(2) In the case of vehicles designed for street cleansing or for the collection or disposal of refuse or the contents of gullies and cesspools certain exemptions, which formerly applied only if the vehicles were used by local authorities, now apply whether or not they are so used. These exemptions relate to:—

(*a*) the minimum rim diameter of wheels not equipped with pneumatic tyres (Regulation 13);

(*b*) the overhang of heavy motor cars and motor cars (Regulations 38 and 43); and

(*c*) the requirements as to tyres on heavy motor cars and motor cars of an unladen weight exceeding one ton (Regulations 40 and 45).

(3) The relaxation of the requirements of Regulation 38 as to the overhang of heavy motor cars which formerly applied to road heating machines only if mainly used by or on behalf of public authorities, now applies to such machines whether or not so used.

(4) Under the Regulations now revoked agricultural trailers constructed before 1st July, 1947, were, under certain conditions, exempted from the provisions of Regulation 55 as to brakes until 1st January, 1952. This exemption is now continued without a time limit.

(5) The exemption from Regulation 13 (diameter of wheels) which formerly applied to works trucks or works trailers not exceeding 30 cwt. in weight unladen has been extended to all works trucks and works trailers.

The Motor Vehicles (Construction and Use) (Track Laying Vehicles) (Amendment) Regulations, 1951

1951 No. 2248

Made - - - -	17*th December*, 1951
Laid before Parliament	19*th December*, 1951
Coming into Operation	1*st January*, 1952

The Minister of Transport in exercise of the powers conferred upon him by section 30 of the Road Traffic Act, 1930(**a**), and of all other powers him enabling in that behalf hereby makes the following Regulations:—

1.—(1) These Regulations shall come into operation on the first day of January, 1952, and may be cited as "The Motor Vehicles (Construction and Use) (Track Laying Vehicles) (Amendment) Regulations, 1951".

(2) The Interpretation Act, 1889(**b**), shall apply to the interpretation of these Regulations as it applies to the interpretation of an Act of Parliament.

2. The Motor Vehicles (Construction and Use) (Track Laying Vehicles) Regulations, 1941(**c**), as amended(**d**), shall have effect as though—

(1) in paragraph (1) of Regulation 3—

(i) the following definition were substituted for the definition of the expression "registered"—

"'Registered' means—

(*a*) in the case of a vehicle which was registered at any time under the Roads Act, 1920(**e**), 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(**f**)."; and

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(a) 20 & 21 Geo. 5. c. 43.
(b) 52 & 53 Vict. c. 63.
(c) S.R. & O. 1941 (No. 459) I, p. 1031.
(d) S.R. & O. 1946 (No. 2131) I, p. 1506.
(e) 10 & 11 Geo. 5. c. 72.
(f) 12, 13 & 14 Geo. 6. c. 89.

(ii) the following definitions were added at the end thereof—

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

"'Stop light' means a device fitted to a motor vehicle for the purpose of intimating the intention of the driver of the vehicle to stop or slow down."

(2) the following Regulations were inserted immediately after Regulation 21—

"Direction Indicators

21A. Every motor vehicle registered on or after 1st January, 1936, which is fitted with any direction indicator shall as respects that indicator comply with the provisions of the Second Schedule to these Regulations.

21B.—(1) Every stop light fitted to a motor vehicle registered on or after 1st January, 1936, shall be fitted at the rear of the vehicle and not to the left of the centre thereof and when in operation shall show a red or amber light:

Provided that nothing in this paragraph shall prevent the fitting of a duplicate stop light on the left or near side of the vehicle which comes into operation at the same time as the stop light fitted at the centre or on the right or off side of the vehicle.

(2) Every light shown by a stop light shall be diffused by means of frosted glass or other adequate means and shall be a steady light.

Gas Containers

21C.—(1) The provisions of the Third Schedule to these Regulations 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(a), or any other Act.";

(3) in paragraph (1) of Regulation 45 the words "the First Schedule to these Regulations" were substituted for the words "the Schedule to these Regulations";

(4) the following cases were substituted for cases (*a*) and (*b*) in sub-paragraph (iii) of paragraph (2) of Regulation 75—

"(*a*) in the case of a vehicle which is for the time being registered under the Vehicles (Excise) Act, 1949, and is not being used under a trade licence, the person appearing as the owner of the vehicle in the register kept by the appropriate Council under that Act;

(*b*) in the case of a vehicle used under a trade licence, the holder of the licence";

(5) the Schedule thereto were entitled "the First Schedule"; and

(6) the Schedules to these Regulations were added thereto as the Second and Third Schedules respectively.

(a) 18 & 19 Geo. 5. c. 32

3. Regulation 44 of the Motor Vehicles (Construction and Use) (Track Laying Vehicles) Regulations, 1941, is hereby revoked.

Given under the Official Seal of the Minister of Transport this seventeenth day of December, 1951.

(L.S.) *John S. Maclay,*
The Minister of Transport.

SECOND SCHEDULE

Direction Indicators

Illuminated direction indicators

1. Every direction indicator in the case of vehicles fitted with electric lighting equipment shall when in operation be in the form of an illuminated sign of amber colour of a minimum illuminated length of 6 inches and of a maximum illuminated breadth not exceeding one-fourth of the illuminated length, and except as hereinafter provided in paragraph 4 of this Schedule the illuminated surface shall be visible from both the front and the rear of the vehicle.

Direction indicators not illuminated

2. Every direction indicator in the case of vehicles not fitted with electric lighting equipment shall be in the form of a hand not less than 6 inches in length, presenting a white surface visible from both the front and the rear of the vehicle.

Position of direction indicators

3.—(1) A direction indicator intended to intimate a right-hand turn shall be fitted only on the right or off side and a direction indicator intended to intimate a left-hand turn shall be fitted only on the left or near side of the vehicle and, except as hereinafter provided in paragraph 4 of this Schedule, every direction indicator shall be so designed and fitted that—

(*a*) it is not more than 4 feet behind the base of the wind-screen ;
(*b*) it is not more than 6 feet 6 inches above the level of the ground ;
(*c*) when in operation
  (i) it temporarily alters the outline of the vehicle to the extent of at least 6 inches measured horizontally ;
  (ii) the outermost point of the indicator shall be at least 6 inches further from the longitudinal axis of the vehicle than is the outermost point of the driver's cab or of the side of the body immediately behind the driver's seat ; and
  (iii) it remains steady ; and
(*d*) the driver of the vehicle when in his driving seat may be readily aware that it is operating correctly :

Provided that sub-paragraph (1) (*a*) of this paragraph shall not apply in the case of pillarless saloon motor cars if the direction indicator is not situated behind the widest part of the body.

(2) For the purposes of this paragraph a pillarless saloon motor car means a motor car 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 and which has—

(*a*) an enclosed body with four doors ; and
(*b*) no vertical dividing pillar between the doors on either side of the vehicle.

Additional direction indicators

4. Additional direction indicators in the form specified in paragraph 1 of this Schedule may be fitted at the rear of any vehicle provided that—

(*a*) they are only used coincidentally with those fitted in accordance with the provisions of paragraph 3 of this Schedule, and
(*b*) they are visible at a reasonable distance from any point in the rear of the vehicle.

Direction indicators when not in operation

5. Every direction indicator shall be so fitted that when not in operation it will not be likely to mislead the driver of any other vehicle or any person controlling traffic.

Nature of illumination

6. Every light shown by a direction indicator shall be diffused by means of frosted glass or other adequate means and shall be a steady light.

THIRD SCHEDULE

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 respectively assigned to them:—

"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 15 lbs. per square inch 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 3 feet.

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 100 lbs. per square inch 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 two feet 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 15 tons per square inch.
Ultimate Tensile Stress.—Not less than 30 tons per square inch.
Elongation on 2 inch gauge length.—Not less than 25 per cent.

Note.—When the gauge length is less than 2 inches 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).

EXPLANATORY NOTE

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

These Regulations amend the Motor Vehicles (Construction and Use) (Track Laying Vehicles) Regulations, 1941. The principal changes are as follows:—

(*a*) the definition of the expression "registered" in Regulation 3 (1) of the 1941 Regulations, and Regulation 75 (2) thereof which defines what is meant by "the owner of a vehicle", are both amended following the supersession of the Roads Act, 1920, by the Vehicles (Excise) Act, 1949;

(*b*) the provisions of the Motor Vehicles (Direction Indicator and Stop Light) Regulations, 1935 (S.R. & O. 1935 (No. 897) p. 1514) and the Motor Vehicles (Gas Container) Provisional Regulations, 1940, are incorporated in relation to track laying vehicles; both these Regulations are revoked as from the 1st January, 1952, by the Motor Vehicles (Construction and Use) Regulations, 1951 (S.I. 1951 No. 2101) in which they are consolidated in relation to wheeled vehicles; and

(*c*) Regulation 44 is revoked. This Regulation provided that particulars as to the size of the tyres to be fitted to the wheels of heavy motor cars should be indicated thereon, and that tyres of a greater size than that indicated should not be fitted.