STATUTORY INSTRUMENTS

1982 No. 430

ROAD TRAFFIC

The Motor Vehicles (Rear Markings) Regulations 1982

Made - - - -	*22nd March* 1982
Laid before Parliament	*1st April* 1982
Coming into Operation	*1st May* 1982

The Secretary of State for Transport, in exercise of the powers conferred by sections 40(1) and (3), and 78(5) of the Road Traffic Act 1972 **(a)** and now vested in him **(b)**, and of all other enabling powers, and after consultation with representative organisations in accordance with section 199(2) of that Act, hereby makes the following Regulations:—

Commencement and citation

1. These Regulations shall come into operation on 1st May 1982 and may be cited as the Motor Vehicles (Rear Markings) Regulations 1982.

Revocation

2. The Motor Vehicles (Rear Markings) Regulations 1970**(c)** and the Motor Vehicles (Rear Markings) (Amendment) Regulations 1972**(d)** are hereby revoked.

Interpretation

3.—(1) In these Regulations the following expressions have the meanings hereby assigned to them:—

"excepted vehicle" means—

(*a*) a passenger vehicle not being an articulated bus;

(*b*) a land tractor, land locomotive, land implement conveyor, an agricultural trailer or an industrial tractor;

(*c*) a works truck or works trailer;

(*d*) a vehicle in an unfinished condition proceeding to a works for completion or to a place where it is to be stored or displayed for sale;

(*e*) a motor vehicle constructed or adapted for the purpose of forming part of an articulated vehicle not being a motor vehicle forming the rear part of an articulated bus;

(*f*) a broken down vehicle while being drawn in consequence of the breakdown;

(*g*) engineering plant;

(a) 1972 c.20; section 40(1) was amended by section 9(1) of the Road Traffic Act 1974(c.50).
(b) S.I. 1979/571, and 1981/238.
(c) S.I. 1970/1700.
(d) S.I. 1972/842.

(*h*) a trailer, not being a vehicle forming part of an articulated bus, drawn by a public service vehicle;

(*i*) a vehicle constructed or adapted for fire fighting or fire salvage purposes;

(*j*) a vehicle constructed or adapted for the purpose of servicing or controlling aircraft;

(*k*) a vehicle constructed or adapted for the transportation of two or more vehicles or vehicle bodies, or two or more boats;

(*l*) a vehicle proceeding to a place for export;

(*m*) a motor vehicle brought into Great Britain and displaying a registration mark mentioned in Regulation 5 of the Motor Vehicles (International Circulation) Regulations 1971(**a**), a period of twelve months not having elapsed since the vehicle in question was last brought into Great Britain;

(*n*) a trailer brought into Great Britain and having a base or centre in a country outside Great Britain from which the use of the vehicle on a journey is normally commenced, a period of twelve months not having elapsed since the vehicle in question was last brought into Great Britain;

(*o*) a vehicle in the service of a visiting force or of a headquarters;

(*p*) a motor vehicle first used before 1st January 1940;

(*q*) a vehicle owned by or in the service of the naval, military or air forces of Her Majesty raised in the United Kingdom and used for naval, military or air force purposes;

(*r*) a vehicle constructed or adapted for the purpose of heating and dispensing tar or other similar material for the construction or maintenance of roads;

(*s*) a trailer being drying or mixing plant constructed or adapted for the production of asphalt or of bituminous or tar macadam;

(*t*) a motor vehicle first used before 1st August 1982 the unladen weight of which does not exceed 3,000 kilograms;

(*u*) a trailer first used before 1st August 1982 the unladen weight of which does not exceed 1,000 kilograms.

"the Construction and Use Regulations" means the Motor Vehicles (Construction and Use) Regulations 1978(**b**);

"agricultural trailer", "articulated bus", "articulated vehicle", "engineering plant", "industrial tractor", "land implement", "land implement conveyor", "land locomotive", "land tractor", "overall length", "passenger vehicle", "public service vehicle", "vehicle in the service of a visiting force or of a headquarters", "works trailer" and "works truck" have the same meanings as in Regulation 3(1) of the Construction and Use Regulations.

(2) In these Regulations, any determination as to when a motor vehicle is first used shall be made as provided in Regulation 3(2) of the Construction and Use Regulations.

(3) In these Regulations, the maximum gross weight of a motor vehicle or trailer shall be determined in accordance with the provisions of Part I of

(**a**) S.I. 1971/937.
(**b**) S.I. 1978/1017; the relevant amending instrument is S.I. 1981/261.

Schedule 2 to the Construction and Use Regulations, in the case of a motor vehicle, and Part II of Schedule 2 to those Regulations, in the case of a trailer.

(4) For the purposes of these Regulations—

(*a*) the expression "rear marking" means, except in Regulation 10, a rear marking of the type shown in any of the diagrams numbered 1 to 5 set out in Part I of the Schedule to these Regulations;

(*b*) any reference to a rear marking by a number is a reference to the rear marking shown in the diagram in Part I of the said Schedule bearing that number;

(*c*) any reference to a combination of vehicles is a reference to a motor vehicle and any trailer or trailers drawn thereby;

(*d*) except where otherwise expressly provided any reference to a numbered Regulation is a reference to the Regulation in these Regulations bearing that number, and any reference to a numbered paragraph is a reference to the paragraph so numbered in the Regulation in which the reference occurs.

Vehicles required to be fitted with rear markings

4.—(1) Subject to the provisions of Regulation 9, this Regulation applies to—

(*a*) every motor vehicle the maximum gross weight of which exceeds 7,500 kilograms; and

(*b*) every trailer the maximum gross weight of which exceeds 3,500 kilograms,

but does not apply to an excepted vehicle.

(2) Every motor vehicle to which this Regulation applies, the overall length of which does not exceed 13 metres, and every trailer to which this Regulation applies, if it forms part of a combination of vehicles the overall length of which does not exceed 11 metres, shall be fitted with a rear marking numbered 1 or 2, except that, where any such motor vehicle or trailer is so constructed at the rear that it is impracticable without undue expense or risk of damage to such a rear marking for that marking to be fitted in accordance with the provisions of Part III of the Schedule to these Regulations, a rear marking numbered 3 may instead be fitted.

(3) Every trailer to which this Regulation applies and forming part of a combination of vehicles having an overall length of more than 11 metres and not more than 13 metres shall be fitted with a rear marking numbered 1, 2, 4 or 5, except, that where any such trailer is so constructed at the rear that it is impracticable without undue expense or risk of damage to a rear marking numbered 1 or 2 for such a marking to be fitted in accordance with the provisions of the said Part III, a rear marking numbered 3 may instead be fitted.

(4) Every motor vehicle to which this Regulation applies, the overall length of which exceeds 13 metres, and every trailer to which this Regulation applies, if it forms part of a combination of vehicles the overall length of which exceeds 13 metres, shall be fitted with a rear marking numbered 4 or 5.

Vehicles and loads authorised to be fitted with rear markings

5. A vehicle or load is authorised to be fitted with a rear marking in the following circumstances:—

(1) An excepted vehicle may be fitted with a rear marking with which it would have been required to be fitted if it had not been an excepted vehicle.

(2) A motor vehicle to which Regulation 4 does not apply first used before 1st August 1982 the unladen weight of which exceeds 3,000 kilograms may be fitted with a rear marking with which it would have been required to be fitted if Regulation 4 had applied to it.

(3) A trailer to which Regulation 4 does not apply first used before 1st August 1982 the unladen weight of which exceeds 1,000 kilograms may be fitted with a rear marking with which it would have been required to be fitted if Regulation 4 had applied to it.

(4) A trailer to which Regulation 4 does not apply which forms part of a combination of vehicles may be fitted with a rear marking if at least one other vehicle in the combination is a vehicle to which Regulation 4 applies and the trailer obscures the rear marking which is required to be fitted to that vehicle.

(5) If a vehicle to which Regulation 4 applies is fitted with a rear marking pursuant to that Regulation and that vehicle is carrying a load, a rear marking may be fitted to the load as well as the vehicle.

Manner of fitting rear markings

6. A rear marking fitted to a vehicle in pursuance of Regulation 4 or 5 shall—

(*a*) be of a size and colour shown in the diagram relating to the marking set out in Part I of the Schedule to these Regulations subject, however, to the provisions of Part II of that Schedule; and

(*b*) be so fitted as to comply with such of the provisions set out in Part III of that Schedule as relate thereto, except where the rear marking is fitted to a load pursuant to Regulation 5(5).

Alternative provision for fitting of rear markings

7.—(1) This Regulation applies to a vehicle which is for the time being carrying a load which so projects to the rear of the vehicle that if any rear marking were to be fitted in accordance with Regulation 4 or 5 the marking would be so obscured by the load as not to be clearly visible within a reasonable distance to the rear of the vehicle.

(2) A vehicle to which this Regulation applies need not be fitted with a rear marking in accordance with Regulation 4 or 5 if the marking which, but for this Regulation, would be required or authorised by Regulation 4 or 5 to be fitted to the vehicle is instead fitted to the load it is carrying.

(3) In relation to a rear marking fitted to such a load in the course of being carried, the provisions of Part III of the Schedule to these Regulations shall apply to that marking, subject to the following modifications—

(*a*) in paragraphs 1, 5 and 6 of that Part for any reference to the vehicle there shall be substituted a reference to the load;

(*b*) for paragraph 2 there shall be substituted the following paragraph;—

"A rear marking shall be securely attached to the load so that no part of the marking projects beyond the outermost part of the vehicle on either side."; and

(*c*) in the said paragraph 6, for the words from "except while" to the end of that paragraph there shall be substituted the words "except while the load is being mounted on or removed from the vehicle".

Maintenance of rear markings

8. Every rear marking with which a vehicle is required or authorised to be fitted by Regulation 4 or 5 shall be maintained in a clean and efficient condition while the vehicle is in use on a road.

Exception for vehicles in a combination where the rear marking is obscured

9. It shall not be requisite for a vehicle or its load to be fitted with a rear marking pursuant to the provisions of Regulation 4 or 7 if:—

(1) the vehicle forms part of a combination of vehicles, and

(2) another vehicle in the combination obscures the rear marking with which, but for this Regulation, the vehicle or its load would be required to be fitted.

Rear markings on temporarily imported vehicles

10. Vehicles of the classes specified in Regulation 3(1)(*m*) and 3(1)(*n*) are authorised to display any rear marking reflecting amber or yellow or red.

David Howell,
Secretary of State for Transport.

22nd March 1982.

SCHEDULE
PART 1

Size, colour and type of rear markings

Diagram 1.

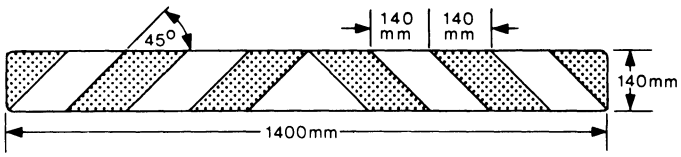


Diagram 2.

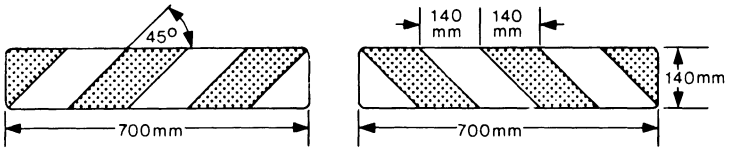


Diagram 3.

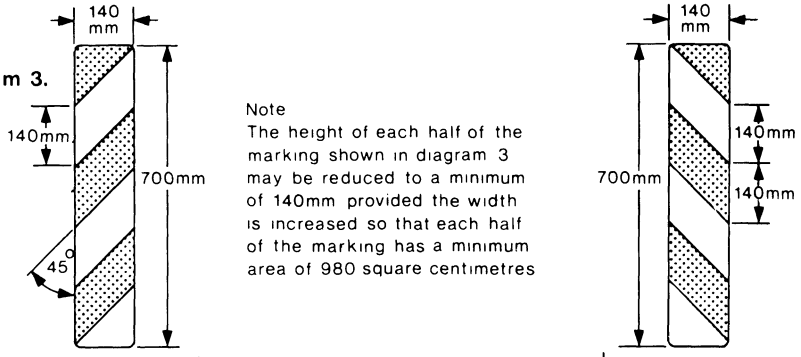


Diagram 4.

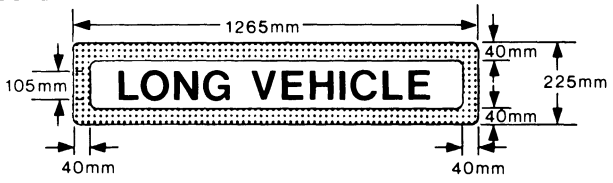
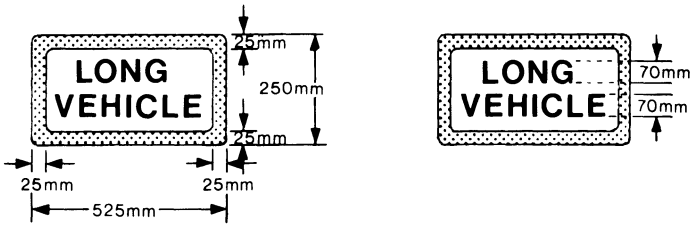


Diagram 5.



PART II

ADDITIONAL PROVISIONS RELATING TO FORM OF REAR MARKINGS

1. Any variation in a dimension (other than as to the height of a letter) specified in any of the diagrams in Part I of this Schedule shall be treated as permitted for the purposes of these Regulations if the variation—

(*a*) in the case of a dimension so specified as 250 millimetres or as over 250 millimetres does not exceed 2½ per cent of that dimension;

(*b*) in the case of a dimension so specified as 40 millimetres or as over 40 millimetres but as under 250 millimetres does not exceed 5 per cent of that dimension; or

(*c*) in the case of a dimension so specified as under 40 millimetres does not exceed 10 per cent of that dimension.

2. Any variation in a dimension as to the height of a letter specified in any of the said diagrams shall be treated as permitted for the purposes of these Regulations if the variation—

(*a*) in the case of a dimension so specified as 105 millimetres does not exceed 2½ per cent of that dimension; or

(*b*) in the case of a dimension so specified as 70 millimetres does not exceed 5 per cent of that dimension.

3. Any variation in a dimension as to the angle of hatching specified in any of the said diagrams shall be treated as permitted for the purposes of these Regulations if the variation does not exceed 5 degrees.

4. Every rear marking shall be illuminated by the use of red fluorescent material in the stippled areas shown in any of the said diagrams and by the use of yellow reflex reflecting material in any of the areas so shown, being areas not stippled and not constituting a letter.

5. Every rear marking numbered 1 or 4 shall be constructed in the form of a single plate, and every rear marking numbered 2, 3 or 5 shall be constructed in the form of two plates of equal size and shape, and every such plate shall be legibly and permanently marked with the specification number B.S. AU 152 to indicate that the rear marking complies with the requirements laid down by the British Standard Institution's specification for Rear Marking Plates for Vehicles published on 1st April 1970 under the number B.S. AU 152: 1970, but this requirement shall not be taken to authorise any person to apply the said specification number to a plate in contravention of the Trade Descriptions Act 1968(**a**).

6. All letters incorporated in any rear marking shall have the proportions and form of letters as shown in Part V of Schedule 7 to the Traffic Signs Regulations 1981(**b**) and shall be coloured black.

PART III

PROVISIONS AS TO THE FITTING ON A VEHICLE OF REAR MARKINGS

1. Every rear marking shall be fitted at the rear of the vehicle.

2. Every rear marking shall be securely attached to the vehicle so that no part of the marking projects beyond the outermost part of the vehicle on either side.

3. The lower edge of every rear marking shall be horizontal and at a height of not more than 1,700 millimetres nor less than 400 millimetres above the ground, whether the vehicle is laden or unladen, and in the case of the rear marking numbered 2, 3 or 5 the lower edge of each half of the marking shall be at the same height above the ground.

(**a**) 1968 c.29. (**b**) S.I. 1981/859.

4. Every part of a rear marking shall lie within 20 degrees of a transverse vertical plane at right angles to the vertical plane through the longitudinal axis of the vehicle so that—

(*a*) in the case of the rear marking numbered 1 or 4, the vertical centre line of the marking lies on that vertical plane through the longitudinal axis of the vehicle, and

(*b*) in the case of the rear marking numbered 2, 3 or 5, each half of the marking lies in the same vertical plane and the innermost vertical edges of each half of the marking are equidistant from the vertical plane through the longitudinal axis of the vehicle.

5. Every rear marking numbered 2, 3 or 5 shall lie so that each half of the marking is as near as is practicable to the outermost edge of the vehicle on the side thereof on which it is fitted.

6. Every rear marking shall be so fitted that every part thereof is clearly visible to other persons using the road within a reasonable distance to the rear of the vehicle at all times, except while the vehicle is being loaded or unloaded if the vehicle is so constructed at the rear that it is impracticable for the marking to be so fitted, without undue expense or risk of damage to the marking.

EXPLANATORY NOTE

(This Note is not part of the Regulations.)

These Regulations revoke the Motor Vehicles (Rear Markings) Regulations 1970 as amended by the Motor Vehicles (Rear Markings) (Amendment) Regulations 1972 and re-enact their provisions (except for those provisions in force before 1st November 1971) with amendments.

The amendments are as follows:—

(1) Rear markings are required to be fitted to motor vehicles with a maximum gross weight exceeding 7,500 kilograms and trailers with a maximum gross weight exceeding 3,500 kilograms in place of the requirements in the 1970 Regulations for rear markings to be fitted to motor vehicles with an unladen weight exceeding 3 tons and trailers with an unladen weight exceeding one ton. Motor vehicles and trailers first used before 1st August 1982 which have maximum gross weights in excess of those specified above but which have an unladen weight not exceeding 3,000 kilograms and 1,000 kilograms respectively are exempt from the requirement to be fitted with rear markings.

(2) The exception from the rear marking requirements in the 1970 Regulations for trailers being living vans with an unladen weight not exceeding 2 tons is not preserved.

(3) Rear markings are required to be fitted to articulated buses (the use on roads of articulated buses has become lawful by virtue of section 191 of the Road Traffic Act 1972 as substituted by section 63 of the Transport Act 1980(c.34).

(4) Vehicles designed for the transportation of two or more vehicles or vehicle bodies are exempt from the requirement to display rear markings (in place of the exemption in the 1970 Regulations for vehicles designed for the transportation of two or more motor vehicles or vehicle bodies).

(5) Rear markings are authorised to be fitted—

(*a*) to motor vehicles and trailers first used before 1st August 1982 which have an unladen weight exceeding 3,000 kilograms or 1,000 kilograms respectively, but which have a maximum gross weight which does not exceed 7,500 kilograms or 3,500 kilograms respectively,

(*b*) to a trailer which has a maximum gross weight which does not exceed 3,500 kilograms if it forms part of a combination of vehicles of which at least one other vehicle is required to be fitted with a rear marking and the trailer obscures the rear marking fitted to that vehicle and

(*c*) to loads carried by vehicles which are themselves required to be fitted with rear markings.

(6) A specific Regulation is introduced to require that rear markings must be maintained in a clean and efficient condition.

(7) An exemption from the requirement for a vehicle to be fitted with rear markings is provided if the vehicle forms part of a combination and another vehicle obscures the rear marking which would have been required to be fitted.

(8) Temporarily imported vehicles are authorised to display any rear marking which reflects amber, yellow or red.

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