shall not be fitted to any wheel of a motor tractor the weight of which unladen is less than 2540 kilograms unless the rim diameter of the wheel is 405 millimetres or more.

(3) Paragraph (1) of this Regulation shall not apply to a land tractor if—

(*a*) the tyre of every steering wheel is smooth-soled and where the tyre touches the surface of the road it is not less than 60 millimetres in width; and

(*b*) the tyre of every driving wheel, in the case of vehicles exceeding 3050 kilograms in weight unladen, is not less than 150 millimetres in width and, in the case of vehicles not exceeding 3050 kilograms in weight unladen, is not less than 76 millimetres in width and is either—

(i) smooth-soled,

(ii) shod with diagonal cross bars of not less than 76 millimetres in width nor more than 20 millimetres in thickness, extending the full breadth of the tyre and so arranged that the space between adjacent cross bars is not more than 76 millimetres, or

(iii) shod with diagonal cross bars of soft or elastic material of not less than 60 millimetres in width, extending the full breadth of the tyre and so arranged that the space between adjacent cross bars is not more than 76 millimetres.

E.—Heavy Motor Cars

Overall width

52. The overall width of a heavy motor car shall not exceed 2.5 metres.

Overhang

53. 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:

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 first used 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 1.15 metres.

Brakes

54.—(1) Save as provided in paragraph (2) of this Regulation, every heavy motor car shall be equipped either with an efficient braking system having two means of operation or with two efficient braking systems each having a separate means of operation:

Provided that for the purpose of this paragraph no account shall be taken in the case of a heavy motor car first used on or after 1st January 1968 of a multi-pull means of operation, unless that means, at the first application, operates an hydraulic, electric or pneumatic device which causes brakes to be applied sufficient to have a total braking efficiency of not less than the total braking efficiency required by paragraph (5)(*b*) of this Regulation in relation to brakes as applied by a second independent means of operation.

(2) Nothing in paragraph (1) or (3) of this Regulation shall apply in the case of a heavy motor car, if the said vehicle is equipped with one efficient braking system with one means of operation and the said system is a split braking system.

(3) Save as provided in paragraph (2) of this Regulation, the braking system or braking systems of every heavy motor car first used after 15th August 1928 shall be so designed and constructed that, notwithstanding the failure of any part (other than a fixed member or a brake shoe anchor pin) through or by means of which the force necessary to apply the brakes is transmitted, there shall still be available for application by the driver to not less than half the number of the wheels of the vehicle brakes sufficient under the most adverse conditions to bring the vehicle to rest within a reasonable distance.

(4) The braking system or braking systems of every heavy motor car to which Schedule 4 applies and first used before 1st January 1968 shall comply with the requirements of that Schedule relating to the efficiency of the brakes of such heavy motor cars.

(5) The braking system or braking systems of every heavy motor car first used on or after 1st January 1968, which is not a works truck or a pedestrian controlled vehicle, shall—

(*a*) have brakes acting on all the wheels of the vehicle which as applied by one means of operation have a total braking efficiency of not less than 50 per cent.;

(*b*) except in the case mentioned in the following sub-paragraph (*c*), have brakes which as applied by a second independent means of operation have a total braking efficiency of not less than 25 per cent.;

(*c*) in the case of a heavy motor car equipped with a split braking system in accordance with paragraph (2) of this Regulation, have brakes which in the event of a failure of any part (other than a fixed member or a brake shoe anchor pin) of one of the independent sections comprised in the split braking system are such that there remain brakes applied by the other section sufficient to have a total braking efficiency of not less than 25 per cent.

(6) The braking system or braking systems of every heavy motor car first used after 15th August 1928 and before 1st January 1968 and which is a goods vehicle other than a pedestrian controlled vehicle or a works truck and is a rigid vehicle with two axles shall—

(*a*) have brakes which as applied by one means of operation have a total braking efficiency of not less than 45 per cent.;

(*b*) except in the case mentioned in the following sub-paragraph (*c*), have brakes which as applied by a second independent means of operation have a total braking efficiency of not less than 20 per cent.;

(*c*) in the case of a heavy motor car equipped with a split braking system in accordance with paragraph (2) of this Regulation, have brakes which in the event of a failure of any part (other than a fixed member or a brake shoe anchor pin) of one of the independent sections comprised in the split braking system are such that there remain brakes applied by the other section sufficient to have a total braking efficiency of not less than 20 per cent.

(7) The braking system or braking systems of every heavy motor car first used after 15th August 1928 and before 1st January 1968 and which is a goods vehicle other than a pedestrian controlled vehicle or a works truck and is a rigid vehicle with more than two axles or is constructed or adapted to form part of an articulated vehicle shall—

(*a*) have brakes which as applied by one means of operation have a total braking efficiency of not less than 40 per cent.;

(*b*) except in the case mentioned in the following sub-paragraph (*c*), have brakes which as applied by a second independent means of operation have a total braking efficiency of not less than 15 per cent.;

(*c*) in the case of a heavy motor car equipped with a split braking system in accordance with paragraph (2) of this Regulation, have brakes which in the event of a failure of any part (other than a fixed member or a brake shoe anchor pin) of one of the independent sections comprised in the split braking system are such that there remain brakes applied by the other section sufficient to have a total braking efficiency of not less than 15 per cent.

(8) The braking system or braking systems of every heavy motor car first used on or before 15th August 1928, not being a heavy motor car to which the said Schedule 4 applies, shall be sufficient under the most adverse conditions to bring the vehicle to rest within a reasonable distance.

(9) Paragraphs (1) and (3) of this Regulation shall not apply in the case of a works truck if it is equipped with one braking system having one means of operation.

(10) The application of one means of operation shall not affect or operate the pedal or hand lever of the other means of operation.

(11) In the case of vehicles first used on or after 1st April 1938 no braking system shall be rendered ineffective by the non-rotation of the engine:

Provided that this paragraph shall not apply in the case of any vehicle referred to in paragraph (16)(*b*) of this Regulation.

(12) All the brakes of a heavy motor car which are operated by one means of operation shall be capable of being applied by direct mechanical action without the intervention of any hydraulic, electric or pneumatic device:

Provided that this paragraph shall not apply to a heavy motor car which

satisfies the requirements of Regulation 13(2) of these Regulations.

(13) In the case of a heavy motor car first used before 1st January 1968, where any brake shoe is capable of being applied by more than one means of operation all the wheels of the heavy motor car shall be fitted with brakes all of which are operated by one of the means of operation:

Provided that—

(*a*) where a heavy motor car has more than six wheels, at least four of which are steering wheels, it shall be a sufficient compliance with this paragraph if brakes are fitted to all the wheels, other than two steering wheels which are situated on opposite sides of the vehicle, and all such brakes are operated by one of the means of operation;

(*b*) where a heavy motor car has more than four wheels and the drive is transmitted to all wheels other than the steering wheels without the interposition of a differential driving gear or similar mechanism between the axles carrying the driving wheels, it shall be deemed to be a sufficient compliance with this paragraph if one means of operation operates the brakes on two driving wheels situated on opposite sides of the vehicle and the other means of operation operates brakes on all the other wheels required to be fitted with brakes by this paragraph; and

(*c*) where means of operation are provided in addition to those prescribed by this Regulation such additional means of operation may be disregarded for the purposes of this paragraph.

(14) One at least of the means of operation shall be capable of causing brakes to be applied directly, and not through the transmission gear, to not less than half the number of the wheels of the vehicle:

Provided that—

(*a*) in the case of a heavy motor car having brakes acting on all the wheels of the vehicle and capable of being applied by one means of operation, any shaft leading from any differential driving gear of an axle to a driving wheel shall be deemed not to form part of the transmission gear;

(*b*) where in the case of any other heavy motor car it has more than four wheels and the drive is transmitted to all wheels other than the steering wheels without the interposition of a differential driving gear or similar mechanism between the axles carrying the driving wheels, it shall be deemed to be a sufficient compliance with this paragraph if the brakes applied by one means of operation act directly on two driving wheels on opposite sides of the vehicle and the brakes applied by the other means of operation act directly on all other driving wheels.

(15) Paragraphs (10) to (14) inclusive of this Regulation shall not apply to a heavy motor car first used on or before 15th August 1928.

(16) For the purposes of this Regulation—

(*a*) in the case of any motor vehicle—

(i) not more than one front wheel shall be included in half the number of the wheels of the vehicle for the purposes aforesaid except that this provision shall not apply either to a heavy motor car with more than three wheels, whether or not any brake shoe is capable of being applied by more than one means of operation, if as respects the fitting of its wheels with brakes and the operation of those brakes the provisions of paragraph (13) of this Regulation relating to such matters are complied with, or to a works truck, and

(ii) every moving shaft to which any part of a braking system or any means of operation thereof is connected or by which it is supported shall be deemed to be part of that system; and

(*b*) in the case of a heavy motor car propelled by steam and not used as a public service vehicle the engine shall be deemed to be an efficient braking system with one means of operation if the engine is capable of being reversed and, in the case of a heavy motor car first used on or after 1st January 1927, is incapable of being disconnected from any of the driving wheels of the vehicle except by the sustained effort of the driver.

Tyres

55.—(1) Save as provided in paragraph (2) of this Regulation, every wheel of a heavy motor car shall be fitted with a pneumatic tyre.

(2) In the case of any of the following vehicles every wheel shall be fitted with a pneumatic tyre or a tyre of soft or elastic material:—

(*a*) heavy motor cars first used on or before 2nd January 1933;

(*b*) heavy motor cars exceeding 4070 kilograms in weight unladen mainly used in operations which necessitate working on rough ground or unmade roads;

(*c*) vehicles 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;

(*d*) turntable fire escapes;

(*e*) tower wagons; and

(*f*) works trucks.

Wings

56. A heavy motor car shall be equipped with wings or other similar fittings to catch, so far as practicable, mud or water thrown up by the rotation of the wheels, unless adequate protection is afforded by the body of the vehicle:

Provided that this Regulation shall not apply—

(*a*) in relation to the rear wheels of any heavy motor car for the time being forming part of an articulated vehicle if the trailer forming the remaining part of the articulated vehicle is used only for or, when empty, in connection with the carriage of round timber;

(*b*) in the case of a vehicle in an unfinished condition proceeding to a works for completion; or

(*c*) in the case of a works truck.

F.—Motor Cars

Overall width

57. The overall width of a motor car shall not exceed 2.5 metres.

Overhang

58. 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:

Provided that—

(*a*) in the case of a motor car first used before 1st January 1966 the over-

hang may be increased by not more than 76 millimetres, if the distance between the foremost and rearmost axles does not exceed 2.29 metres; and

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

(i) a motor car first used 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.

Brakes

59.—(1) Save as provided in paragraph (2) of this Regulation, every motor car shall be equipped either with an efficient braking system having two means of operation or with two efficient braking systems each having a separate means of operation:

Provided that for the purpose of this paragraph no account shall be taken in the case of a motor car first used on or after 1st January 1968 of a multi-pull means of operation, unless that means, at the first application, operates an hydraulic, electric or pneumatic device which causes brakes to be applied sufficient to have a total braking efficiency of not less than the total braking efficiency required by paragraph (5)(*b*) of this Regulation in relation to brakes as applied by a second independent means of operation.

(2) Nothing in paragraph (1) or (3) shall apply in the case of a motor car if the said vehicle is equipped with one efficient braking system with one means of operation and the said system is a split braking system.

(3) Save as provided in paragraph (2) of this Regulation, the braking system or braking systems of every motor car shall be so designed and constructed that notwithstanding the failure of any part (other than a fixed member or a brake shoe anchor pin) through or by means of which the force necessary to apply the brakes is transmitted there shall still be available for application by the driver to not less than half the number of the wheels of the vehicle brakes sufficient under the most adverse conditions to bring the vehicle to rest within a reasonable distance:

Provided that in the event of such failure as aforesaid it shall not be necessary for brakes to be available for application by the driver—

(*a*) in the case of a motor car first used before 1st October 1938, to more than two wheels;

(*b*) in the case of a vehicle having less than four wheels, to more than one wheel.

(4) The braking system or braking systems of every motor car to which Schedule 4 applies and first used before 1st January 1968 shall comply with the requirements of that Schedule relating to the efficiency of the brakes of such motor cars.

(5) The braking system or braking systems of every motor car first used on or after 1st January 1968 which is not a works truck or a pedestrian controlled vehicle shall—

(*a*) have brakes acting on all the wheels of the vehicle which as applied by one means of operation have a total braking efficiency of not less than 50 per cent.;

(*b*) except in the case mentioned in the following sub-paragraph (*c*), have brakes which as applied by a second independent means of operation have a total braking efficiency of not less than 25 per cent.;

(*c*) in the case of a motor car equipped with a split braking system in accordance with paragraph (2) of this Regulation, have brakes which in the event of a failure of any part (other than a fixed member or a brake shoe anchor pin) of one of the independent sections comprised in the split braking system are such that there remain brakes applied by the other section sufficient to have a total braking efficiency of not less than 25 per cent.

(6) The braking system or braking systems of every motor car first used after 1st January 1915 and before 1st January 1968 and which is a goods vehicle exceeding 1525 kilograms in unladen weight other than a dual-purpose vehicle, a pedestrian controlled vehicle or a works truck and is a rigid vehicle with two axles shall—

(*a*) have brakes which as applied by one means of operation have a total braking efficiency of not less than 45 per cent.;

(*b*) except in the case mentioned in the following sub-paragraph (*c*), have brakes which as applied by a second independent means of operation have a total braking efficiency of not less than 20 per cent.;

(*c*) in the case of a motor car equipped with a split braking system in accordance with paragraph (2) of this Regulation, have brakes which in event of a failure of any part (other than a fixed member or a brake shoe anchor pin) of one of the independent sections comprised in the split braking system are such that there remain brakes applied by the other section sufficient to have a total braking efficiency of not less than 20 per cent.

(7) The braking system or braking systems of every motor car first used after 1st January 1915 and before 1st January 1968 and which is a goods vehicle exceeding 1525 kilograms in unladen weight other than a dual-purpose vehicle, a pedestrian controlled vehicle or a works truck and is a rigid vehicle with more than two axles or is constructed or adapted to form part of an articulated vehicle shall—

(*a*) have brakes which as applied by one means of operation have a total braking efficiency of not less than 40 per cent.;

(*b*) except in the case mentioned in the following sub-pargaraph (*c*), have brakes which as applied by a second independent means of operation have a total braking efficiency of not less than 15 per cent.;

(*c*) in the case of a motor car equipped with a split braking system in accordance with paragraph (2) of this Regulation, have brakes which in the event of a failure of any part (other than a fixed member or a brake shoe anchor pin) of one of the independent sections comprised in the split braking system are such that there remain brakes applied by the other section sufficient to have a total braking efficiency of not less than 15 per cent.

(8) Paragraphs (1) and (3) of this Regulation shall not apply in the case of a motor car first registered under the Motor Car Act 1903**(a)** before 1st January 1915 but—

(*a*) such a motor car shall be equipped with an efficient braking system;

(a) 1903 c. 36.

(*b*) that system shall be so designed and constructed that brakes shall be available for application by the driver, in the case of a vehicle with not less than four wheels, to two wheels of the vehicle, and in the case of a vehicle with less than four wheels, to one wheel of the vehicle; and

(*c*) if such a motor car is not one to which the said Schedule 4 applies, the brakes required by the foregoing sub-paragraph to be available for application shall be brakes sufficient under the most adverse conditions to bring the vehicle to rest within a reasonable distance.

(9) The foregoing paragraphs of this Regulation shall not apply in the case of a works truck if it is equipped with one braking system with one means of operation.

(10) The application of one means of operation shall not affect or operate the pedal or hand lever of the other means of operation.

(11) In the case of vehicles first used on or after 1st April 1938, no braking system shall be rendered ineffective by the non-rotation of the engine:

Provided that this paragraph shall not apply in the case of any vehicle referred to in paragraph (15)(*b*) of this Regulation.

(12) All the brakes of a motor car which are operated by one of the means of operation shall be capable of being applied by direct mechanical action without the intervention of any hydraulic, electric or pneumatic device:

Provided that this paragraph shall not apply to a motor car which satisfies the requirements of Regulation 13(2).

(13) In the case of a motor car first used before 1st January 1968 with more than three wheels where any brake shoe is capable of being applied by more than one means of operation all the wheels shall be fitted with brakes all of which are operated by one of the means of operation:

Provided that—

(*a*) where a motor car has more than six wheels, at least four of which are steering wheels, it shall be a sufficient compliance with this paragraph if brakes are fitted to all the wheels, other than two steering wheels which are situated on opposite sides of the vehicle, and all such brakes are operated by one of the means of operation;

(*b*) where a motor car has more than four wheels and the drive is transmitted to all wheels other than the steering wheels without the interposition of a differential driving gear or similar mechanism between the axles carrying the driving wheels, it shall be deemed to be a sufficient compliance with this paragraph if one means of operation operates the brakes on two driving wheels situated on opposite sides of the vehicle and the other means of operation operates brakes on all the other wheels required to be fitted with brakes by this paragraph;

(*c*) where means of operation are provided in addition to those prescribed by this Regulation such additional means of operation may be disregarded for the purposes of this paragraph;

(*d*) this paragraph shall not apply to a pedestrian controlled vehicle not exceeding 410 kilograms in weight unladen; and

(*e*) in the case of a motor car the unladen weight of which does not exceed 2030 kilograms or which is constructed solely for the carriage of passengers and their effects and adapted to carry not more than seven passengers exclusive of the driver, it shall be deemed to be a sufficient compliance

with this paragraph if one means of operation operates brakes fitted to all but two of the wheels and, as respects each of those two wheels, operates a brake on the shaft leading thereto and no gearing is interposed between the brake and the wheel.

(14) One at least of the means of operation shall be capable of causing brakes to be applied directly and not through the transmission gear to not less than half the number of the wheels of the vehicle:

Provided that—

(*a*) in the case of a motor car having brakes acting on all the wheels of the vehicle and capable of being applied by one means of operation, any shaft leading from any differential driving gear of an axle to a driving wheel shall be deemed not to form part of the transmission gear;

(*b*) in the case of a motor car having more than four wheels and first used before 1st October 1938, it shall be deemed to be sufficient compliance with this paragraph if one of the means of operation applies brakes directly and not through the transmission gear to not less than two of the wheels of the vehicle; and

(*c*) where a motor car has more than four wheels and the drive is transmitted to all wheels other than the steering wheels without the interposition of a differential driving gear or similar mechanism between the axles carrying the driving wheels, it shall be deemed to be a sufficient compliance with this paragraph if the brakes applied by one means of operation act directly on two driving wheels on opposite sides of the vehicle and the brakes applied by the other means of operation act directly on all other driving wheels.

(15) For the purpose of this Regulation—

(*a*) in the case of a motor car first used on or after 1st October 1938—

(i) not more than one front wheel shall be included in half the number of the wheels of the vehicle for the purposes aforesaid:

Provided that this provision shall not apply—

(1) to a motor car the unladen weight of which does not exceed 1020 kilograms,

(2) to a motor car which is a passenger vehicle constructed or adapted to carry not more than seven passengers exclusive of the driver,

(3) to a works truck, or

(4) to a motor car with more than three wheels, whether or not any brake shoe is capable of being applied by more than one means of operation, if as respects the fitting of its wheels with brakes and the operation of those brakes the provisions of paragraph (13) of this Regulation relating to such matters are complied with, and

(ii) every moving shaft to which any part of a braking system or any means of operation thereof is connected or by which it is supported shall be deemed to be part of that system; and

(*b*) in the case of a motor car propelled by steam and not used as a public service vehicle, the engine shall be deemed to be an efficient braking system with one means of operation if the engine is capable of being reversed and is incapable of being disconnected from any of the driving wheels of the vehicle except by the sustained effort of the driver.

Tyres

60.—(1) Save as provided in paragraph (3) of this Regulation, every wheel of a motor car shall be fitted with a pneumatic tyre.

(2) Recut pneumatic tyres shall not be fitted to any wheel of a motor car except—

(*a*) where the motor car is a goods vehicle the weight of which unladen is 2540 kilograms or more and the rim diameter of the wheel is 405 millimetres or more;

(*b*) in the case of an electrically propelled goods vehicle.

(3) In the case of any of the following descriptions of vehicles every wheel may, subject to the provisions of paragraph (2) of this Regulation, be fitted with a pneumatic tyre, or a tyre of soft or elastic material:—

(*a*) motor cars the weight of which unladen does not exceed 1020 kilograms;

(*b*) works trucks;

(*c*) motor cars first used on or before 2nd January 1933;

(*d*) motor cars designed for use and used solely in connection with street cleansing, the collection or disposal of refuse or the collection or the disposal of the contents of gullies or cesspools; and

(*e*) electrically propelled goods vehicles the weight of which unladen does not exceed 1270 kilograms.

Wings

61. A motor car shall be equipped with wings or other similar fittings to catch, so far as practicable, mud or water thrown up by the rotation of the wheels unless adequate protection is afforded by the body of the vehicle:

Provided that this Regulation shall not apply—

(*a*) in relation to the rear wheels of any motor car for the time being forming part of an articulated vehicle if the trailer forming the remaining part of the articulated vehicle is used only for or, when empty, in connection with the carriage of round timber;

(*b*) in the case of a vehicle in an unfinished condition proceeding to a works for completion; or

(*c*) in the case of a works truck.

G.—Motor Cycles

Brakes

62.—(1) Every motor cycle shall be equipped either with an efficient braking system having two means of operation or with two efficient braking systems each having a separate means of operation.

(2) The braking system or braking systems with which a motor cycle is required to be equipped shall be so designed and constructed that notwithstanding the failure of any part (other than a fixed member or a brake shoe anchor pin) through or by means of which the force necessary to apply the brakes is transmitted there shall still be available for application by the driver to at least one wheel of the vehicle brakes sufficient under the most adverse conditions to bring the vehicle to rest within a reasonable distance.

(3) The braking system or braking systems of every motor cycle to which Schedule 4 applies shall comply with the requirements of that Schedule relating to the efficiency of the brakes of such motor cycles.

(4) Paragraphs (1) and (2) of this Regulation shall not apply in the case of a motor cycle first registered under the Motor Car Act 1903 or the Roads Act 1920 before 1st January 1927 but—

(*a*) such a motor cycle shall be equipped with an efficient braking system, and

(*b*) that system shall be so designed and constructed that brakes shall be available for application by the driver to at least one wheel of the vehicle.

(5) The foregoing paragraphs of this Regulation shall not apply in the case of a works truck if it is equipped with one braking system having one means of operation.

(6) In the case of a motor cycle required to have two means of operating brakes, the application of one means of operation shall not affect or operate the pedal or hand lever of the other means of operation.

Tyres

63. Every wheel of a motor cycle shall be fitted with a pneumatic tyre, other than a recut pneumatic tyre:

Provided that this Regulation shall not apply to a works truck or a pedestrian controlled vehicle if, in either case, every wheel of the vehicle is fitted with a tyre of soft or elastic material.

Wings

64. Every motor cycle other than a works truck shall be equipped with wings or other similar fittings to catch, so far as practicable, mud or water thrown up by the rotation of the wheels.

H.—Invalid Carriages

Width

65. The overall width of an invalid carriage shall not exceed 2·2 metres.

Brakes

66. Every invalid carriage shall be equipped with an efficient braking system, the brakes of which act on at least two wheels of the vehicle, so designed and constructed that the application of the brakes shall bring the vehicle to rest within a reasonable distance.

Wings

67. Every invalid carriage shall be equipped with wings or other similar fittings to catch, so far as practicable, mud or water thrown up by the rotation of the wheels.

I.—Trailers

Overall length

68.—(1) Save as provided in paragraph (2) of this Regulation, the overall length of a trailer shall not exceed 7 metres:

Provided that the said maximum length may be 12 metres in the case of a trailer which—

(*a*) has not less than 4 wheels and where the distance between the centres of the respective areas of contact with the road of the foremost and the rearmost wheels on the same side of the trailer is not less than three-fifths of its overall length; and

(*b*) is drawn by a motor vehicle having an unladen weight of 2030 kilograms or more.

(2) This Regulation shall not apply—

(*a*) to a trailer constructed and normally used for the conveyance of indivisible loads of exceptional length;

(*b*) to a land implement;

(*c*) to a trailer forming part of an articulated vehicle;

(*d*) to any broken down vehicle which is being drawn by a motor vehicle in consequence of the breakdown;

(*e*) to a trailer which is a trolley vehicle in course of construction or delivery; or

(*f*) to any trailer which is drying or mixing plant designed for the production of asphalt or of bituminous or tar macadam and used mainly for the construction, repair or maintenance of roads or which is a road planing machine used as aforesaid if, in any such case, the overall length of the trailer together with that of the motor vehicle by which it is drawn does not exceed 18.3 metres.

(3) For the purposes of this Regulation, the overall length of a trailer shall be treated as excluding any part of the trailer designed primarily for use as a means of attaching it to another vehicle and any fitting designed for use in connection with any such part.

Overall width

69.—(1) Save as provided in paragraph (3) of this Regulation, the overall width of a trailer shall not exceed 2.3 metres:

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 380 millimetres 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 150 millimetres in the case of a trailer manufactured 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 2.3 metres 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 2030 kilograms 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 305 millimetres 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 the course of construction or delivery or to a broken down vehicle which is being drawn by a motor vehicle in consequence of the break-down.

Brakes

70.—(1) Save as provided in paragraph (3) of this Regulation, every trailer manufactured before 1st January 1968 and every agricultural trailer whenever manufactured which in either case exceeds 102 kilograms in weight unladen shall be equipped with an efficient braking system the brakes of which are capable of being applied when it is being drawn—

(*a*) to at least two wheels in the case of a trailer having not more than four wheels;

(*b*) to at least four wheels in the case of a trailer having more than four wheels; and

(*c*) in the case of trailers manufactured after 1st April 1938, to at least half the number of wheels of the trailer,

and so constructed that—

(i) the brakes can be applied either by the driver of the drawing vehicle or by some other person on such vehicle or the trailer,

(ii) in the case of a trailer forming part of an articulated vehicle and being permanently attached to the drawing vehicle, the brakes are capable of being set so as effectively to prevent two at least of the wheels from revolving when the trailer is not being drawn, and

(iii) in the case of any other trailer, the brakes are capable of being set so as effectively to prevent two at least of the wheels from revolving when the trailer, whether it is attached to the drawing vehicle or not, is not being drawn:

Provided that the provisions of item (i) of this paragraph shall not apply in the case of a trailer if the brakes of the trailer automatically come into operation on the overrun of the trailer.

In this paragraph the expression "permanently attached" means that the trailer can only be detached from the drawing vehicle by an operation involving the use of facilities which are normally found only in a workshop.

(2) Save as provided in paragraph (3) of this Regulation, every trailer manufactured on or after 1st January 1968, except an agricultural trailer, and which exceeds 102 kilograms in weight unladen shall be equipped with an efficient braking system so designed and constructed that—

(*a*) when the trailer is being drawn, the brakes of that braking system are capable of being applied to all the wheels of the trailer by the driver of the drawing vehicle using the means of operation applying those of the brakes of the drawing vehicle which were designed and constructed to have the highest braking efficiency of any of the brakes of any braking system with which the drawing vehicle is equipped;

(*b*) when the trailer is being drawn, in the event of a failure of any part (other than a fixed member or a brake shoe anchor pin) of the braking system with which the drawing vehicle is equipped (excluding the means of operation of a split braking system) or of any part (other than as aforesaid) of the braking system with which the trailer is equipped, brakes shall still be capable of being applied to at least two wheels of the trailer or, in the case of a two-wheeled trailer, to one wheel in the manner

indicated in the last preceding sub-paragraph or by the driver using any other means of operation of a braking system with which the drawing vehicle is by these Regulations required to be equipped;

(*c*) when the trailer is stationary—

(i) the brakes of that system can also be applied to at least two wheels of the trailer and released by a person standing on the ground by a means of operation fitted to the trailer;

(ii) the braking force of that system can, when applied in the manner indicated in sub-paragraph (*a*) or (*c*)(i) of this paragraph, at all times be maintained in operation by direct mechanical action without the intervention of any hydraulic, electric or pneumatic device; and

(iii) such braking force, when so applied and so maintained in operation by direct mechanical action, is capable of holding the trailer stationary on a gradient of at least 1 in 6.25 without the assistance of stored energy:

Provided that the provisions of sub-paragraphs (*a*) and (*b*) of this paragraph shall not apply in the case of a trailer if the brakes of the trailer automatically come into operation on the overrun of the trailer.

(3) Paragraphs (1) and (2) of this Regulation shall not apply—

(*a*) to any land implement or land implement conveyor drawn by a motor vehicle;

(*b*) to any trailer designed for use and used for street cleansing which does not carry any load other than its necessary gear and equipment;

(*c*) to any broken down vehicle which is being drawn by a motor vehicle in consequence of the breakdown;

(*d*) to any agricultural trailer manufactured before 1st July 1947 when drawn by a motor tractor or a land tractor which is not a motor tractor if—

(i) its laden weight does not exceed 4070 kilograms,

(ii) it is only a trailer so drawn, and

(iii) it is not drawn at a speed exceeding 10 miles per hour; or

(*e*) to any trailer used only for the carriage of plant and materials for producing gas for the propulsion of the drawing vehicle if the drawing vehicle is either a goods vehicle weighing not less than 2030 kilograms in weight unladen or a public service vehicle.

(4) In the case of trailers manufactured on or after 1st April 1938, the braking system shall be so constructed that it is not rendered ineffective by the non-rotation of the engine of the drawing vehicle.

Tyres

71. Subject to the provisions of Regulation 72, every wheel of a trailer when the trailer is being drawn on a road shall be fitted with a pneumatic tyre or a tyre of soft or elastic material:

Provided that this Regulation shall not apply—

(*a*) to any land implement or agricultural trailer;

(*b*) to any trailer manufactured before 15th January 1931 which is specially designed for the conveyance of horses and cattle and is used either for that purpose or for some other purpose connected with agriculture;

(*c*) to any trailer manufactured before 15th January 1931 which is specially designed and used for the conveyance of furniture and other similar household effects; or

(*d*) to any trailer used for the purpose of carrying water for a road roller which is being used in connection with the construction, maintenance or repair of roads.

72.—(1) Save as provided in paragraph (3) of this Regulation, every wheel of a trailer manufactured after 1st January 1933 when drawn by a heavy motor car or a motor car shall be fitted with a pneumatic tyre.

(2) Save as provided in paragraph (3) of this Regulation, where trailers of the following descriptions manufactured after 1st January 1933 are drawn by a heavy motor car or motor car every wheel of such trailers shall be fitted with a pneumatic tyre, other than a recut pneumatic tyre:—

(*a*) a trailer which does not exceed 1020 kilograms in weight unladen;

(*b*) a trailer which is not constructed or adapted to carry any load other than plant or other special appliance or apparatus which is a permanent or essentially permanent fixture and which does not exceed 2290 kilograms in total weight; or

(*c*) a trailer which is a living van which does not exceed 2040 kilograms in weight unladen.

(3) Paragraphs (1) and (2) of this Regulation shall not apply to any trailer:—

(*a*) which is a works trailer;

(*b*) which is 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;

(*c*) when drawn by a heavy motor car every wheel of which is not required to be fitted with a pneumatic tyre;

(*d*) when used for the purpose of carrying water for a road roller which is being used in connection with the construction, maintenance or repair of roads;

(*e*) which is a land implement or an agricultural trailer drawn by a land tractor; or

(*f*) which is a broken down vehicle and is being drawn by a motor vehicle in consequence of the breakdown.

Wings

73. The rear wheels of every trailer or, in the case of a two-wheeled trailer both its wheels, shall be equipped with wings or other similar fittings to catch, so far as practicable, mud or water thrown up by the rotation of the wheels, unless adequate protection is afforded by the body of the trailer:

Provided that this Regulation shall not apply—

(*a*) to trailers in an unfinished condition proceeding to a works for completion;

(*b*) to land implements;

(*c*) to land implement conveyors;

(*d*) to living vans;

(*e*) to watercarts;

(*f*) to trailers used only for or, when empty, in connection with the carriage of round timber;

(*g*) to trailer pumps used for fire brigade purposes;

(*h*) to trailers drawn by a vehicle the maximum speed of which is restricted by virtue of the provisions of Schedule 5 to the Road Traffic Regulation Act 1967(a) to 12 miles per hour or less; or

(*i*) to any broken down vehicle which is being drawn in consequence of the breakdown.

PART III

REGULATIONS GOVERNING THE USE ON ROADS OF MOTOR VEHICLES AND TRAILERS

Markings on locomotives, tractors and heavy motor cars

74. The owner of a locomotive, motor tractor or heavy motor car shall cause the unladen weight of the vehicle to be painted or otherwise plainly marked upon some conspicuous place on the left or near side of the vehicle:

Provided that this Regulation shall not apply to a heavy motor car not registered under the Roads Act 1920, the Vehicles (Excise) Act 1949, the Vehicles (Excise) Act 1962 or the Vehicles (Excise) Act 1971.

Trailer plate

75.—(1) Save as provided in paragraph (4) of this Regulation, when a motor vehicle is drawing a trailer or trailers on a road there shall be exhibited in a conspicuous position on the back of the trailer (or when more than one trailer is being drawn on the back of the rearmost trailer) a distinguishing mark in the form and complying with the provisions set out in the diagram contained in Schedule 5.

(2) The reflex lenses indicated in the said diagram shall be not less than 19 millimetres in diameter and the colour thereof shall be red.

(3) The mark shall be so fixed to the trailer that—

(*a*) it is vertical and easily distinguishable from behind the trailer;

(*b*) it is either on the centre line or to the offside of the trailer; and

(*c*) no part of it is at a height exceeding 1.22 metres from the ground, and in all cases it shall be kept clean and unobscured.

(4) This Regulation shall not apply—

(*a*) to any trailer forming part of an articulated vehicle;

(*b*) to any broken down vehicle while being drawn in consequence of the breakdown;

(*c*) to any trailer drawn by a motor cycle being a passenger vehicle or by a motor car being either a passenger vehicle or a dual-purpose vehicle and in each case adapted to carry not more than seven passengers exclusive of the driver;

(*d*) to any trailer specially constructed for the carriage of round timber;

(*e*) to any land implement (other than a living van) or any land implement conveyor or any agricultural trailer;

(a) 1967 c. 76.

(*f*) to any water cart drawn by, and used for carrying water for, a road roller; or

(*g*) to any trailer carrying two obligatory reflectors in accordance with the Road Vehicles Lighting Regulations 1971, such reflectors being marked either "AU4OL III" or "AU4OL IIIA" or with an approval mark incorporating the roman numeral III by virtue of those Regulations and being either mounted on a white background forming part of the reflector or surrounded by a white border at least 12 millimetres in width.

Laden weight of locomotive

76.—(1) Save as provided in paragraph (2) of this Regulation, the laden weight of a locomotive shall not exceed 20830 kilograms.

(2) The laden weight of a locomotive which is equipped with suitable and sufficient springs between each wheel and the frame of the vehicle and every wheel of which is fitted with a pneumatic tyre or a tyre of soft or elastic material shall not exceed—

(*a*) in the case of a vehicle with less than six wheels, 22360 kilograms;

(*b*) in the case of a vehicle with six wheels, 26420 kilograms; or

(*c*) in the case of a vehicle with more than six wheels, 30490 kilograms.

(3) The total weight transmitted to the road surface by any two wheels of a locomotive in line transversely shall not exceed 11180 kilograms:

Provided that this paragraph shall not apply to a road roller or to a vehicle with not more than four wheels first used before 1st June 1955.

Weight of trailers drawn by a locomotive

77. The maximum total weight of all trailers, whether wheeled or track laying and whether laden or unladen, drawn by a locomotive whether wheeled or track laying shall not exceed 40650 kilograms.

Laden weight of heavy motor car or motor car, being a p.s.v.

78.—(1) Save as provided in paragraph (2) of this Regulation, in the case of a heavy motor car or motor car which is a public service vehicle the total weight transmitted to the road surface by any two wheels in line transversely shall not exceed 9150 kilograms and the sum of the weights so transmitted by all the wheels shall not exceed 14230 kilograms.

(2) In the case of a heavy motor car or motor car 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. the following provisions shall apply—

(*a*) the total weight transmitted to the road surface by any two wheels in line transversely may amount to but shall not exceed 10170 kilograms, 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 305 millimetres apart and measured at right angles to the longitudinal axis of the vehicle or with a wide tyre; and

(*b*) the sum of the weights transmitted to the road surface by all the wheels of the vehicle may amount to but not exceed, where the distance between the front and rear axles is at least 3.25 metres but less than 3.65 metres,

15250 kilograms, and where the distance between the front and the rear axles is at least 3.65 metres, 16260 kilograms.

For the purposes of this sub-paragraph (*b*) the distances between any two axles shall be obtained in the same manner as is provided in paragraph 1 of Schedule 6.

(3) For the purpose of this Regulation the weight transmitted to the road surface by a vehicle shall be taken to be the weight so transmitted by the vehicle when it is complete and fully equipped for service with a full supply of water, oil and fuel and loaded with weights of 63.5 kilograms per person placed in the correct relative positions for each passenger for whom a seat is provided and for the driver and conductor (if carried) and, in the case of a public service vehicle registered after 31st December 1954 in which by or under any enactment more than eight standing passengers may be carried, with additional weights of 63.5 kilograms per person for each standing passenger in excess of eight reasonably distributed in the space in which any such passengers may be so carried.

Laden weight of heavy motor car or motor car, not being a p.s.v.

79.—(1) Save as provided in paragraph (2) of this Regulation, in the case of a heavy motor car or motor car which is not a public service vehicle, the weight transmitted to the road surface by any one wheel where no other wheel is in the same line transversely shall not exceed 4580 kilograms, the total weight so transmitted by any two wheels in line transversely shall not exceed 9150 kilograms and the sum of the weights so transmitted by all the wheels shall not exceed—

(*a*) in the case of a vehicle with not more than four wheels, 14230 kilograms;

(*b*) in the case of a vehicle with more than four wheels but not more than six wheels, 20330 kilograms; and

(*c*) in the case of a vehicle with more than six wheels, 24390 kilograms,

so, however, that in relation to a vehicle first used on or after 1st June 1973, not being a vehicle to which Regulation 83 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 20330 kilograms and 24390 kilograms specified in those sub-paragraphs there shall be substituted respectively weight limits of 16260 kilograms and 18290 kilograms.

(2) In the case of a prior 1968 vehicle, a post 1968 vehicle or a temporarily imported vehicle the following provisions shall apply—

(i) 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 5090 kilograms and the total weight so transmitted by any two wheels in line transversely may amount to but shall not exceed 10170 kilograms, 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 305 millimetres apart measured at right angles to the longitudinal axis of the vehicle or with a wide tyre; and

(ii) if it is fitted with a number of axles specified in column 1 of paragraph 2 of Schedule 6 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:

Provided that the provisions of sub-paragraph (ii) of this paragraph shall not apply to a motor vehicle when drawing a trailer other than a trailer to which Regulation 80(3) applies.

(3) For the purpose of this Regulation the following expressions have the meanings hereby respectively assigned to them:—

"a prior 1968 vehicle" means a heavy motor car or motor car (other than a public service vehicle)—

(*a*) first used before 1st January 1968;

(*b*) equipped with a plate complying with the requirements of paragraph (2) of Regulation 39, whether that paragraph applies to that vehicle or not; and

(*c*) 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.;

"a post 1968 vehicle" means a heavy motor car or motor car (other than a public service vehicle) first used on or after 1st January 1968;

"a temporarily imported vehicle" means a heavy motor car or motor car (other than a public service vehicle) brought temporarily into Great Britain by a person resident abroad which—

(*a*) is not registered under the Vehicles (Excise) Act 1971;

(*b*) complies with the requirements mentioned in Regulation 4(7);

(*c*) 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; and

(*d*) has 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.

Laden weight of trailer

80.—(1) Save as provided in paragraph (3) of this Regulation, the total weight transmitted to the road surface by any two wheels of a trailer in line transversely shall not exceed 9150 kilograms.

(2) Save as provided in paragraph (3) of this Regulation, the total laden weight of a trailer with less than six wheels and not forming part of an articulated vehicle shall not exceed 14230 kilograms.

(3) In the case of—

(*a*) a trailer equipped with a plate complying with the requirements of paragraph (2) of Regulation 39, whether that paragraph applies to that trailer or not; or

(*b*) a temporarily imported trailer;

which in either case is drawn by a prior 1968 vehicle, a post 1968 vehicle or a temporarily imported motor vehicle the following provisions shall apply—

(i) the weight transmitted to the road surface by any two wheels of the trailer in line transversely may amount to, but shall not exceed 10170 kilograms, if each wheel is fitted with either two pneumatic tyres having the centres of their areas of contact with the road surface not less than 305 millimetres apart measured at right angles to the longitudinal axis of the vehicle or with a wide tyre, and

(ii) if it is fitted with a number of axles specified in column 1 of paragraph 2 of Schedule 6 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 trailer may amount to but shall not exceed the weight specified in relation to that trailer in column 2 of the said paragraph.

(4) The total laden weight of a trailer which has no other brakes than a parking brake, and brakes which automatically come into operation on the overrun of the trailer, shall not exceed 3560 kilograms.

(5) For the purpose of this Regulation the following expressions have the meanings hereby respectively assigned to them:—

"a prior 1968 vehicle" means a motor tractor, heavy motor car or motor car—

(*a*) first used before 1st January 1968;

(*b*) equipped with a plate complying with the requirements of paragraph (2) of Regulation 39, whether that paragraph applies to the vehicle or not; and

(*c*) which while drawing a trailer mentioned in paragraph (3) of this Regulation 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.;

"a post 1968 vehicle" means a heavy motor car or a motor car—

(*a*) first used on or after 1st January 1968, or a motor tractor first used on or after the said date which complies with the requirements of paragraph (2) of Regulation 39 and paragraph (5) of Regulation 54, notwithstanding that those paragraphs do not apply to the said motor tractor; and

(*b*) which in each case while drawing a trailer mentioned in paragraph (3) of this Regulation 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.;

"a temporarily imported motor vehicle" means a motor tractor, heavy motor car or motor car bought temporarily into Great Britain by a person resident abroad which—

(*a*) is not registered under the Vehicles (Excise) Act 1971;

(*b*) complies with the requirements mentioned in Regulation 4(7);

(*c*) 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; and

(*d*) while drawing a trailer mentioned in paragraph (3) of this Regulation has brakes which (whether assisted by the brakes of 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.;

"a temporary imported trailer" means a trailer when ever manufactured brought temporarily into Great Britain by a person resident abroad which

(*a*) complies with the requirements mentioned in Regulation 4(7); and

(*b*) 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 weight for the trailer in that country.

Laden weight of vehicle and trailer

81.—(1) The total laden weight of a trailer, whether wheeled or track laying, together with that of any motor tractor, heavy motor car or motor car drawing such trailer, in each case whether wheeled or track laying, shall not exceed 22360 kilograms:

Provided that—

(*a*) in the case of a wheeled trailer drawn by a wheeled motor tractor, wheeled heavy motor car or wheeled motor car, the total laden weight of the trailer together with that of the drawing vehicle may equal, but shall not exceed 24390 kilograms; and

(*b*) where the trailer is fitted with power-assisted brakes which can be operated by the driver of the drawing vehicle and are not rendered ineffective by the non-rotation of the engine of the drawing vehicle, the total laden weight of the trailer together with that of the drawing vehicle, if the drawing vehicle is equipped with a warning device so placed as to be readily visible to the driver when in the driving seat in order to indicate an impending failure or deficiency in the vacuum or pressure system, may equal, but not exceed, 32520 kilograms.

(2) This Regulation shall not apply to any trailer forming part of an articulated vehicle.

Laden weight of articulated vehicle

82.—(1) Save as provided in paragraph (2) of this Regulation, the total laden weight of an articulated vehicle shall not exceed—

(*a*) if the trailer has less than four wheels, 20330 kilograms, and

(*b*) if the trailer has four wheels or more, 24390 kilograms.

(2) In the case of an articulated vehicle formed by—

(*a*) a trailer equipped with a plate complying with the requirements of paragraph (2) of Regulation 39, whether that paragraph applies to the trailer or not, or a temporarily imported trailer; and

(*b*) a prior 1968 vehicle, a post 1968 vehicle or a temporarily imported motor vehicle,

where the articulated vehicle is fitted with a number of axles specified in column 1 of paragraph 3 of Schedule 6 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 articulated vehicle may amount to but shall not exceed the weight specified in relation to that vehicle in column 2 of the said paragraph.

(3) For the purpose of this Regulation ,"a temporarily imported trailer" has the same meaning as in Regulation 80(5) and "a prior 1968 vehicle", "a post 1968 vehicle" and "a temporarily imported motor vehicle" have the same mean-

ings as in the definitions of those terms in that Regulation subject, however, to any reference to a motor tractor in those definitions being omitted.

Laden weight of certain vehicles not part of articulated vehicles

83.—(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 39(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 79(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 39(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 80(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 provision of sub-paragraph (*c*)(ii) above;

(iii) not forming part of an articulated vehicle.

(2) Nothing in Regulation 79 and Regulation 80 (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 80(4), amount to but shall not exceed such weight as is specified in Part I of Schedule 7 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 79(1) (*b*) and (*c*).

Laden weight of certain motor vehicles forming part of articulated vehicles

84.—(1) This Regulation applies to—

(*a*) a heavy motor car or motor car complying with the provisions of sub-paragraphs (i) and (ii) of paragraphs (1)(*a*) of Regulation 83 and forming part of an articulated vehicle;

(*b*) a temporarily imported vehicle as defined in Regulation 79(3) complying with the provisions of sub-paragraph (i) of paragraph (1)(*b*) of Regulation 83 and forming part of an articulated vehicle.

(2) Nothing in Regulation 79 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 7 and is relevant to the class of vehicle in cloumn 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 79(1)(*b*) and (*c*).

Laden weight of certain articulated vehicles

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

(*a*) a heavy motor car or motor car to which Regulation 84(1)(*a*) applies or a temporarily imported vehicle as defined in Regulation 84(1)(*b*), and

(*b*) a trailer which—

(i) is equipped with a plate complying with the requirements of Regulation 39(2); or

(ii) is a temporarily imported trailer as defined in Regulation 80(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 82 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 7 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.

86.—(1) This Regulation applies to—

(*a*) a heavy motor car or motor car to which Regulation 83(1)(*a*)(i) and (ii) or Regulation 83(1)(*b*)(i) applies; and

(*b*) a trailer to which Regulation 83(1)(*c*)(i) and (ii) or Regulation 83(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 7, 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 88.

(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 7, 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 88.

(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 7630 kilograms, 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 7 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 88.

(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 7630 kilograms;

"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 138 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 39(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 83(1)(*b*)(i) or 83(1)(*d*)(i).

(7) Nothing in Regulation 88 shall apply to a vehicle to which this Regulation applies.

Wheel and axle weights for certain vehicles

87.—(1) This Regulation applies to the same vehicles to which Regulation 86 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 4580 kilograms and the total weight so transmitted by any two wheels in line transversely shall not exceed 9150 kilograms.

(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 5090 kilograms and the total weight so transmitted by any two wheels in line transversely may amount to but shall not exceed 10170 kilograms, 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 305 millimetres 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 11180 kilograms, so, however, that the total weight so transmitted shall not exceed 10170 kilograms in the case of the wheels of any one of two closely spaced axles within the meaning of Regulation 86(6) or in the case of the wheels of any one of three adjacent axles mentioned in Regulation 86(5).

(5) Nothing in Regulation 88 shall apply to a vehicle to which this Regulation applies.

Distribution of weight

88. 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 1.02 metres apart shall not exceed 11180 kilograms;

(*b*) less than 1.22 metres apart but 1.02 metres or more apart shall not exceed 16260 kilograms; and

(*c*) less than 2.13 metres apart but 1.22 metres or more apart shall not exceed 18290 kilograms.

Additional weight restrictions

89.—(1) In this Regulation "plate", in relation to a vehicle, means the plate with which it is required to be equipped by Regulation 39.

(2) Paragraph (4) of this Regulation applies to a goods vehicle, being a heavy motor car or motor car to which Regulation 39(1) applies, and for which no plating certificate has been issued.

(3) As from 1st April 1973, paragraph (4) of this Regulation shall also apply to a locomotive or motor tractor to which Regulation 39(1)(*b*) applies.

(4) As respects a motor vehicle to which this paragraph applies, whether or not drawing or being drawn by another vehicle, the following provisions of this paragraph shall apply—

(*a*) the maximum gross weight shown in its plate shall not be exceeded;

(*b*) the maximum axle weight for each axle shown in its plate shall not be exceeded:

Provided that this sub-paragraph shall not apply in the case of any axle being one of two or more axles to which the following sub-paragraph applies;

(*c*) where any two or more axles are fitted with a compensating arrangement in accordance with Regulation 11, the sum of the maximum axle weights for those axles so fitted shown in its plate shall not be exceeded;

(*d*) the maximum train weight (if any) shown in its plate shall not be exceeded.

(5) Paragraph (6) of this Regulation applies to a goods vehicle, being a trailer to which Regulation 39(1) applies, and for which no plating certificate has been issued.

(6) As respects a trailer to which this paragraph applies, the following provisions of this paragraph shall apply—

(*a*) the maximum gross weight shown in its plate shall not be exceeded;

(*b*) the maximum axle weight for each axle shown in its plate shall not be exceeded:

Provided that this sub-paragraph shall not apply in the case of any axle being one of two or more axles to which the following sub-paragraph applies;

(*c*) where any two or more axles are fitted with a compensating arrangement in accordance with Regulation 11, the sum of the maximum axle weights for those axles so fitted shown in its plate shall not be exceeded.

(7) Nothing in Regulations 76 and 79 to 88 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 79 to 88 which is applicable to the vehicle in question to be exceeded.

Maintenance and use of vehicle so as not to be a danger

90.—(1) A motor vehicle, every trailer drawn thereby and all parts and accessories of such vehicle and trailer shall at all times be in such condition, and the number of passengers carried by such vehicle or trailer, the manner in which any passengers are carried in or on such vehicle or trailer, and the weight, distribution, packing and adjustment of the load of such vehicle or trailer shall at all times be such that no danger is caused or is likely to be caused to any person in or on the vehicle or trailer or on a road:

Provided that in the case of a public service vehicle the provisions of this Regulation with regard to the number of passengers carried shall be deemed to be complied with if the number does not exceed that for the time being permitted by regulations made or having effect as if made under section 148 of the 1960 Act with regard to the carrying capacity of public service vehicles.

(2) The load carried by a motor vehicle or trailer shall at all times be so secured or be in such a position that danger is not likely to be caused to any person by reason of the load or any part thereof falling from the vehicle or by reason of any other movement of the load or any part thereof in relation to the vehicle.

(3) No motor vehicle or trailer shall be used for any purpose for which it is so unsuitable as to cause or be likely to cause danger to any person in or on the vehicle or trailer or on a road.

Maintenance of speedometer

91. Every instrument for indicating speed fitted in compliance with the requirements of Regulation 18 shall—

(*a*) at all material times be maintained in good working order; and

(*b*) be kept free from any obstruction which might prevent its being easily read:

Provided that it shall be a good defence to proceedings taken in respect of a contravention of paragraph (*a*) of this Regulation to prove that—

(i) the defect occurred in the course of the journey during which the contravention was detected, or

(ii) at the time when the contravention was detected steps had already been taken to have the defect remedied with all reasonable expedition.

Maintenance of power to weight ratio

92.—(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 40 applies, while the vehicle is in motion on a road at a speed in excess of 5 miles per hour, unless the power of the engine remaining available to drive the vehicle is at least 4.4 kilowatts for every 1000 kilograms of the relevant weight.

(2) For the purpose 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 and "relevant weight" has the meaning given in Regulation 40.

Maintenance of glass

93. All glass or other transparent material fitted to motor vehicles shall be maintained in such condition that it does not obscure the vision of the driver while the vehicle is being driven on a road.

Maintenance of brakes

94.—(1) Every part of every braking system and of the means of operation thereof fitted to a motor vehicle or trailer shall at all times while the vehicle or trailer is used on a road—

(*a*) be maintained in good and efficient working order and be properly adjusted;

(*b*) in the case of motor vehicles to which Schedule 4 applies and first used before 1st January 1968 be so maintained that the brakes forming part of the system comply with the requirements as to the efficiency of brakes which are applicable to such a vehicle by virtue of the provisions contained in Regulation 54(4), Regulation 59(4) and Regulation 62(3);

(*c*) in the case of motor vehicles to which paragraph (5) of either Regulation 54 or Regulation 59 applies, where such a vehicle is not being used while

drawing a trailer, be so maintained that the brakes forming part of the system comply with the requirements as to the efficiency of brakes which are applicable to such a vehicle by virtue of the provisions contained in either of such paragraphs;

(*d*) in the case of motor vehicles to which paragraph (6) or (7) of either Regulation 54 or Regulation 59 applies, where such a vehicle is not being used while drawing a trailer, be so maintained that the brakes forming part of the system comply with the requirements as to the efficiency of brakes which are applicable to such a vehicle by virtue of the provisions contained in any of such paragraphs; and

(*e*) in the case of motor vehicles or trailers to which paragraph (2) of Regulation 13 or, as the case may be, paragraph (2) of Regulation 70 applies, be so maintained that the system complies with the requirements as to its braking force which are applicable to such a vehicle by virtue of sub-paragraph (*b*)(ii) of Regulation 13(2) or by virtue of sub-paragraph (*c*)(iii) of Regulation 70(2).

(2) Where a motor vehicle to which paragraph (5) of either Regulation 54 or Regulation 59 applies is being used while drawing a trailer manufactured on or after 1st January 1968 (other than a trailer not required by these Regulations to be equipped with a braking system), whether or not that motor vehicle and trailer together form an articulated vehicle, then every part of every braking system with which that motor vehicle is equipped and every part of every braking system with which the trailer is equipped shall be so maintained that, when the brakes of any braking system of that motor vehicle (being a system to which the said paragraph (5) applies) are applied by their means of operation and the brakes of any braking system of that trailer applied by that same means of operation are applied, those brakes together produce the same total braking efficiencies as would be required of the brakes of such a motor vehicle when applied by that means of operation if that motor vehicle were not drawing a trailer.

(3) Where a motor vehicle to which paragraph (5) of either Regulation 54 or Regulation 59 applies, being a goods vehicle, is being used while drawing a trailer manufactured before 1st January 1968 (other than a trailer not required by these Regulations to be equipped with a braking system), whether or not that motor vehicle and trailer together form an articulated vehicle, then every part of every braking system with which that motor vehicle is equipped and every part of every braking system with which the trailer is equipped shall be so maintained that, when the brakes of any braking system of the motor vehicle (being a system to which the said paragraph (5) applies) are applied by their means of operation they produce (whether assisted by the brakes on the trailer or not) the same total braking efficiencies as would be required of the brakes of such a motor vehicle when applied by that means of operation if that motor vehicle were not drawing a trailer and if it were treated as being a motor vehicle first used before 1st January 1968 and as having to comply with paragraph (7) of either Regulation 54 or Regulation 59 notwithstanding that the said paragraph does not apply to that motor vehicle.

(4) Where a motor vehicle to which paragraph (6) or (7) of either Regulation 54 or Regulation 59 applies is being used while drawing a trailer (whenever manufactured) other than a trailer not required by these Regulations to be equipped with a braking system, whether or not that motor vehicle and trailer together form an articulated vehicle, then every part of every braking system with which that motor vehicle is equipped and every part of every braking system with which the trailer is equipped shall be so maintained that, when the brakes of any braking system with which the motor vehicle is equipped are

applied by their means of operation, they produce (whether assisted by the brakes on the trailer or not) the same total braking efficiencies as would be required of the brakes of such a motor vehicle when applied by that means of operation if that motor vehicle were not drawing a trailer, and if, in the case of a motor vehicle to which the said paragraph (6) applies, it were treated as being a motor vehicle having to comply with paragraph (7) of either Regulation 54 or Regulation 59.

(5) Where a motor vehicle to which Regulation 13(2) applies is attached to a trailer manufactured on or after 1st January 1968 (other than a trailer not required by these Regulations to be equipped with a braking system), whether or not that motor vehicle and trailer together form an articulated vehicle, and the combination of those vehicles is stationary, then every part of every braking system with which that motor vehicle is equipped and every part of every braking system with which the trailer is equipped shall be so maintained that the brakes of those systems as applied by the means of operation specified in the said paragraph (2) can together produce a braking force sufficient to hold the combination of vehicles stationary on a gradient of at least 1 in 6.25 without the assistance of stored energy.

Maintenance of steering gear and windscreen wiper

95.—(1) All steering gear fitted to a motor vehicle shall at all times while the vehicle is used on a road be maintained in good and efficient working order and be properly adjusted.

(2) Every windscreen wiper required by these Regulations to be fitted to a motor vehicle shall at all times while the vehicle is used on a road be maintained in good and efficient working order and be properly adjusted.

Maintenance of petrol tank

96. Every motor vehicle shall at all times be so maintained that—

(*a*) any tank, in which petroleum spirit as defined in section 23 of the Petroleum (Consolidation) Act 1928 used either for the propulsion of the vehicle or for the driving of any ancillary engine or equipment forming part of the vehicle is contained, is reasonably secure against its being damaged, and

(*b*) the leakage of any liquid or vapour from the said tank is adequately prevented so, however, that nothing in this paragraph shall be taken to preclude the tank being fitted with a device which by the intake of air or the emission of vapour relieves changes in pressure in the tank.

Maintenance of lighting equipment and reflectors

97.—(1) Subject to the following provisions of this Regulation, every lamp and reflector and all other equipment with which a motor vehicle is required by Regulation 38(1) to be equipped shall at all times while the vehicle is used on a road be maintained in such a condition as to render the vehicle capable of being driven on a road during the hours of darkness without contravention of any of the statutory provisions relating to obligatory lamps or reflectors which are applicable to that vehicle.

(2) Subject to the following provisions of this Regulation, every headlamp carried by a vehicle which, by virtue of paragraph (2) of Regulation 38, is required to be constructed and fitted to that vehicle in accordance with the provisions of the said paragraph (2) shall at all times while the vehicle is used on a road be maintained in such a condition that if that lamp were to be used to show

a light to the front while the vehicle was driven on a road during the hours of darkness such use would not be in contravention of the provisions of Regulation 9 of the Road Vehicles Lighting Regulations 1971.

(3) Where a person is charged with a contravention of any provision of this Regulation in respect of the use of a vehicle on a road otherwise than during the hours of darkness, it shall be a defence for that person to prove—

(*a*) that the contravention arose from a defect in the lighting equipment of, or in a reflector carried by, the vehicle which occurred in the course of the journey during which the contravention occurred; or

(*b*) that the contravention arose from a defect in the lighting equipment of, or in a reflector carried by, the vehicle and that before the contravention occurred steps had been taken to have the defect remedied with all reasonable expedition.

(4) In this Regulation, the expressions "statutory provisions relating to obligatory lamps or reflectors" and "headlamp" have the same meanings as in Regulation 38.

Use and maintenance of silencer

98.—(1) No person shall use or cause or permit to be used on a road any vehicle propelled by an internal combustion engine so that the exhaust gases from the engine escape into the atmosphere without first passing through the silencer, expansion chamber or other contrivance required by these Regulations to be fitted.

(2) Every such silencer, expansion chamber or other contrivance shall at all times while the vehicle is used on a road be maintained in good and efficient working order and shall not have been altered in such a way that the noise caused by the escape of the exhaust gases is made greater by the alteration.

Condition and maintenance of tyres

99.—(1) Save as provided in paragraph (2) of this Regulation, no person shall use or cause or permit to be used on a road any motor vehicle or trailer a wheel of which is fitted with a pnematic tyre, if—

(*a*) the tyre is unsuitable having regard to the use to which the motor vehicle or trailer is being put or to the types of tyres fitted to its other wheels;

(*b*) the tyre is not so inflated as to make it fit for the use to which the motor vehicle or trailer is being put;

(*c*) the tyre has a break in its fabric, or has a cut in excess of 25 millimetres or 10 per cent. of the section width of the tyre, whichever is the greater, measured in any direction on the outside of the tyre and deep enough to reach the body cords;

(*d*) the tyre has any lump or bulge caused by separation or partial failure of its structure;

(*e*) the tyre has any portion of the ply or cord structure exposed; or

(*f*) where the tyre is fitted to a wheel of a motor vehicle, being a motor cycle whereof the cylinder capacity of the engine does not exceed 50 cubic centimetres, the tread of the tyre does not show throughout at least three quarters of the breadth of the tread and round the entire outer circumference of the tyre a pattern the relief of which is clearly visible, or where the tyre is fitted to the wheel of any other motor vehicle or any trailer, the tread pattern (excluding any tie-bar) of the tyre does not have a depth of

at least 1 millimetre throughout at least three quarters of the breadth of the tread and round the entire outer circumference of the tyre:

Provided that this sub-paragraph shall not apply in the case of a motor cycle having three wheels, the unladen weight of which does not exceed 102 kilograms and which is incapable of exceeding a speed of 12 miles per hour on the level under its own power or in the case of a pedestrian controlled vehicle being a works truck.

(2) Nothing in the foregoing paragraph shall apply to a land locomotive, land tractor, land implement or land implement conveyor, or to an agricultural trailer when the trailer is being drawn by a land tractor and nothing in that paragraph or in the next succeeding paragraph shall apply to a broken down vehicle or to a vehicle proceeding to a place where it is to be broken up, in either case being drawn by a motor vehicle at a speed not exceeding 20 miles per hour.

(3) No person shall use or cause or permit to be used on a road any motor vehicle or trailer a wheel of which is fitted with a recut pneumatic tyre the fabric of which has been cut or exposed by the recutting process.

(4) Without prejudice to paragraphs (1) and (3) of this Regulation, all the tyres of a motor vehicle or trailer shall at all times while the vehicle or trailer is used on a road be maintained in such condition as to be fit for the use to which the vehicle or trailer is being put, and as to be free from any defect which might in any way cause damage to the surface of the road or danger to persons on or in the vehicle or to other persons using the road.

100. —(1) No person shall use or cause or permit to be used on a road a vehicle to which this paragraph applies, if pneumatic tyres of different types of structure are fitted to the same axle of the vehicle.

(2) Paragraph (1) of this Regulation applies to a passenger car, a dual-purpose vehicle, a goods vehicle (other than a dual-purpose vehicle) the unladen weight of which does not exceed 1525 kilograms and to a trailer drawn by any such vehicle.

(3) No person shall use or cause or permit to be used on a road a vehicle to which this paragraph applies, if—

(*a*) a diagonal-ply tyre or a bias-belted tyre is fitted on the rear axle of the vehicle and that vehicle has a radial-ply tyre fitted on the front axle thereof; or

(*b*) a diagonal-ply tyre is fitted on the rear axle of the vehicle and that vehicle has a bias-belted tyre fitted on the front axle thereof.

(4) Paragraph (3) of this Regulation applies to a passenger car, a dual-purpose vehicle, and a goods vehicle (other than a dual-purpose vehicle) the unladen weight of which does not exceed 1525 kilograms.

(5) For the purposes of this Regulation—

"a diagonal-ply tyre" means a pneumatic tyre, the structure of which is such that the ply cords extend to the bead so as to be laid at alternate angles of substantially less than 90° to the peripheral line of the tread, but not being a bias-belted tyre;

"a bias-belted tyre" means a pneumatic tyre, the structure of which is such that the ply cords extend to the bead so as to be laid at alternate angles of substantially less than 90° to the peripheral line of the tread, and are constrained by a circumferential belt comprising two or more layers of substantially

inextensible cord material laid at alternate angles smaller than those of the ply cord structure;

"a radial-ply tyre" means a pneumatic tyre, the structure of which is such that the ply cords extend to the bead so as to be laid at an angle of substantially 90° to the peripheral line of the tread, the ply cord structure being stablized by a substantially inextensible circumferential belt;

"type of structure", in relation to a tyre, means a type of structure of a tyre of a kind defined in the foregoing provisions of this paragraph; and

"passenger car" means a passenger vehicle with three or more wheels and not constructed to carry more than seven passengers exclusive of the driver, but does not include a two-wheeled motor cycle with a sidecar attached.

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

101. No person shall use or cause or permit to be used on a road any motor vehicle from which any smoke, visible vapour, grit, sparks, ashes, cinders, or oily substance is emitted if the emission thereof causes or is likely to cause damage to any property or injury to any person who is actually at the time or who reasonably may be expected on the road, or is likely to cause danger to any such person as aforesaid.

102. 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 34 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.

103. Where a motor vehicle, being a vehicle propelled by a compression ignition engine, is fitted with a device to facilitate the starting of the engine by causing it to be supplied with excess fuel—

(*a*) the device shall be maintained in such a condition that it does not cause the engine to be supplied with excess fuel while the vehicle is in motion on a road; and

(*b*) no person shall use the device or cause, or permit it to be used, so as to cause it to supply the engine with excess fuel while the vehicle is in motion on a road:

Provided that paragraph (*b*) of this Regulation shall not apply as respects a device such as is mentioned in sub-paragraph (ii) of the proviso to Regulation 32(2).

104. The engine of every motor vehicle to which Regulation 33 applies shall at all times while the vehicle is used on a road be so maintained that the means by which (in compliance with that Regulation) vapours or gases in the engine crank case or in other parts of the engine are prevented from escaping into the atmosphere are in good and efficient working order.

Contents of lavatories, etc.

105. No person shall cause or permit the contents of any closet, urinal, lavatory basin or sink carried by a motor vehicle or trailer or of any tank into which such closet, urinal, lavatory basin or sink drains to be discharged or to leak on to a road.

Excessive noise

106. No person shall use or cause or permit to be used on a road any motor vehicle or trailer which causes any excessive noise.:

Provided that it shall be a good defence to proceedings taken in respect of a contravention of this Regulation—

(i) to prove that the noise or continuance of the noise in respect of which the proceedings are taken was due to some temporary or accidental cause and could not have been prevented by the exercise of due diligence and care on the part of the owner or driver of the motor vehicle, or

(ii) in the case of proceedings against the driver or person in charge of the motor vehicle who is not the owner thereof, to prove that the noise arose through a defect in design or construction of the motor vehicle or trailer or through the negligence or fault of some other person whose duty it was to keep the motor vehicle or trailer in proper condition or in a proper state of repair or adjustment or properly to pack or adjust the load of such motor vehicle or trailer as the case may be and could not have been prevented by the exercise of reasonable diligence and care on the part of such driver or other person in charge of the motor vehicle.

107. No motor vehicle shall be used on a road in such manner as to cause any excessive noise which could have been avoided by the exercise of reasonable care on the part of the driver.

Limitation of noise by measurement

108.—(1) Except as provided in paragraph (4) of this Regulation, this Regulation applies to any vehicle which is a motor vehicle first used on or after 1st January 1931 or which is a trailer.

(2) Subject to the following provisions of this Regulation, no person shall use or cause or permit to be used on a road any vehicle to which this Regulation applies if—

(*a*) at a time when the noise emitted by that vehicle is measured under the conditions set out in Schedule 10 by an apparatus of the kind prescribed by paragraph (5) of this Regulation, there is indicated by that apparatus in relation to the said noise so measured a sound level (A weighting) in decibels which exceeds the maximum sound level permitted in relation to that vehicle by the next following paragraph, and

(*b*) the sound level of such noise as is described in paragraph 4 of Schedule 10 when measured in accordance with the provisions of that paragraph is found to be at least 10 decibels (A weighting) below the sound level indicated as hereinbefore provided by the said apparatus in relation to the noise emitted by the vehicle.

(3) The maximum permitted sound level for the purposes of the last preceding paragraph shall be—

(*a*) if the vehicle to which this Regulation applies is a motor vehicle first used before 1st November 1970, the sound level (A weighting) in decibels which appears in Column 3 of Schedule 9 as the maximum sound level permitted for the relevant class or description of vehicle shown against that sound level in Column 1 of that Schedule, and

(*b*) if the vehicle to which this Regulation applies is a motor vehicle first used on or after 1st November 1970, the sound level (A weighting) in decibels which appears in Column 4 of Schedule 9 as the maximum sound level permitted for the relevant class or description of vehicle shown against that sound level in Column 1 of that Schedule.

(4) This Regulation shall not apply—

(*a*) to a motor vehicle proceeding to a place where, by previous arrangement—

(i) noise emitted by it is about to be measured for the purpose of ascertaining whether or not that vehicle complies with Regulation 29, or

(ii) the vehicle is about to be mechanically adjusted, modified or equipped for the purpose of securing that it so complies, or

(*b*) to a motor vehicle returning from such a place immediately after the noise has been so measured, or the vehicle has been so adjusted, modified or equipped, or

(*c*) to a vehicle at a time when it is stationary otherwise than through enforced stoppage owing to the necessities of traffic and at the same time Regulation 109, by virtue of the proviso thereto, does not apply in relation to that vehicle, or

(*d*) to a motor vehicle first used before the date mentioned in paragraph (3)(*a*) of this Regulation at a time when an exhaust brake with which that vehicle is fitted is in operation, or

(*e*) to a road roller.

(5) The apparatus prescribed for the purposes of paragraph (2) of this Regulation shall be a noise meter of the same kind as that prescribed for the purposes of paragraph (1) of Regulation 29 and paragraph (3) of that Regulation shall have effect in relation to this Regulation as if any references therein to paragraph (1) of Regulation 29 were references to paragraph (2) of this Regulation.

(6) It shall be a good defence to proceedings taken in respect of the use of a vehicle which does not comply with this Regulation to prove the matters which would, by virtue of either proviso (i) or proviso (ii) to Regulation 106, constitute a good defence to proceedings taken in respect of the use of a motor vehicle which does not comply with that Regulation.

(7) The definition of sound level (A weighting) in decibels specified in Regulation 29(5) shall apply for the purposes of this Regulation and Schedules 9 and 10.

(8) In this Regulation and Schedule 10, any reference to noise emitted by a vehicle shall be construed as including a reference to noise howsoever arising which is attributable to any load, burden or goods carried on or by the vehicle or to anything (other than an audible warning instrument fitted in accordance with Regulation 27(1) or an instrument or apparatus fitted in accordance with Regulation 27(6)) fitted to it, or attributable to the manner in which the vehicle is loaded or fitted.

(9) Where any motor vehicle to which this Regulation applies is drawing a trailer, this Regulation and Schedules 9 and 10 shall have effect in relation to that motor vehicle as if any reference to it were a reference both to the motor vehicle and to the trailer drawn thereby.

Stopping of engine when stationary

109. The driver of every motor vehicle shall, when the vehicle is stationary otherwise than through enforced stoppage owing to the necessities of traffic, stop the action of any machinery attached to or forming part of such vehicle so far as may be necessary for the prevention of noise:

Provided that this Regulation shall not apply—

(*a*) so as to prevent the examination or working of the machinery attached to or forming part of a motor vehicle where any such examination or working is rendered necessary by any failure or derangement of the said machinery or where the machinery attached to or forming part of the vehicle is required to be worked for some ancillary purpose; or

(*b*) in the case of a motor vehicle which is propelled by gas produced in plant carried on the vehicle or on a trailer drawn by the vehicle.

Use of audible warning instruments

110.—(1) Subject to the provisions of this Regulation, no person shall—

(*a*) in the case of a vehicle which is stationary on a road, at any time, other than at times of danger due to another moving vehicle on or near the road; or

(*b*) in the case of a vehicle which is in motion on a restricted road, between 23.30 hours and 07.00 hours in the following morning,

sound or cause or permit to be sounded any instrument or apparatus fitted to or otherwise carried on the vehicle, being an instrument or apparatus capable of giving audible and sufficient warning of its approach or position.

(2) Subject to the provisions of this Regulations and without prejudice to the provisions of the foregoing paragraph, no person shall sound or cause or permit to be sounded a gong, bell, siren, any instrument or apparatus capable of making a sound similar to that emitted by a gong, bell or siren, or a two-tone horn, fitted to or otherwise carried on a vehicle (whether it is stationary or not).

(3) Nothing in paragraph (1) or (2) of this Regulation shall have effect to prevent the sounding of an instrument or apparatus fitted to, or otherwise carried on, a vehicle at a time when the vehicle is being used for one of the relevant purposes specified in Regulation 27(5) and it is necessary or desirable to do so either to indicate to other road users the urgency of the purposes for which the vehicle is being used, or to warn other road users of the presence of the vehicle on the road.

(4) Nothing in paragraph (1) of this Regulation shall have effect to prevent the driver of a vehicle or some other authorised person sounding or causing or permitting to be sounded an instrument or apparatus fitted to or otherwise carried on the vehicle if it is sounded for the purpose of raising an alarm as to the theft or attempted theft of the vehicle or its contents.

(5) Subject to the provisions of section 2(1) and (3) of the Noise Abatement Act 1960(a) and notwithstanding the provisions of paragraph (2) of this Regulation, a person may sound or cause or permit to be sounded an instrument or apparatus other than a two-tone horn fitted to or otherwise carried on a vehicle, being an instrument or apparatus designed to emit a sound for the purpose of

(a) 1960 c. 68.

informing members of the public that the vehicle is conveying goods for sale, if—

(*a*) when the instrument is sounded, it is sounded only for that purpose; and

(*b*) in a case where a vehicle is on a restricted road, the instrument is sounded otherwise than between 23.30 hours and 07.00 hours in the following morning.

(6) In this Regulation:—

"restricted road" means a length of road—

(*a*) on which there is provided a system of street lighting furnished by means of lamps placed not more than 200 metres apart, or

(*b*) as respects which there is in force a direction under section 72(3) of the Road Traffic Regulation Act 1967 that the said length shall become a restricted road for the purposes of section 71 of that Act or a direction under section 1(4) of the Road Traffic Act 1934**(a)** which by virtue of paragraphs 1 and 10 of Schedule 8 to the said Act of 1967, has effect under that Act as such a direction as aforesaid.

Duties relating to driving and stopping

111. No person while actually driving a motor vehicle on a road shall be in such a position that he cannot have proper control of that vehicle or that he cannot retain a full view of the road and traffic ahead and no person shall cause or permit any other person while actually driving a motor vehicle on a road to be in such a position as aforesaid.

112. No person shall cause or permit a motor vehicle to travel backwards for a greater distance or time than may be requisite for the safety or reasonable convenience of the occupants of that vehicle or of other traffic on the road:

Provided that this Regulation shall not apply in the case of a road roller or other road plant while actually engaged in the construction, maintenance or repair of roads.

113. The driver of every vehicle propelled by steam (other than a motor car) shall, unless two persons are carried on it for the purpose of driving or attending to the vehicle, stop the vehicle whenever it is necessary to attend to the furnace.

114. No person in charge of a motor vehicle or trailer shall cause or permit the motor vehicle or trailer to stand on a road so as to cause any unnecessary obstruction thereof.

115.—(1) Save as provided in paragraph (2) of this Regulation, no person shall, except with the permission of a police officer in uniform, cause or permit any motor vehicle to stand on any road during the hours of darkness otherwise than with the left or near side of the vehicle as close as may be to the edge of the carriageway.

(2) This Regulation shall not apply—

(*a*) to any motor vehicle when it is being used for fire brigade, ambulance or police purposes or for defence purposes (including civil defence purposes) if compliance with this Regulation would hinder or be likely to hinder the use of the vehicle for the purpose for which it is being used on that occasion;

(a) 1934 c. 50.

(*b*) to any motor vehicle standing on a part of a road specially set aside for the parking of vehicles or as a stand for hackney carriages or as a stand for public service vehicles or as a place at which such vehicles may stop for a longer time than is necessary for the taking up and setting down of passengers where compliance with this Regulation would conflict with the provisions of any order, regulations or byelaws governing the use of such part of a road for that purpose;

(*c*) to any motor vehicle waiting to set down or pick up passengers in accordance with regulations made or directions given by a chief officer or police in regard to such setting down or picking up;

(*d*) to any motor vehicle on any road in which vehicles are allowed to proceed in one direction only; or

(*e*) to any motor vehicle whilst it is being used in connection with—

(i) any building operation or demolition,

(ii) the repair of any other vehicle,

(iii) the removal of any obstruction to traffic,

(iv) the maintenance, repair or reconstruction of any road, or

(v) the laying, erection, alteration or repair in or near to any road of any sewer, of any main, pipe or apparatus for the supply of gas, water or electricity, of any telegraph or telephone wires, cables, posts or supports or of the apparatus of any electric transport undertaking if, in any such case, compliance with this Regulation would hinder or be likely to hinder the use of the vehicle for the purpose for which it is being used on that occasion.

116. No person shall cause or permit to be on a road any motor vehicle which is not attended by a person duly licensed to drive it unless the engine is stopped and the parking brake required by Regulation 13 is effectively set:

Provided that the requirements of this Regulation as to the stopping of the engine shall not apply in the case of—

(*a*) a fire brigade vehicle the engine of which is being used for any fire brigade purpose;

(*b*) a vehicle which is propelled by gas produced in plant carried on the vehicle or on a trailer drawn by the vehicle;

(*c*) a vehicle when it is being used for police or ambulance purposes; or

(*d*) a vehicle engaged in operations which require its engine to be used—

(i) to drive special machinery or apparatus forming part of the vehicle or mounted thereon, such machinery or apparatus being that used for purposes other than in connection with the driving of the vehicle; or

(ii) to maintain the electrical power in the batteries of the vehicle at a level required for the driving of such machinery or apparatus,

so, however, that paragraph (*d*) of this proviso shall not have effect in the case of a vehicle which is stationary on a road in such a position or in such condition or in such circumstances (including the gradient of the road) as to be likely to cause danger to any person or property.

Opening of doors

117. No person shall open or cause or permit to be opened any door of a motor vehicle or trailer on a road so as to cause injury or danger to any person.

Application of brakes of trailers

118. Where a trailer is drawn by a motor vehicle whether wheeled or track laying the driver (or in the case of a locomotive one of the persons employed in driving or tending the locomotive) shall be in a position readily to operate any brakes required by these Regulations to be fitted to the trailer as well as the brakes of the motor vehicle unless a person other than the driver is in a position and competent efficiently to apply the brakes of the trailer:

Provided that this Regulation shall not apply in the case of trailers which, in compliance with these Regulations, are fitted with brakes which automatically come into operation on the overrun of the trailer or where a motor vehicle is drawing a broken down vehicle, whether or not in consequence of a breakdown, in such a manner that the broken down vehicle cannot be steered by its own steering gear.

119. No person in charge of a motor vehicle, whether wheeled or track laying, or trailer drawn thereby shall cause or permit such trailer to stand when detached from the drawing vehicle unless one at least of the wheels of the trailer is prevented from revolving by the setting of the brake or the use of a chain.

Restriction on distance between motor vehicles and trailers and marking of trailer connections

120.—(1) Where a motor vehicle is drawing a trailer solely by means of a rope or chain or, in a case where more than one trailer is being drawn, where a trailer is attached to another trailer solely by such means, the length of the rope or chain shall be such that the distance between the nearest points of the trailer and the vehicle to which it is so attached cannot exceed 4.5 metres.

(2) Where a motor vehicle is drawing a trailer or trailers and the distance between the nearest points of the trailer or, as the case may be, of any trailer so drawn and the vehicle to which it is attached exceeds 1.5 metres steps shall be taken to render the means whereby that trailer is attached to that vehicle clearly visible to other persons using the road within a reasonable distance from either side of either vehicle.

(3) For the purposes of this Regulation, in determining the nearest points of two vehicles any part of either vehicle designed primarily for use as a means of attaching the one vehicle to the other and of any fitting designed for use in connection with any such part shall be disregarded.

Restrictions on the use of vehicles to draw trailers and of trailers drawn

121. Every sidecar fitted to a motor cycle shall be so attached that the wheel thereof is not wholly outside perpendicular planes at right angles to the longitudinal axis of the motor cycle passing through the extreme projecting points in the front and in the rear of the motor cycle.

122. A motor cycle with not more than two wheels and without a sidecar shall not draw a trailer:

Provided that this Regulation shall not apply to prevent the towing of a broken down motor cycle which is being drawn by another motor cycle in consequence of the breakdown.

123. No motor cycle shall draw a trailer exceeding 254 kilograms in weight unladen or 1.5 metres in overall width.

124. No straddle carrier or invalid carriage shall draw a trailer.

125. No trailer shall be used for the conveyance of passengers for hire or reward:

Provided that this Regulation shall not apply to a trailer, being either a broken down motor vehicle or a trailer carrying a broken down motor vehicle, while being drawn in consequence of a breakdown of the said motor vehicle if the following conditions are fulfilled—

(*a*) the trailer is not drawn at a speed in excess of 30 miles per hour; and

(*b*) where the trailer is, or is carrying, a broken down motor vehicle constructed or adapted to carry more than 7 passengers exclusive of the driver or any other broken down motor vehicle carrying more than 8 persons, it is attached to the drawing vehicle by means of a rigid draw bar.

126. No trailer, which is a living van and either has less than 4 wheels or is a four-wheeled trailer having two close-coupled wheels on each side, shall be used for the carriage of any passenger:

Provided that this Regulation shall not apply to a trailer while it is being tested by the manufacturer by whom it was made, or by the repairer by whom it is being or has been repaired, or by a distributor of trailers or a dealer in trailers.

127. No trailer shall be drawn by a public service vehicle:
Provided that this Regulation shall not apply—

(1) to the drawing of one empty public service vehicle by another empty public service vehicle in the case of emergency;

(2) to the drawing of a gas trailer; or

(3) to the drawing of a trailer if—

(*a*) the public service vehicle is being used—

(i) under, or for the purposes of providing a road service under, a road service licence a condition of which is that trailers may be used, or

(ii) on a London bus service within the meaning of the Transport (London) Act 1969**(a)**; and

(*b*) a certifying officer has approved the drawing of the trailer by the public service vehicle and the means of attachment.

128.—(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 or in the case of a broken down vehicle being drawn by a motor vehicle in consequence of the breakdown.

(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 overall length of the motor vehicle shall not exceed 9.2

(a) 1969 c. 35.

metres and unless the conditions specified in paragraphs 1 and 2 of Schedule 8 have been complied with, the overall length of the combination of vehicles shall not exceed 25.9 metres.

(3) Where a motor vehicle is drawing two trailers only one such trailer may exceed 7 metres in overall length, and, where a motor vehicle is drawing three trailers, no trailer in the combination of vehicles shall exceed 7 metres in overall length.

(4) 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 130(1) for the purposes of Regulation 131 and the overall length of such a combination shall be measured in the manner provided in sub-paragraph (*h*) of the said Regulation 130(1).

Passengers on motor bicycles

129. If any person in addition to the driver is carried astride any two-wheeled motor cycle (whether a sidecar is attached thereto or not) suitable supports or rests for the feet shall be available on such cycle for that person.

Restrictions on use of vehicles carrying wide or long loads or having fixed appliances or apparatus

130.—(1) For the purposes of this and the following Regulation and of Schedule 8—

(*a*) the expression "lateral projection", in relation to a load carried by a vehicle, means that part of the load which extends beyond a side of the vehicle;

(*b*) the width of any lateral projection shall be measured between vertical planes parallel to the longitudinal axis of the vehicle and passing through the extreme projecting point of the vehicle on that side on which the projection lies and that part of the projection furthest from that point;

(*c*) references to a special appliance or apparatus, in relation to a vehicle, are references to any crane or other special appliance or apparatus fitted to the vehicle which is a permanent or essentially permanent fixture;

(*d*) the expressions "forward projection" and "rearward projection"—

(i) in relation to a load carried in such a manner that its weight rests on only one vehicle, mean respectively that part of the load which extends beyond the foremost point of the vehicle and that part which extends beyond the rearmost point of the vehicle,

(ii) in relation to a load carried in such a manner that part of its weight rests on more than one vehicle, mean respectively that part of the load which extends beyond the foremost point of the foremost vehicle by which the load is carried except where the context otherwise requires and that part of the load which extends beyond the rearmost point of the rearmost vehicle by which the load is carried, and

(iii) in relation to any special appliance or apparatus, mean respectively that part of the appliance or apparatus which, if it were deemed to be a load carried by the vehicle, would be a part of a load extending beyond the foremost point of the vehicle and that part which would be a part of a load extending beyond the rearmost point of the vehicle,

and references in the following Regulation and in Schedule 8 to a forward projection or to a rearward projection in relation to a vehicle shall be construed accordingly;

(*e*) the length of any forward projection or of any rearward projection shall be measured between vertical planes at right angles to the longitudinal axis of the vehicle and passing

(i) in the case of a forward projection, through the foremost point of the vehicle and that part of the projection furthest from that point, and

(ii) in the case of a rearward projection, through the rearmost point of the vehicle and that part of the projection furthest from that point.

In this and the foregoing sub-paragraph the expression "vehicle" shall not include any special appliance or apparatus or any part thereof which is a forward projection or a rearward projection within the meaning of this Regulation;

(*f*) references to the distance between vehicles, in relation to vehicles carrying a load, are references to the distance between the nearest points of any two adjacent vehicles by which the load is carried, measured when the longitudinal axis of each vehicle lies in the same vertical plane.

For the purposes of this sub-paragraph, in determining the nearest point of two vehicles any part of either vehicle designed primarily for use as a means of attaching the one vehicle to the other and of any fitting designed for use in connection with any such part shall be disregarded;

(*g*) references to a combination of vehicles, in relation to a motor vehicle which is drawing one or more trailers, are references to the motor vehicle and the trailer or trailers drawn thereby, including any other motor vehicle which is used for the purpose of assisting in the propulsion of the trailer or the trailers on the road;

(*h*) the overall length of a combination of vehicles shall be taken as the distance between the foremost point of the drawing vehicle comprised in the combination and the rearmost point of the rearmost vehicle comprised therein, measured when the longitudinal axis of each vehicle comprised in the combination lies in the same vertical plane;

(*i*) the extreme projecting point of a vehicle shall be taken as excluding any part of, or part of the equipment of, a vehicle which, by virtue of sub-paragraphs (*a*) to (*f*) of the definition of the overall width of a vehicle contained in Regulation 3(1) falls to be excluded in determining that overall width; and

(*j*) the foremost or, as the case may be, the rearmost points of a vehicle shall be taken as excluding any part of, or part of the equipment of, a vehicle which, by virtue of sub-paragraphs (*a*) to (*h*) of the definition of the overall length of a vehicle contained in Regulation 3(1) falls to be excluded in determining that overall length.

131.—(1) No load shall be carried on a vehicle where the overall width of the vehicle together with the width of any lateral projection or projections of its load exceeds 4.3 metres.

(2) Subject to the following provisions of this Regulation, no load shall be carried on a vehicle—

(*a*) where the load has a lateral projection exceeding 305 millimetres in width; or

(*b*) where the overall width of the vehicle together with the width of any lateral projection or projections of its load exceeds 2.9 metres:

Provided that this paragraph shall not apply—

(i) to the carriage of an indivisible load if—

(*a*) it is not reasonably practicable to comply with the requirements of the said paragraph, and

(*b*) the conditions specified in paragraph 1 of Schedule 8 have been complied with, and

(*c*) where the overall width of the vehicle together with the width of any lateral projection or projections of its load exceeds 3.5 metres, the conditions specified in paragraph 2 of Schedule 8 have been complied with; or

(ii) to the carriage of loose agricultural produce not baled or crated

(3) Where a load is carried in such a manner that its weight rests—

(*a*) on one vehicle being a heavy motor car or a trailer the overall length of the heavy motor car or, as the case may be, of the trailer together with the length of any forward and of any rearward projection of the load shall not exceed 27.4 metres; or

(*b*) on more than one vehicle being—

(i) a motor vehicle drawing one trailer whether forming part of an articulated vehicle or not, or

(ii) any other combination of vehicles,

then, in the case at (i) above, the overall length of the trailer together with the length of any forward projection of the load extending beyond the foremost point of the trailer and of any rearward projection of the load shall not exceed 27.4 metres and, in the case at (ii) above, the overall length of the vehicles together with the distance between vehicles and the length of any forward and of any rearward projection of the load shall not exceed 27.4 metres.

(4) Subject to the following provisions of this Regulation—

(*a*) no load shall be carried on a vehicle where the overall length of the vehicle together with the length of any forward projection and of any rearward projection of the load exceeds 18.3 metres, and as respects a motor vehicle which is drawing a trailer or trailers, no load shall be carried in such a manner that its weight rests on more than one of the vehicles being—

(i) the motor vehicle and one trailer whether forming part of an articulated vehicle or not, or

(ii) any other combination of vehicles,

if, in the case at (i) above, the overall length of the trailer together with the length of any forward projection of the load extending beyond the foremost point of the trailer and of any rearward projection of the load exceeds 18.3 metres and, in the case at (ii) above the overall length of the vehicle together with the distance between vehicles and the length of any forward and of any rearward projection of the load exceeds 18.3 metres; and

(*b*) without prejudice to the foregoing sub-paragraph, no load shall be carried on a trailer drawn by a motor vehicle or in such a manner that part of its weight rests on more than one trailer so drawn where the overall length of the combination of vehicles together with the length of any forward projection of the load extending beyond the foremost point of the drawing vehicle comprised in the combination and the length of any rearward projection of load extending beyond the rearmost point of the rearmost vehicle comprised therein exceeds 25.9 metres,

unless the conditions specified in paragraphs 1 and 2 of Schedule 8 have been complied with.

(5) Subject to the following provisions of this Regulation, no vehicle having a special appliance or apparatus which—

(*a*) has a forward projection exceeding 1.83 metres in length but not exceeding 3.05 metres in length, shall be used on a road unless the conditions specified in paragraphs 2 and 3 of Schedule 8 have been complied with;

(*b*) has a rearward projection exceeding 1.07 metres in length but not exceeding 1.83 metres in length, shall be used on the road unless the condition specified in paragraph 4 of the said Schedule has been complied with;

(*c*) has a rearward projection exceeding 1.83 metres in length but not exceeding 3.05 metres in length, shall be used on a road unless the condition specified in paragraph 3 of the said Schedule has been complied with;

(*d*) has a forward or rearward projection exceeding 3.05 metres in length, shall be used on a road unless the conditions in paragraphs 1, 2 and 3 of the said Schedule have been complied with.

(6) Subject to the following provisions of this Regulation, no load shall be carried on a vehicle—

(*a*) where the load has a forward projection exceeding 1.83 metres in length but not exceeding 3.05 metres in length, unless the conditions specified in paragraphs 2 and 3 of Schedule 8 have been complied with;

(*b*) where the load has a rearward projection exceeding 1.07 metres in length but not exceeding 1.83 metres in length, unless the condition specified in paragraph 4 of the said Schedule has been complied with;

(*c*) where the load has a rearward projection exceeding 1.83 metres in length but not exceeding 3.05 metres in length, unless the condition specified in paragraph 3 of the said Schedule has been complied with;

(*d*) where the load has a forward or a rearward projection exceeding 3.05 metres in length, unless the conditions specified in paragraphs 1, 2 and 3 of the said Schedule have been complied with;

(*e*) where the load is carried on an articulated vehicle not exceeding 15 metres in overall length and which is not constructed and normally used for the conveyance of indivisible loads of exceptional length and where the overall length of the articulated vehicle together with any forward or rearward projections of the load exceeds 16.8 metres, unless the condition specified in paragraph 1 of the said Schedule has been complied with:

Provided that—

(*a*) this paragraph shall not apply—

(i) to the carriage of a load which consists, whether wholly or partly, of a boat used for racing and propelled solely by oars if any provision of this paragraph would otherwise apply by reason only of the boat being so carried that it has a forward projection or, as the case may be, a rearward projection, or

(ii) to the carriage of a load by a straddle carrier; and

(*b*) notwithstanding that sub-paragraphs (*c*) and (*d*) of this paragraph provide for the condition specified in paragraph 3 of Schedule 8 to be complied with as respects a load which has a rearward projection specified in either of such sub-paragraphs, that condition in relation to

the exhibition of the end projection surface on that rearward projection need not be complied with in the case of such a load which carries a rear marking in accordance with the Motor Vehicles (Rear Markings) Regulations 1970**(a)**, as amended **(b)**.

(7) Subject to the following provisions of this Regulation, where the load or part of the load carried by a vehicle consists, whether wholly or partly, of a boat used for racing and propelled solely by oars, the boat shall not be so carried that it has a forward projection or a rearward projection—

(*a*) exceeding 1.07 metres in length unless the condition specified in paragraph 4 of Schedule 8 has been complied with; or

(*b*) exceeding 3.05 metres in length unless the conditions specified in paragraphs 1 and 4 of the said Schedule have been complied with.

(8) Subject to the following provisions of this Regulation, no load shall be carried on a straddle carrier where the load has a rearward projection exceeding 1.07 metres in length unless the condition specified in paragraph 4 of Schedule 8 has been complied with:

Provided that this paragraph shall not apply in the case of a vehicle used in passing from one part of any private premises to any other part thereof or to other private premises in the immediate neighbourhood.

(9) Subject to the following provisions of this Regulation, no load shall be carried on a straddle carrier—

(*a*) where the load has a forward projection exceeding 1.83 metres in length;

(*b*) where the load has a rearward projection exceeding 3.05 metres in length;

(*c*) where the overall length of the vehicle together with the length of any forward projection and of any rearward projection of its load exceeds 12.2 metres;

Provided that this paragraph shall not apply in the case of a vehicle used in passing from one part of any private premises to any other part thereof or to other private premises in the immediate neighbourhood if—

(i) the vehicle is not driven at a speed exceeding 12 miles per hour, and

(ii) where the overall length of the vehicle together with the length of any forward projection and of any rearward projection of its load exceeds 12.2 metres the conditions specified in paragraphs 1 and 2 of Schedule 8 have been complied with.

(10) In a case where a vehicle has a special appliance or apparatus or is carrying a load or a boat used for racing as mentioned in paragraph (7) of this Regulation and the appliance or apparatus, the load or the said boat has, in relation to the vehicle, a forward projection or a rearward projection, and another vehicle is attached to that end of the vehicle from which the appliance or apparatus or, as the case may be, the load or the said boat projects and is attached to that vehicle in such manner that—

(*a*) in the case where there is a forward projection, the foremost point of that other vehicle extends beyond the foremost part of the projection or,

(a) S.I. 1970/1700 (1970 III, p. 5577). **(b)** S.I. 1972/842 (1972 II, p. 2681).

in the case where there is a rearward projection, the rearmost point of that other vehicle extends beyond the rearmost part of the projection; or

(*b*) in the case where there is a forward projection, the foremost part of the projection extends beyond the foremost point of that other vehicle or, in the case where there is a rearward projection, the rearmost part of the projection extends beyond the rearmost point of that other vehicle, then—

(i) in either of the cases mentioned in sub-paragraph (*a*) of this paragraph, the provisions of paragraphs (5), (6) and (7) of this Regulation, in so far as they provide for compliance with paragraphs 3 or 4 of Schedule 8, shall not apply as respects any such projection, and

(ii) in either of the cases mentioned in sub-paragraph (*b*) of this paragraph, the provisions of the said paragraphs (5), (6) and (7), in so far as they provide for compliance with the said paragraph 3 or 4, shall apply as if each of the references in the said paragraphs (5), (6) and (7) to a forward projection and to a rearward projection were treated respectively as a reference to so much of a forward projection as extends beyond the foremost point of that other vehicle and to so much of a rearward projection as extends beyond the rearmost point of that other vehicle measured, in either case, when the longitudinal axis of each vehicle lies in the same vertical plane between vertical planes at right angles to the said longitudinal axis and passing, in the case of a forward projection, through the foremost point of the said other vehicle and that part of the projection furthest from that point or, in the case of a rearward projection, through the rearmost point of the said other vehicle and that part of the projection furthest from that point.

(11) This Regulation shall not apply to any motor vehicle or trailer being used—

(*a*) for fire brigade, ambulance or police purposes or for defence purposes (including civil defence purposes); or

(*b*) in connection with the removal of any obstruction to traffic,

if, in any such case, compliance with any provision of this Regulation would hinder or be likely to hinder the use of the vehicle for the purpose for which it is being used on that occasion.

Mascots

132. No mascot shall be carried by a motor vehicle first used on or after 1st October 1937 in any position where it is likely to strike any person with whom the vehicle may collide unless the mascot is not liable to cause injury to such person by reason of any projection thereon.

Television sets

133.—(1) No person shall use or install for use in a motor vehicle a television receiving apparatus if the screen thereof is partly or wholly, and whether directly or in any reflection, visible to the driver whilst in the driving seat or if the controls thereof, other than the sound volume control and the main switch are within reach of the driver whilst in the driving seat.

(2) No person shall use a television receiving apparatus in a motor vehicle under circumstances and in a position such that it might cause distraction to the driver of any other vehicle on the road.

Implements suspended from lifting appliances

134. Where a vehicle is fitted with any apparatus or appliance designed for lifting and part of the apparatus or appliance consists of an implement to facilitate lifting which is suspended from the apparatus or appliance, the implement shall at all times while the vehicle is in motion on a road and when the implement is not attached to any load supported by the appliance or apparatus be so secured either to the appliance or apparatus or to some part of the vehicle that no danger is caused or is likely to be caused to any person on the vehicle or on the road.

Attendants on trailers and certain other vehicles

135.—(1) The requirements of section 34 of the 1972 Act with regard to the employment of drivers and attendants shall not apply in the following cases, that is to say.—

(*a*) in the case of any articulated vehicle;

(*b*) where a land implement or land implement conveyor, is drawn by a land locomotive or land tractor or where an agricultural trailer is drawn by a land tractor;

(*c*) where a trailer with not more than two wheels is drawn by a motor car or a motor cycle or where a four-wheeled trailer having two close-coupled wheels on each side is drawn by a motor car;

(*d*) where a motor tractor is drawing—

(i) any closed trailer specially constructed and used for the conveyance of meat between docks and railway stations or between wholesale markets and docks or railway stations,

(ii) any machine or implement used for the purpose of the maintenance, repair or cleansing of roads, or

(iii) any trailer 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;

(*e*) where a works truck is drawing any works trailer and the weight unladen of each vehicle does not exceed 1525 kilograms;

(*f*) where a gas trailer is drawn by a heavy motor car or a motor car;

(*g*) where a motor vehicle is drawing a trailer which has no other brakes other than a parking brake, and brakes which automatically come into operation on the overrun of the trailer;

(*h*) in the case of any road roller;

(*i*) where a motor vehicle belonging to the Secretary of State for Defence and being used for naval, military or air force purposes is drawing a trailer fitted with brakes which can be applied by the driver of the drawing vehicle;

(*j*) where a motor vehicle is drawing a broken down vehicle, whether or not in consequence of a breakdown, in such a manner that the broken down vehicle cannot be steered by its own steering gear;

(*k*) where a vehicle is being drawn by a motor vehicle in the exercise of a statutory power of removal in such manner that the vehicle being so drawn cannot be steered by its own steering gear;

(*l*) where a towing implement is being drawn by a motor vehicle while it is not attached to any vehicle except the one drawing it; or

(*m*) where a motor vehicle is drawing a trailer or trailers and every such trailer is fitted with power assisted or power operated brakes which can be operated by the driver of the drawing vehicle and are not rendered ineffective by the non-rotation of the engine of the drawing vehicle—

(i) where one such trailer is drawn; or

(ii) where two or more such trailers are drawn, if one attendant is carried either on the drawing vehicle or a trailer for the purpose of attending to the trailers.

(2) The requirements of the said section 34 with regard to the employment of persons to drive or attend a locomotive whilst being driven on a highway shall not apply in the case of a locomotive propelled by the combustion of liquid fuel or by electrical power, whether or not the locomotive is drawing a trailer or trailers.

(3) The provisions of this Regulation shall not be treated as prejudicing the operation of any provision of Regulation 131 in so far as it provides, in relation to the use of a vehicle on a road, for compliance with the conditions specified in paragraph 2 of Schedule 8 (which relates to the employment of persons in attending to vehicles and their load).

Number of trailers which may be drawn

136. Section 65(1)(*c*) of the 1972 Act (which restricts the number of trailers which may be drawn by a motor car or a heavy motor car to one) shall have effect as if for the word "one" there were substituted the word "two" in relation to a case where one of the trailers being drawn is a towing implement and the other is a vehicle part of which is secured to and either rests on or is suspended from the towing implement.

PART IV

TESTING AND INSPECTION OF BRAKES, SILENCERS, STEERING GEAR, TYRES, LIGHTING EQUIPMENT AND REFLECTORS

Testing of brakes, etc.

137.—(1) Any police constable in uniform and any person for the time being appointed by the Secretary of State as a certifying officer or public service vehicle examiner under Part III of the 1960 Act or as an examiner appointed under Part IV of that Act or under section 56(1) of the 1972 Act or appointed by the Commissioner of Police of the Metropolis to examine and inspect public carriages for the purposes of the Metropolitan Public Carriage Act 1869(**a**), who shall produce his authority if required, is hereby empowered to test and inspect the brakes, silencers, steering gear, tyres, lighting equipment and reflectors of any motor vehicle or trailer on any premises where that motor vehicle or trailer is, subject however to the consent of the owner of the premises.

(2) The power conferred by this Regulation to test and inspect the brakes, silencers, steering gear, tyres, lighting equipment and reflectors of a vehicle on any premises where the vehicle is shall not be exercised unless either the owner of the vehicle consents or notice of the date and time at which it is proposed to carry out the test and inspection has been given to him in accordance with the provisions of the following paragraph.

(**a**) 1869 c. 115.

(3) The said notice shall be given to the owner of the vehicle personally or left at his address not less than 48 hours before the time of the proposed test and inspection or shall be sent to him not less than 72 hours before that time by recorded delivery service at his address.

(4) The provisions of paragraph (2) of this Regulation shall not apply in the case of a test and inspection made within 48 hours of an accident to which section 25 of the 1972 Act applies and in which the vehicle has been involved.

(5) For the purposes of this Regulation, the owner of the vehicle shall be deemed to be—

(*a*) in the case of a vehicle which is for the time being registered under the Vehicles (Excise) Act 1971 and is not being used under a trade licence under that Act the person appearing as the owner of the vehicle in the register kept by the Secretary of State under that Act;

(*b*) in the case of a vehicle used under a trade licence, the holder of the licence; and

(*c*) in the case of a vehicle exempt from excise duty by virtue of the Motor Vehicles (International Circulation) Order 1957**(a)**, as amended **(b)**,the person resident outside the United Kingdom who has brought the vehicle into Great Britain,

and in cases (*a*) and (*b*) the address of the owner as shown on the said register or, as the case may be, on the licence may be treated as his address.

PART V

PARTICULAR REGULATIONS RELATING TO VEHICLES FOR WHICH PLATING CERTIFICATES HAVE BEEN ISSUED

Interpretation

138. In this Part of these Regulations, unless the context otherwise requires, the following expressions have the meanings hereby assigned to them respectively, that is to say—

"axle weight", in relation to each axle of a motor vehicle or trailer, means the sum of the weights transmitted to the road surface by all the wheels of that axle;

"design gross weight", in relation to a vehicle, means the gross weight of the vehicle at or below which in the opinion of the Secretary of State or of a person authorised in that behalf by the Secretary of State the vehicle could safely be driven on roads;

"design", in relation to the gross weight, each axle weight or the train weight of a motor vehicle or trailer, means any such weight is one at or below which in the opinion of the Secretary of State or a person authorised in that behalf by the Secretary of State the vehicle could safely be driven on roads;

"gross weight", in relation to a motor vehicle, means the sum of the weights transmitted to the road surface by all the wheels of the vehicle;

"gross weight", in relation to a trailer, means the sum of the weights transmitted to the road surface by all the wheels of the trailer and includes any weight of the trailer imposed on the drawing vehicle;

(a) S.I. 1957/1074 (1957 II, p. 2154).

(b) The relevant amending instrument is S.I. 1971/869 (1971 II, p. 2541).

"Ministry plate"means a plate issued, or having effect as if issued by the Secretary of State for a goods vehicle following the issue or amendment of a plating certificate and in the form in, and containing the particulars required by, Schedule 11, the said particulars being those shown in the plating certificate for the vehicle;

"Ministry test date disc" means a plate issued by the Secretary of State for a goods vehicle, being a trailer, following the issue of a goods vehicle test certificate for that trailer under the plating and testing regulations and containing the following particulars namely:—

(*a*) the identification mark allotted to that trailer and shown in that certificate;

(*b*) the date until which that certificate is valid;

(*c*) the number of the vehicle testing station shown in the said certificate;

"operative date" means the date on which these Regulations come into operation;

"train weight", in relation to a motor vehicle which may draw a trailer, means the maximum laden weight for the motor vehicle together with any trailer which may be drawn by it.

Application of Part V

139. This Part of these Regulations applies to goods vehicles, being goods vehicles of a class to which the plating and testing regulations apply, for which a plating certificate has been issued.

Ministry plates for goods vehicles

140. Every goods vehicle to which this Part of the Regulations applies shall as from the relevant date as defined in section 46(1) of the 1972 Act or the operative date, whichever date is the later, be equipped with a Ministry plate securely affixed to the vehicle in the cab thereof in a conspicuous and readily accessible position or, if the vehicle is constructed without a cab, in a conspicuous and readily accessible position elsewhere on the vehicle, and the said plate shall at all times be legible.

141. Every goods vehicle to which this Part of these Regulations applies, being a trailer for which a goods vehicle test certificate is issued under the plating and testing regulations, shall as from each date such a certificate is issued or the operative date, whichever date is the later, carry in the relevant position and in legible condition a Ministry test date disc issued for that trailer following the issue of that test certificate until the date of expiry of that test certificate or the date of issue of a further test certificate for that trailer, whichever date is the earlier, and shall not display that disc after that one of such dates as is the earlier.

In this Regulation "relevant position" means a conspicuous and readily accessible position, being such that the disc is clearly visible by daylight from the nearside of the road.

Weight restrictions

142.—(1) As respects a goods vehicle to which this Part of the Regulations applies, whether laden or unladen and whether or not drawing or being drawn by another vehicle, the following provisions of this Regulation shall apply as from the relevant date mentioned in Regulation 140 or the operative date, whichever date is the later, namely,—

(*a*) the gross weight shown in column (2) of the plating certificate for that vehicle shall not be exceeded;

(*b*) the axle weight for each axle shown in column (2) of the plating certificate for that vehicle shall not be exceeded:

Provided that this sub-pargaraph shall not apply in the case of any axle being one of two or more axles to which the following sub-paragraph applies;

(*c*) where any two or more axles are fitted with a compensating arrangement in accordance with Regulation 11, the sum of the axle weights for all the axles so fitted shall not exceed the sum of such weights for those axles as are shown in column (2) of the said plating certificate.

(2) As respects a goods vehicle to which this Part of these Regulations applies, being a motor vehicle, the train weight (if any) shown in column (2) of the plating certificate for that vehicle shall not be exceeded.

(3) Nothing in any plate mentioned in Regulation 39 with which a goods vehicle to which this Part of the Regulations applies is equipped or in Regulations 79 to 88 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 79 to 88 which is applicable to the vehicle in question to be exceeded.

Additional markings

143.—(1) Without prejudice to the provision of Regulation 140, any weight which by virtue of Regulation 142 may not be exceeded in the case of a goods vehicle to which this Part of the Regulations applies may be marked on the near side of the vehicle, the off side of the vehicle or on both sides thereof.

(2) Where at any time by virtue of any provisions contained in Regulation 79, 80, 83 or 84 a goods vehicle to which this Part of these Regulations applies may not be used in excess of a weight, being a weight equal to the sum of the weights transmitted to the road surface by all the wheels of the vehicle and less than the gross weight which may not be exceeded by that vehicle by virtue of Regulation 142, the first mentioned weight may be marked on the near side of the vehicle, the off side of the vehicle or on both sides thereof.

(3) Where at any time by virtue of any provision contained in Regulation 81, 82 or 85 a goods vehicle to which this Part of these Regulations applies is drawing, or being drawn by, another vehicle and those vehicles may not be used together in excess of a laden weight applicable to those vehicles by virtue of any such provision, that weight may be marked on the near side of that goods vehicle, the off side of that vehicle or on both sides thereof.

Alteration of braking requirements

144. In relation to a goods vehicle, being a motor vehicle to which this Part of these Regulations applies and to which paragraph (5), (6) or (7) of either Regulation 54 or Regulation 59 applies, each such paragraph shall as from the date a plating certificate is issued for the vehicle or the operative date, whichever date is the later, have effect as though there were added at the end of that paragraph the following provision:—

"In the application of this paragraph to a motor vehicle, being a vehicle for which a plating certificate has been issued, the aforesaid requirements as to total braking efficiencies shall not be treated as being complied with unless

such efficiencies are capable of being produced when the sum of the weights transmitted to the road surface by all the wheels of the vehicle is either equal to the design gross weight shown in that plating certificate or, if no such weight is so shown, equal to the gross weight shown in column (2) of that certificate."

Additional provisions as to braking requirements

145.—(1) In this Regulation "original braking requirements" means the requirements of Regulations 54(5), 54(6), 54(7), 59(5), 59(6) and (7) as read prior to their amendment by Regulation 144 and with Regulation 94(1)(*c*) and (*d*).

(2) Notwithstanding the said amendment, no person shall use or cause or permit to be used on a road a goods vehicle, being a motor vehicle to which this Part of these Regulations applies, as from the date a plating certificate is issued for the vehicle or the operative date, whichever date is the later, if it does not also comply with the original braking requirements.

Tyres

146. Each axle of every goods vehicle to which this Part of these Regulations applies shall as from the date a plating certificate is issued for the vehicle or the operative date, whichever date is the later, be equipped with tyres which, as respects strength, are designed and maintained adequately to support the axle weight shown in column (2) of that certificate for that axle.

Signed by authority of the Secretary of State.

John Peyton,

Minister for Transport Industries,
Department of the Environment.

5th January 1973.

SCHEDULE 1
REGULATIONS REVOKED BY REGULATION 2

Title	Year and Number
The Motor Vehicles (Construction and Use) Regulations 1969	S.I. 1969/321 (1969 I, p. 829).
The Motor Vehicles (Construction and Use) (Amendment) (No. 2) Regulations 1969	S.I. 1969/1042 (1969 II, p. 3077).
The Motor Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 1969	S.I. 1969/1456 (1969 III, p. 4707).
The Motor Vehicles (Construction and Use) (Amendment) (No. 4) Regulations 1969	S.I. 1969/1761 (1969 III, p. 5551).
The Motor Vehicles (Construction and Use) (Amendment) Regulations 1970	S.I. 1970/49 (1970 I, p. 326).
The Motor Vehicles (Construction and Use) (Amendment) (No. 2) Regulations 1970	S.I. 1970/777 (1970 II, p. 2472).
The Motor Vehicles (Construction and Use) (Amendment) Regulations 1971	S.I. 1971/444 (1971 I, p. 1291).
The Motor Vehicles (Construction and Use) (Amendment) (No. 2) Regulations 1971	S.I. 1971/979 (1971 III, p. 2841).
The Motor Vehicles (Construction and Use) (Amendment) Regulations 1972	S.I. 1972/805 (1972 II, p. 2581).
The Motor Vehicles (Construction and Use) (Amendment) (No. 2) Regulations 1972	S.I. 1972/843 (1972 II, p. 2684).
The Motor Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 1972	S.I. 1972/987 (1972 II, p. 3068).
The Motor Vehicles (Construction and Use) (Amendment) (No. 4) Regulations 1972	S.I. 1972/1473 (1972 III, p. 4378).
The Motor Vehicles (Construction and Use) (Amendment) (No. 5) Regulations 1972	S.I. 1972/1690 (1972 III, p. 4950).

SCHEDULE 2 (See Regulations 39, 40, 79, 80, 82, 83, 85 and 88)

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 weight 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 kilowatts equivalent in accordance with the British Standard Specification for the Performance of Diesel Engines for Road Vehicles published on 19th May 1971 under the numbers 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.(1) 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.

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

(i) the references 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 11, 83, 84, 86 or 87, and if the tyres with which the vehicle is equipped are not, as respects strength, to be inadequate to support the weights to be so shown at item 9 and item 7,

(*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 83 or 84 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 83 and in each such case reduced so far as necessary to indicate the maximum permissible weight applicable to the vehicle if the tyres with which the vehicle is equipped are not, as respects strength, to be inadequate to support the weights to be so shown at item 10 and item 8.

4.—(1) Subject to sub-paragraph (2) of this paragraph weights on plates first affixed to a vehicle on or after 1st April 1973 shall be shown in kilograms, weights on plates first so affixed before that date but on or after 1st October 1972 shall be shown in tons and decimals thereof together with the equivalent weight in kilograms and weights on plates first so affixed before the last-mentioned date shall be shown in tons and decimals thereof.

(2) Where a new weight is first shown on a plate by virtue of the proviso to paragraph 2(1) above the weight shall be shown as if it was on a plate first affixed to a vehicle on the date it was first shown.

5. All letters and figures shown on the plate shall be not less than 6 millimetres 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.

SCHEDULE 3 (see Regulation 42)

GAS CONTAINERS

PART I

Definitions relating to gas containers

1. In this Schedule, unless the context otherwise requires, the following expressions have the meanings hereby assigned to them respectively, that is to say,—

"gas container" means a container fitted to a motor vehicle or a trailer and intended for the storage of gaseous fuel for the purpose of the propulsion of the vehicle or the drawing vehicle as the case may be;

"gas cylinder" means a container fitted to a motor vehicle or a trailer and intended for the storage of compressed gas for the purpose of the propulsion of the vehicle or the drawing vehicle as the case may be;

"compressed gas" means gaseous fuel under a pressure exceeding 1·0325 bar above atmospheric pressure;

"pipe line" means all pipes connecting a gas container or containers—

(*a*) to the engine or the mixing device for the supply of a mixture of gas and air to the engine; and

(*b*) to the filling point on the vehicle;

"pressure pipe line" means any part of a pipe line intended for the conveyance of compressed gas; and

"reducing valve" means an apparatus which automatically reduces the pressure of the gas passing through it.

Gas containers

2. Every gas container shall—

(*a*) be securely attached to the vehicle in such manner as not to be liable to displacement or damage due to vibration or other cause; and

(*b*) be so placed or insulated as not to be adversely affected by the heat from the exhaust system.

Pipe lines

3.—(1) Every pipe line shall be supported in such manner as to be protected from excessive vibration and strain.

(2) No part of a pipe line shall be in such a position that it may be subjected to undue heat from the exhaust system.

(3) Every pressure pipe line shall be made of steel solid drawn.

(4) The maximum unsupported length of a pressure pipe line shall not exceed 920 millimetres.

Unions

4.—(1) Every union shall be so constructed and fitted that it will—

(*a*) not be liable to work loose or develop leakage when in use; and

(*b*) be readily accessible for inspection and adjustment.

(2) No union on a pressure pipe line or on a gas cylinder shall contain a joint other than a metal to metal joint.

Reducing valves

5. Every reducing valve shall be—

(*a*) so fitted as to be readily accessible; and

(*b*) so constructed that there can be no escape of gas when the engine is not running.

Valves and cocks

6.—(1) Every valve or cock intended to be subjected to a pressure exceeding 6·8948 bar shall be of forged steel or of brass or bronze complying with the specification contained in Part II of this Schedule.

(2) A valve or cock shall be fitted to the pipe line to enable the supply of gas from the container or containers to the mixing device to be shut off.

(3) (*a*) In the case of a pressure pipe line the valve or cock shall be placed between the reducing valve and the container or containers and shall be readily visible and accessible from the outside of the vehicle and a notice indicating its position and method of operation shall be affixed in a conspicuous position on the outside of the vehicle carrying the gas container or containers.

(*b*) In other cases, if the valve or cock is not so visible and accessible as aforesaid, a notice indicating its position shall be affixed in a conspicuous position on the outside of the vehicle carrying the container or containers.

Pressure gauges

7. Every pressure gauge connected to a pressure pipe line shall be so constructed as not to be liable to deterioration under the action of the particular gases employed and shall be so constructed and fitted that—

(*a*) in the event of failure of such pressure gauge no gas can escape into any part of the vehicle;

(*b*) it is not possible owing to leakage of gas into the casing of the pressure gauge for pressure to increase therein to such extent as to be liable to cause a breakage of the glass thereof; and

(*c*) in the event of failure of such pressure gauge the supply of gas thereto may be readily cut off.

Charging connections

8.—(1) Every connection for charging a gas container shall be outside the vehicle and in the case of a public service vehicle no such connection shall be within 610 millimetres of any entrance or exit.

(2) An efficient shut-off valve shall be fitted as near as practicable to the filling point:

Provided that in cases where compressed gas is not used a cock or an efficient non-return valve may be fitted in lieu thereof.

(3) Where compressed gas is used an additional emergency shut-off valve shall be fitted adjacent to the valve referred to in sub-paragraph (2) of this paragraph.

(4) A cap shall be fitted to the gas filling point on the vehicle and where compressed gas is used this cap shall be made of steel with a metal to metal joint.

Trailers

9.—(1) Where a trailer is used for the carriage of a gas cylinder, a reducing valve shall be fitted on the trailer.

(2) No pipe used for conveying gas from a trailer to the engine of a vehicle shall contain compressed gas.

Construction, etc., of system

10. Every part of a gas container propulsion system shall be—

(*a*) so placed or protected as not to be exposed to accidental damage and shall be soundly and properly constructed of suitable and well-finished materials capable of withstanding the loads and stresses likely to be met with in operation and shall be maintained in an efficient, safe and clean condition; and

(*b*) so designed and constructed that leakage of gas is not likely to occur under normal working conditions, whether or not the engine is running.

PART II

SPECIFICATION FOR BRASS OR BRONZE VALVES

Manufacture of valves

1. The stamping or pressing from which each valve is manufactured shall be made from bars produced by (*a*) extrusion, (*b*) rolling, (*c*) forging, (*d*) extrusion and drawing, or (*e*) rolling and drawing.

Heat treatment

2. Each stamping or pressing shall be heat treated so as to produce an equiaxed microstructure in the material.

Freedom from defects

3. All stampings or pressings and the bars from which they are made shall be free from cracks, laminations, hard spots, segregated materials and variations in composition.

Tensile test

4. Tensile tests shall be made on samples of stampings or pressings taken at random from any consignment. The result of the tensile test shall conform to the following conditions:—

Yield Stress.—Not less than 2316 bar.

Ultimate Tensile Stress.—Not less than 4633 bar.

Elongation on 50 millimetres gauge length.—Not less than 25 per cent.

Note.—When the gauge length is less than 50 millimetres the required elongation shall be proportionately reduced.

The fractured test piece shall be free from piping and other defects (see paragraph 3 of this Part of this Schedule).

SCHEDULE 4 (see Regulations 54, 59, 62 and 94)

REQUIREMENTS WITH RESPECT TO THE EFFICIENCY OF THE BRAKES OF CERTAIN MOTOR VEHICLES

1. This Schedule applies to a motor vehicle which is a heavy motor car, a motor car or a motor cycle and is not—

(*a*) a goods vehicle the unladen weight of which exceeds 1525 kilograms;

(*b*) a public service vehicle adapted to carry 8 or more passengers;

(*c*) an articulated vehicle or a vehicle constructed or adapted for the purpose of forming part of an articulated vehicle;

(*d*) a works truck; or

(*e*) a pedestrian controlled vehicle;

and references to a motor vehicle in the following provisions of this Schedule shall be construed accordingly.

In this paragraph "goods vehicle" does not include a dual purpose vehicle.

2. For the purposes of this Schedule a two-wheeled motor cycle shall not, by reason that a sidecar is attached thereto, be treated as three-wheeled.

3. In the case of a motor vehicle having at least four wheels and required to have two means of operating brakes—

(*a*) if each means of operation applies brakes to at least four wheels, the brakes as applied by one of the means shall have a total braking efficiency of not less than 50 per cent. and the brakes as applied by the other means shall have a total braking efficiency of not less than 25 per cent.;

(*b*) if only one of the means of operation applies brakes to at least four wheels, the brakes as applied by that means shall have a total braking efficiency of not less than 50 per cent. and the brakes as applied by the other means shall have a total braking efficiency of not less than 25 per cent.; and

(*c*) if neither means of operation applies brakes to at least four wheels, the brakes as applied by one of the means shall have a total braking efficiency of not less than 30 per cent. and the brakes as applied by the other means shall have a total braking efficiency of not less than 25 per cent.

4. In the case of a three-wheeled motor vehicle required to have two means of operating brakes—

(*a*) if each means of operation applies brakes to all three wheels, the brakes as applied by one of the means shall have a total braking efficiency of not less than 40 per cent. and the brakes as applied by the other means shall have a total braking efficiency of not less than 25 per cent.;

(*b*) if only one of the means of operation applies brakes to all three wheels, the brakes as applied by that means shall have a total braking efficiency of not less than 40 per cent. and the brakes as applied by the other means shall have a total braking efficiency of not less than 25 per cent.; and

(*c*) if neither means of operation applies brakes to all three wheels, the brakes as applied by one of the means shall have a total braking efficiency of not less than 30 per cent. and the brakes as applied by the other means shall have a total braking efficiency of not less than 25 per cent.

5. In the case of a motor vehicle, being a two-wheeled motor cycle, required to have more then one means of operating brakes, the brakes as applied by one of the means shall have a total braking efficiency of not less than 30 per cent. and the brakes as applied by the other means shall have a total braking efficiency of not less than 25 per cent.

6. In the case of a motor vehicle not required to have two means of operating brakes—

(*a*) if the vehicle has at least four wheels and one or more means of operation applying brakes to at least four wheels, the brakes as applied by that means or one of those means shall have a total braking efficiency of not less than 50 per cent.;

(*b*) if the vehicle has at least four wheels and no means of operation applying brakes to at least four wheels, the brakes as applied by the means or one of the means of operation shall have a total braking efficiency of not less than 30 per cent.;

(*c*) if the vehicle is three-wheeled and has one or more means of operation applying brakes to all three wheels, the brakes as applied by that means or one of those means shall have a total braking efficiency of not less than 40 per cent.;

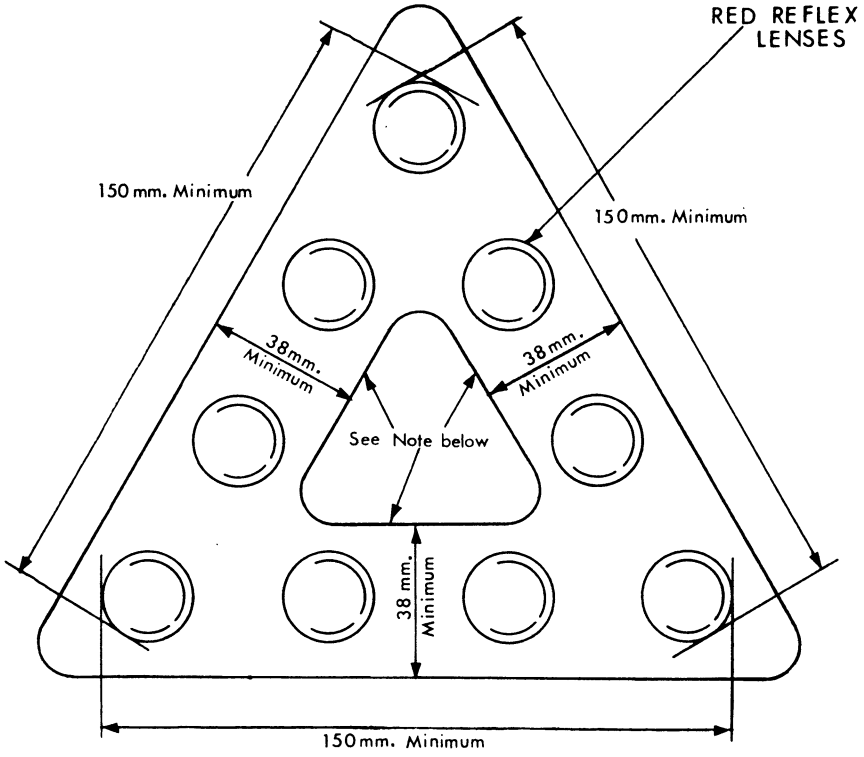
(*d*) if the vehicle is three-wheeled and has no means of operation applying brakes to all three wheels, the brakes as applied by the means or one of the means of operation shall have a total braking efficiency of not less than 30 per cent.; and

(*e*) if the vehicle is two-wheeled, the brakes as applied by the means or one of the means of operation shall have a total braking efficiency of not less than 30 per cent.

SCHEDULE 5

DIAGRAM OF TRAILER PLATE (See Regulation 75)

Red reflex Lenses on White Ground



ote The plate may be constructed without the central triangular space shown above

SCHEDULE 6 (see Regulations 79, 80 and 82)

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*
		Kilograms
2.	Heavy motor cars, motor cars and trailers in each case not forming part of an articulated vehicle	
	(*a*) in the case of a vehicle with two axles—	
	(i) where the distance between the axles is at least 3·25 metres but less than 3·65 metres	15250
	(ii) where the distance between the axles is at least 3·65 metres ...	16260
	(*b*) in the case of a vehicle with three axles, where the distance between the foremost and rearmost axles is at least 5·48 metres ...	22360
	(*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 7·01 metres but less than 7·92 metres	26420
	(ii) where the distance between the foremost and rearmost axles is at least 7.92 metres	28450
3.	Articulated vehicles:—	
	(*a*) in the case of an articulated vehicle with three axles—	
	(i) where the distance between the foremost and rearmost axles is less than 5·48 metres	20330
	(ii) where the distance between the foremost and rearmost axles is at least 5·48 metres	24390
	(*b*) in the case of an articulated vehicle with four axles—	
	(i) where the distance between the foremost and rearmost axles is less than 7·01 metres	24390
	(ii) where the distance between the foremost and rearmost axles is at least 7·01 metres but less than 7·92 metres	26420
	(iii) where the distance between the foremost and rearmost axles is at least 7·92 metres but less than 9·75 metres	28450
	(iv) where the distance between the foremost and rearmost axles is at least 9·75 metres but less than 11·58 metres	30490
	(v) where the distance between the foremost and rearmost axles is at least 11·58 metres	32520
	(*c*) in the case of an articulated vehicle with more than four axles—	
	(i) where the distance between the foremost and rearmost axles is less than 7·01 metres	24390
	(ii) where the distance between the foremost and rearmost axles is at least 7·01 metres but less than 7·92 metres	26420
	(iii) where the distance between the foremost and rearmost axles is at least 7·92 metres but less than 8·99 metres	28450
	(iv) where the distance between the foremost and rearmost axles is at least 8·99 metres but less than 9·75 metres	30490
	(v) where the distance between the foremost and rearmost axles is at least 9·75 metres	32520

SCHEDULE 7 (See Regulations 83 to 86)

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 83)

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 138 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 39(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 83(1)(*b*)(i) or 83(1)(*d*)(i).

Column 1 Class of vehicle	Column 2 *Kilograms*
(*a*) Two axled vehicles	
(i) where the distance between the axles is less than 2·65 metres ...	14230
(ii) where the distance between the axles is at least 2·65 metres ...	16260
(*b*) Three axled vehicles Their weight shall not exceed 16260 kilograms 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	18290
(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 8130 kilograms	20330
(iii) where the distance between the foremost and rearmost axle is at least 3·9 metres and the maximum axle weight is more than 8130 kilograms	20330
(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 8640 kilograms	22360
(v) where the distance between the foremost and rearmost axle is at least 4·6 metres and the maximum axle weight is more than 8640 kilograms	22360
(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 9400 kilograms	24390
(vii) where the distance between the foremost and rearmost axle is at least 5·1 metres and the maximum axle weight is more than 9400 kilograms	24390
(*c*) Vehicles with four or more axles Their weight shall not exceed 18290 kilograms 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 8640 kilograms	20330

Column 1 Class of vehicle	Column 2 *Kilograms*
(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 8640 kilograms	22360
(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 8640 kilograms	24390
(iv) where the distance between the foremost and rearmost axle is at least 5 metres and the maximum axle weight is not more than 9150 kilograms	24390
(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 9150 kilograms	26420
(vi) where the distance between the foremost and rearmost axle is at least 6 metres and the maximum axle weight is not more than 9660 kilograms	26420
(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 9150 kilograms	28450
(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 9660 kilograms	28450
(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 9400 kilograms	30490
(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 9660 kilograms	30490

PART II (See Regulation 84)

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 138 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 39(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 83(1)(*b*)(i).

Column 1 Class of vehicle	Column 2 *Kilograms*
(*a*) Two axle motor vehicles—	
(i) where the distance between the axles is less than 2·4 metres ...	14230
(ii) where the distance between the axles is at least 2·4 metres ...	16260

Column 1 Class of vehicle	Column 2 *Kilograms*
(*b*) Three or more axled motor vehicles—	
Their weights shall not exceed 18290 kilograms 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 8385 kilograms	20330
(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 8640 kilograms	22360
(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 9150 kilograms	24390

PART III (See Regulation 85)

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	Kilograms
Two axled motor vehicle with—			
(*a*) 1 axled trailer	less than	2·1	20330
(*b*) 1 axled trailer	at least	2·1	22360
(*c*) 1 axled trailer	at least	3·1	24390
(*d*) 2 or more axled trailer	less than	2·9	24390
(*e*) 2 or more axled trailer	at least	2·9	26420
(*f*) 2 or more axled trailer	at least	3·1	28450
(*g*) 2 or more axled trailer	at least	3·6	30490
(*h*) 2 or more axled trailer	at least	4·2	32520
Three or more axled motor vehicle with—			
(*a*) 1 axled trailer	less than	2	22360
(*b*) 1 axled trailer	at least	2	24390
(*c*) 1 axled trailer	at least	2·7	26420
(*d*) 1 axled trailer	at least	3	28450
(*e*) 1 axled trailer	at least	4	30490
(*f*) 1 axled trailer	at least	4·4	32520
(*g*) 2 or more axled trailer	less than	2	24390
(*h*) 2 or more axled trailer	at least	2	26420
(*i*) 2 or more axled trailer	at least	2·3	28450
(*j*) 2 or more axled trailer	at least	3·2	30490
(*k*) 2 or more axled trailer	at least	4	32520

PART IV (See Regulation 86(2) and (3))

Maximum weights for two closely spaced axles

Column 1 Distance between axles Metres		Column 2 Total Weight Kilograms	Column 3 Total Weight Kilograms
less than	1·02	11180	11180
at least	1·02	12200	16260
at least	1·05	15250	17280
at least	1·2	16260	18290
at least	1·35	17280	18800
at least	1·5	18290	19310
at least	1·85	19310	20330

PART V (See Regulation 86(4))

Maximum weights for three closely spaced axles

Column 1 Distance between outer axles Metres		Column 2 Axle weight Kilograms
less than	1·4	3720
at least	1·4	4070
at least	1·5	6100
at least	2	6610
at least	2·55	7120
at least	3·15	7630

PART VI (See Regulation 86(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 138 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 39(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 83(1)(*b*)(i) or 83(1)(*d*)(i).

The total weight transmitted to the road surface by the wheels of three adjacent axles shall not exceed 18290 kilograms except in a case below, where the weight opposite that case shall apply—

	Kilograms
(i) where the distance between the foremost and rearmost axle is at least 3 metres and the intermediate axle weight is not more than 8385 kilograms	20330
(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 8640 kilograms.	22360
(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 9150 kilograms.	24390

SCHEDULE 8 (see Regulations 128 and 131)

CONDITIONS TO BE COMPLIED WITH IN RELATION TO THE USE OF VEHICLES CARRYING WIDE OR LONG LOADS OR VEHICLES CARRYING LOADS OR HAVING FIXED APPLIANCES OR APPARATUS WHICH PROJECT

PART I

1. The conditions referred to in Regulation 128 and in paragraphs (2), (4), (6), (7) and (9) of Regulation 131 as the conditions specified in paragraph 1 of this Schedule are as follows:—

(*a*) save in so far as the chief officer of police of any police area in which it is proposed that the vehicle or vehicles in question will be used dispenses, as respects the use of the vehicle or vehicles in that area, with any of the requirements contained in this and in the following sub-paragraph as to length of notice or particulars to be given, the owner of the vehicle or vehicles shall, before using the vehicle or, as the case may be, the vehicles on a road, give at least two clear days' notice of the intended use (excluding Sundays, any bank holiday, Christmas Day or Good Friday) to the chief officer of police of any such area as aforesaid.

In this sub-paragraph—

(i) "chief officer of police", and "police area", in relation to England and Wales, have respectively the same meanings as in the Police Act 1964**(a)**, and in relation to Scotland, have respectively the same meanings as in the Police (Scotland) Act 1967**(b)**, and

(ii) the expression "bank holiday", in relation to notice of the intended use of a vehicle on a road, means a day which is, or is to be observed as, a bank holiday, or a holiday, under the Bank Holidays Act 1871**(c)**, or the Holidays Extension Act 1875**(d)**, either generally or in the locality in which that road is situated;

(*b*) the notice referred to in the foregoing sub-paragraph shall contain particulars of the time, date and route of the journey and—

(i) in a case where this paragraph applies by virtue of paragraph (2) of Regulation 131 particulars of the overall length and overall width of the vehicle by which the load is to be carried and of the width of any lateral projection or projections of its load,

(ii) in a case where this paragraph applies by virtue of paragraph (4)(*a*) of Regulation 131 particulars of the overall length and overall width of each vehicle by which the load is to be carried and of the length of any forward projection and of any rearward projection of the load and, where the load is to be carried by more than one vehicle, of the distance between vehicles,

(iii) in a case where this paragraph applies by virtue of Regulation 128 or paragraph (4)(*b*) of Regulation 131, particulars of the overall length of

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(a) 1964 c. 48.
(b) 1967 c. 77.
(c) 1871 c. 17.
(d) 1875 c. 13.

the combination of vehicles to be used and, in the second-mentioned case, particulars of the length of any forward projection and of any rearward projection of the load, being the projection or projections thereof as mentioned in the said paragraph (4)(*b*), and

(iv) in a case where this paragraph applies by virtue of paragraphs (5), (6), (7) or (9) of Regulation 131, particulars of the overall length of the vehicle to be used and of the length of any forward projection and of any rearward projection of its special appliance or apparatus or, as the case may be, of its load; and

(*c*) subject to any variations in the time, date or route of the journey which the owner of the vehicle or vehicles may be directed to make by any such chief officer of police as aforesaid, and subject to any delay which may be occasioned by reason of a direction given by a police constable, in the interests of road safety or to avoid undue traffic congestion, to the driver of a vehicle to halt it in a place on or adjacent to the road on which the vehicle is travelling, the vehicle or, as the case may be, the vehicles shall be used only in circumstances which accord with the particulars given in compliance with the foregoing sub-paragraph as to the time, date and route of the journey and only if any dimension or measurement relating to the vehicle or the vehicles (including that relating to a combination of vehicles), to a special appliance or apparatus or to a load, being a dimension or measurement of which particulars have been given as aforesaid, is not exceeded.

For the purposes of this sub-paragraph and of item (iv) of the foregoing sub-paragraph, the reference to a load shall, in a case where this paragraph applies by virtue of paragraph (7) of Regulation 131, be treated as a reference to a boat used for racing as mentioned in the said paragraph (7).

2. The conditions referred to in Regulation 128 and in paragraphs (4), (5), (6) and (9) of Regulation 131 as the conditions specified in paragraph 2 of this Schedule are that at least one person in addition to the person or persons employed in driving the motor vehicle in question shall be employed in attending to that vehicle and its load and any other vehicle or vehicles drawn by that vehicle and the load or loads carried on the vehicle or vehicles so drawn and to give warning to the driver of the said motor vehicle and to any other person of any danger likely to be caused to any such other person by reason of the presence of the said vehicle or vehicles on the road:

Provided that, where three or more motor vehicles as respects which the conditions in this paragraph are applicable are travelling together in convoy, it shall be a sufficient compliance with this paragraph if only the foremost and rearmost vehicles in the convoy are attended in the manner prescribed in this paragraph.

For the purpose of this paragraph—

(*a*) in a case where a motor vehicle is drawing a trailer or trailers any person employed in pursuance of section 34 of the 1972 Act in attending that vehicle or any such trailer shall be treated as being an attendant required by this paragraph so long as he is also employed to discharge the duties mentioned in this paragraph, and

(*b*) in a case where a motor vehicle is drawing a trailer or trailers and another motor vehicle is used for the purpose of assisting in their propulsion on the road, the person or persons employed in driving that other motor vehicle shall not be treated as a person or persons employed in attending to the first-mentioned vehicle or any vehicle or vehicles drawn thereby.

3. The conditions referred to in paragraphs (5) and (6) of Regulation 131 as the conditions specified in paragraph 3 of this Schedule are as follows:—

(*a*) there shall be exhibited on every relevant projection such a number of plane unbroken surfaces as are required by the following provisions of this paragraph, the said surfaces to be of the size, shape and colour specified in those provisions and to be situated in accordance therewith.

In this sub-paragraph the expression "relevant projection" means any such forward or rearward projection as is mentioned in sub-paragraph (*a*), (*c*), or (*d*) of the said paragraph (5) or of the said paragraph (6);

(*b*) subject to the provisions of sub-paragraph (*e*) of this paragraph, three surfaces shall be exhibited of which one (hereafter referred to as "the end projection surface") shall be of the shape and colour shown in the diagram first set out in Part II of this Schedule and shall conform with the dimensions there shown in relation to the size and colouring of that surface, and the other two, and any surface additional to those two required by the said sub-paragraph (*e*), (each hereafter referred to as a "side projection surface") shall be of the shape and colour shown in the diagram secondly set out in the said Part II and shall conform with the dimensions there shown in relation to the size and colouring of that surface;

(*c*) the end projection surface shall be exhibited so that it may be seen, in the case of a forward projection, from the front thereof or, in the case of a rearward projection, from the rear thereof and shall be situated—

(i) so that it lies, as near as practicable, in a vertical plane at right angles to the longitudinal axis of the vehicle and passing through a point not more than 0·6 metres from the extreme end of the projection,

(ii) so that the vertical distance between the carriageway of the road and the nearest point on the surface does not exceed 2·5 metres,

(iii) so that the surface and any object or device by means of which it is exhibited impedes, as little as possible, the view of the driver to the front or, as the case may be, to the rear of the vehicle, and

(iv) so that every part of the surface is clearly visible to other persons using the road within a reasonable distance from that end of the projection from which the surface may be seen as provided by the foregoing provisions of this sub-paragraph;

(*d*) the two side projection surfaces shall be exhibited so that one may be seen from one side of the projection and the other may be seen from the other side thereof and each surface shall be situated—

(i) so that it lies, as near as practicable, in a vertical plane parallel to the longitudinal axis of the vehicle,

(ii) so that no part of it extends beyond the end of the projection,

(iii) so that the horizontal distance between it and the end projection surface or a rear marking carried in accordance with the Motor Vehicles (Rear Markings) Regulations 1970, as amended does not exceed 0·9 metres,

(iv) so that the vertical distance between the carriageway of the road and any point on at least one side of the surface does not exceed 2·5 metres, and

(v) so that every part of the surface is clearly visible to other persons using the road within a reasonable distance from that side of the projection from which the surface may be seen as provided by the foregoing provisions of this sub-paragraph;

(*e*) in the case of a forward projection exceeding 4·5 metres in length or a rearward projection exceeding 5·1 metres in length such a number of side projection surfaces additional to the two side projection surfaces required by sub-paragraph (*b*) of this paragraph shall be exhibited on each side of the projection as to ensure that the horizontal distance between the foremost or, as the case may be, the rearmost point of the vehicle and that part of any side projection surface exhibited on the same side nearest that point, or between the nearest points of adjacent side projection surfaces exhibited on the same side, does not exceed in the case of such surfaces exhibited on a forward projection, 2·4 metres or, in the case of such surfaces exhibited on a rearward projection, 3·6 metres.

For the purposes of this sub-paragraph the expression "the vehicle" shall not include any special appliance or apparatus or any part thereof which is a forward projection or a rearward projection within the meaning of Regulation 130;

(*f*) the provisions of items (i), (iv) and (v) of sub-paragraph (*d*) of this paragraph shall apply in relation to the additional side projection surfaces exhibited in accordance with the foregoing sub-paragraph as they apply in relation to the side projection surfaces referred to in the said sub-paragraph (*d*); and

(*g*) every surface exhibited in compliance with the foregoing provisions of this paragraph shall be kept clean and unobscured and during the hours of darkness shall be illuminated by means of lamps sufficient to render the surface readily distinguishable from a reasonable distance and so shielded that only light reflected from the surface is visible to other persons using the road:

Provided that the conditions in sub-paragraph (*b*) so far as it relates to side projection surfaces and the condition in sub-paragraph (*d*) shall not apply by reason only that a vehicle has a special appliance or apparatus, or is carrying a load, which has a rearward projection exceeding 1·8 metres in length but not exceeding 3 metres in length.

4. The conditions referred to in paragraphs (5), (6), (7) and (8) of Regulation 131 as the condition specified in paragraph 4 of this Schedule is that steps shall have been taken to render the relevant projection clearly visible to other persons using the road within a reasonable distance, in the case of a forward projection, from the front thereof or, in the case of a rearward projection, from the rear thereof and, in either case, from either side thereof.

In this paragraph the expression "relevant projection" means any such forward or rearward projection as is mentioned in sub-paragraph (*b*) of the said paragraph (5) or of the said paragraph (6) or in the said paragraph (7) or the said paragraph (8).

PART II

Projection markers (See paragraph 3 (b) of Schedule)

Diagram of end projection surface

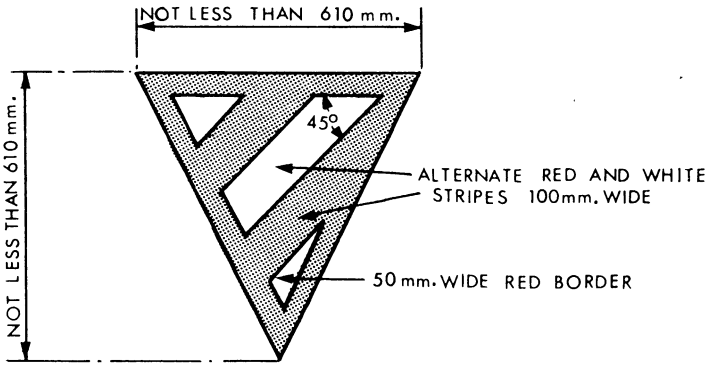
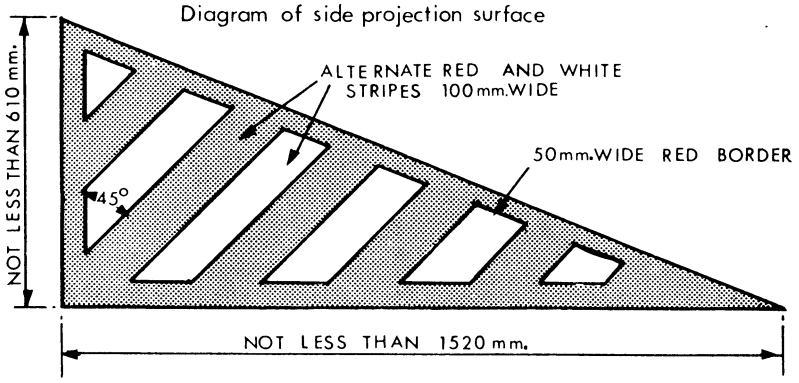


Diagram of side projection surface



SCHEDULE 9

Maximum Sound Levels (A weighting) in Decibels (dBA)

Column 1	Column 2	Column 3	Column 4
Class or description of vehicle	Regulation 29 Maximum (dBA)	Regulation 108(3)(*a*) Maximum (dBA)	Regulation 108(3)(*b*) Maximum (dBA)
1. Motor cycle of which the cylinder capacity of the engine does not exceed 50 cubic centimetres	77	80	80
2. Motor cycle of which the said cylinder capacity exceeds 125 cubic centimetres	86	90	89
3. Any other motor cycle	82	90	85
4. Goods vehicle to which Regulation 39 applies and which is equipped with a plate complying with the requirements of paragraph (2) of that Regulation and showing particulars of a maximum gross weight of more than 3560 kilograms.	89	92	92
5. Goods vehicle first used before 1st January 1968 which complies with the requirements of Regulation 79(3)(*c*) and is equipped with such a plate as aforesaid notwithstanding that Regulation 39 does not apply to that vehicle by reason only that it was so first used		92	
6. Motor tractor	89	92	92
7. Locomotive	89	92	92
8. Land tractor	89	92	92
9. Works truck	89	92	92
10. Engineering plant	89	92	92

Column 1	Column 2	Column 3	Column 4
Class or description of vehicle	Regulation 29 Maximum (dBA)	Regulation 108(3)(*a*) Maximum (dBA)	Regulation 108(3)(*b*) Maximum (dBA)
11. Passenger vehicle constructed for the carriage of more than 12 passengers exclusive of the driver	89	92	92
12. Any other passenger vehicle	84	87	87
13. Motor car within the meaning of section 190(2)(*b*) of the 1972 Act not being a goods vehicle of either of the kinds described in paragraphs 4 and 5 of this column	85	88	88
14. Any other vehicle not elsewhere classified or described in this column	85	92	88

SCHEDULE 10

Conditions mentioned in Regulation 108(2)

1. At the time when the noise emitted by the vehicle is measured, the microphone of the apparatus shall be so placed that the top of the microphone is set at a height of 1·2 metres ± 0·1 metres above a point at ground level which is not less than 5·2 metres away from the nearest part of the carriageway on which the vehicle is being used.

2.—(1) For the purposes of this paragraph, the area in the vicinity of the microphone shall be treated as comprising areas the situation and extent of which shall be determined by reference to a line joining a point at ground level above which the microphone is placed to the said nearest part of the carriageway and in accordance with the diagram at the end of this Schedule including the directions contained therein; and the said areas shown marked I, II, III or IV on the said diagram are hereafter in this Schedule respectively referred to as "the areas so marked".

(2) At the time when the noise is measured there shall not be:—

(*a*) in the area marked I, any physical object higher than 610 millimetres above ground level;

(*b*) in the area marked II, any physical object higher than 920 millimetres above ground and level; and

(*c*) in the areas marked III or IV, any physical object higher than 1525 millimetres above ground level:

Provided that the requirements at (*c*) above shall not apply in relation to the following objects or to any of them, that is to say:

(i) to plants, shrubs, trees or any other kind of vegetation, or

(ii) to any physical object, of which a continuous surface less than 305 millimetres wide over all its height would be visible in daylight, to a person looking at it from the point above which the microphone is placed and whose eye level is at the height of the microphone.

(3) For the purpose of sub-paragraph (2) of this paragraph, neither the vehicle nor any part thereof, not any person nor thing in or on the vehicle, nor the apparatus nor any part thereof, nor any persons being less than 3 in number attending the apparatus, shall be taken into account.

3. At the time when the noise emitted by the vehicle is measured, the vehicle shall be wholly or partly on a part of the road which falls within the area marked IV on the said diagram.

4. As soon as the vehicle has left the area marked IV on the said diagram the apparatus shall be used to measure the sound level (A weighting) in decibels of such noise as is then capable of affecting the sound level indications of the apparatus, such measurement being carried out in the manner in which the measurement of the sound emitted by the vehicle was carried out and under the conditions applicable under the foregoing provisions of this Schedule, excluding paragraphs 2(2)(*c*) and 3.

DIAGRAM

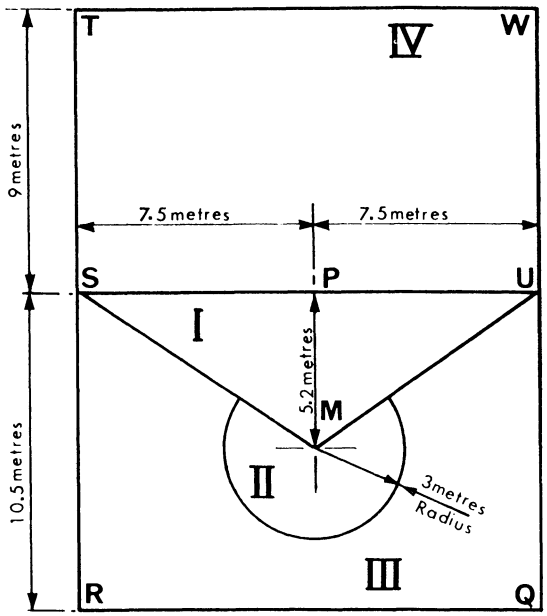


DIAGRAM DIRECTIONS (including Key and Dimensions)

M a point at ground level above which the microphone is placed.

P the nearest part of the carriageway to the microphone.

The area marked I consists of the triangle MSU.

The area marked II consists of so much of the circle of radius 3 metres with centre at M as does not enclose any part of the area marked I.

The area marked III consists of so much of the rectangle RSUQ as does not enlcose any parts of the areas marked I or II.

The area marked IV consists of the rectangle STWU.

DIMENSIONS

The distance MP is not less than 5·2 metres.

The lengths of SR, and UQ are each 10·5 metres.

The lengths of TW, SU, and RQ are each 15 metres.

The lengths of SP, and PU are each 7·5 metres.

The lengths of TS, and WU are each 9 metres.

SCHEDULE 11
MINISTRY PLATE

PLATE

DEPARTMENT OF THE ENVIRONMENT

Road Traffic Act 1972, Sections 40 and 45
Examination of Goods Vehicles

Serial No.

MAKE

MODEL *(where applicable)*

REGISTRATION/IDENTIFICATION MARK *(where applicable)*	CHASSIS/SERIAL NO. *(where marked on vehicle)*	YEAR OF ORIGINAL REGISTRATION *(where applicable)*	YEAR OF MANUFACTURE

(1) DESCRIPTION OF WEIGHTS APPLICABLE TO VEHICLE		(2) WEIGHTS NOT TO BE EXCEEDED IN GREAT BRITAIN — KILOGRAMS	(3) DESIGN WEIGHTS (if higher than shown in col. (2)) — KILOGRAMS
AXLE WEIGHT (Axles numbered from front to rear)	AXLE 1		
	AXLE 2		
	AXLE 3		
	AXLE 4		
GROSS WEIGHT (see warning opposite)			
TRAIN WEIGHT (see warning opposite)			

Space for Authenticating Stamp

DATE OF ISSUE OF PLATING CERTIFICATE

WARNING

1. A reduced gross weight may apply in certain cases to a vehicle towing or being towed by another.
2. A reduced train weight may apply depending on the type of trailer drawn.
3. All weights shown are subject to fitting of correct tyres.

Notes: 1. A Ministry Plate may contain the words "MINISTRY OF TRANSPORT" instead of the words "DEPARTMENT OF THE ENVIRONMENT", and may contain the words "Road Safety Act 1967, Sections 8 and 9" instead of the words "Road Traffic Act 1972, Sections 40 and 45". It may also contain additional columns in Columns (2) and (3) showing the weights in tons.

2. Entries in respect of train weight are required only in the case of motor vehicles constructed or adapted to form part of an articulated vehicle.

EXPLANATORY NOTE

(This Note is not part of the Regulations.)

These Regulations, which govern the construction and use of motor vehicles, consolidate the Motor Vehicles (Construction and Use) Regulations 1969 and the amending Regulations set out in Schedule 1 to these Regulations with, in general, minor and drafting amendments. Accordingly they include the subsequent changes made to the 1969 Regulations, which changes in the main relate to the fitting of burst proof door latches and hinges (Regulation 15) and energy absorbing steering columns (Regulation 16), further requirements for seat belts (Regulation 17), metallic fuel tanks (Regulation 19), prohibition of the fitting to new vehicles of musical and multi-tone horns (Regulation 27), radio interference suppression equipment (Regulation 30), control of emissions of gaseous pollutants (Regulations 33 and 33A), control of emissions from diesel engines (Regulation 34), minimum power to weight ratio (Regulations 40 and 41), axle spacings relevant to laden weight (Regulations 83 to 87), additional weight restrictions (Regulation 89), more specific restrictions regarding the fitting of tyres (Regulation 100) together with several other minor changes.

The principal change effected by these Regulations is the changeover from imperial to metric units for all measurements other than those of speed. Other changes include the following. The definition of "gangway" has been slightly amended (Regulation 3(1)); the conditions under which trailers from abroad temporarily visiting Great Britain are exempt from certain of the Regulations have been slightly amended (Regulation 4(7)); certain exemptions are given to motor vehicles which have been zero rated for value added tax purposes (Regulation 4(8) and 17(2)(*h*)); reference has been made in Regulation 17 to the revised British Standards on seat belts and seat belt anchorage points (BS AU 160a and BS AU 48a); Regulation 78(1) (laden weights) has been applied to motor cars which are public service vehicles; the definition of "Ministry plate" has been revised in Regulation 138; Schedule 2, Part III, paragraph 3 has been amended to make it clear that tyres are to be taken into account in determining weights entered on plates required under Regulation 39 of these Regulations; the table of maximum weights for closely spaced axles in Schedule 7, Part IV has been extended and the Ministry plate set out in Schedule 11 has been slightly altered.

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