USE AND CONSTRUCTION

The Motor Vehicles (Use and Construction) Regulations (Northern Ireland), 1956

REGULATIONS, DATED 31ST AUGUST, 1956, MADE BY THE MINISTRY OF HOME AFFAIRS UNDER SECTION FOUR OF THE ROAD TRAFFIC ACT (NORTHERN IRELAND), 1955.

1956. No. 134 [C]

The Ministry of Home Affairs, in exercise of the powers vested in it by Section four of the Road Traffic Act (Northern Ireland), 1955(a), and of all other powers enabling it in that behalf, hereby makes the following Regulations:—

PART I

PRELIMINARY

Commencement and Citation

1. These Regulations shall come into operation on the 1st day of October, 1956, and may be cited as "The Motor Vehicles (Use and Construction) Regulations (Northern Ireland), 1956".

Revocation

2. The Regulations specified in the First Schedule are hereby revoked.

Interpretation

3.—(1) In these Regulations, unless the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them:—

"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 a 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;

"close-coupled" in relation to any two wheels of a vehicle means that those two wheels are both fitted on the same side of the vehicle, are not steerable and are so fitted that the distance between them measured horizontally and parallel to the longitudinal axis of the vehicle between the centres of the areas of contact of the wheels with the road surface does not exceed 33 inches;

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

"double-decked vehicle" means a vehicle having two decks one of which is wholly or partly above the other and each

(a) 4 Eliz. 2. c. 27.

deck of which is provided with a gangway serving seats on that deck only;

"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;

"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;

"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 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;

"land tractor" means a motor tractor designed and used primarily for work on the land in connection with agriculture, grass cutting, forestry, land levelling, dredging or similar operations, being a vehicle which—

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

(*b*) is not used on a road for hauling any object other than—

(i) a land implement which is being hauled to or from the site where it is to be used for any such operation as aforesaid or from one part of a farm or forestry estate to another part of that farm or estate; or

(ii) an agricultural trailer;

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

"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 starting handle,

(*b*) any hood when down,

(*c*) any ladder forming part of a turntable fire escape fixed to a vehicle,

(*d*) any telescopic fog lamp when extended,

(*e*) any snow-plough fixed in front of a vehicle, and

(*f*) any post office letter box the length of which measured parallel to the longitudinal axis of the vehicle does not exceed 12 inches;

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

(*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 4 inches beyond the side of the vehicle;

"overhang" means the distance measured horizontally and parallel to the longitudinal axis of the vehicle between two vertical planes at right angles to such axis passing through the two points specified in paragraphs (i) and (ii) of this definition respectively.

(i) The rearmost point of the vehicle exclusive of

(*a*) any hood when down,

(*b*) any post office letter box the length of which measured parallel to the longitudinal axis of the vehicle does not exceed 12 inches,

(*c*) any ladder forming part of a turntable fire escape fixed to a vehicle, and

(*d*) any luggage carrier fitted to 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.

(ii) (*a*) In the case of a motor vehicle having only two axles one of which is not a steering axle, through the centre point of that axle, and

(*b*) in the case of a motor vehicle having only three axles where the front axle is the only steering axle, through a point 4 inches in rear of the centre of a straight line joining the centre points of the rear and middle axles, and

(*c*) 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;

"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;

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

(i) it shall be provided with a continuous closed chamber containing air at 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;

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

(iii) 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 (Northern Ireland), 1954(**b**) or the Vehicles (Excise) Act, 1949(**c**);

"safety glass" means glass so constructed or treated that if fractured it does not fly into fragments capable of causing severe cuts;

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

"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;

"vehicle in the service of a visiting force" means a vehicle belonging to the service authorities of such a force and used for the purposes of such a force, and any other vehicle when used as aforesaid by a person subject to the orders of any member of such a force;

"visiting force" means any such body, contingent or detachment of the forces of any country as is a visiting force for the purposes of the provisions of the Visiting Forces Act, 1952(**d**)—

(*a*) which apply to that country by virtue of paragraph (*a*) of subsection (1) of section 1 of that Act, or

(*b*) which from time to time apply to that country by virtue of paragraph (*b*) of subsection (1) of the said section 1 and of any Order in Council made or hereafter to be made under the said section 1 designating that country for the purposes of all the provisions of that Act following subsection (2) of the said section 1;

(**a**) 10 & 11 Geo. 5. c. 72.
(**b**) 2 & 3 Eliz. 2. c. 17.
(**c**) 12, 13 & 14 Geo. 6. c. 89.
(**d**) 15 & 16 Geo. 6 & 1 Eliz. 2. c. 67.

and "member" and "service authorities" have the same meanings respectively as they have in the Visiting Forces Act, 1952;

"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;

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

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

(2) 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:—

(i) continuous round the circumference of the wheel, or

(ii) 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.

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

(4) 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 18 inches.

Application and Exemptions

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

(2) Regulations 7, 8, 15, 17, 23, 24 and 30 shall not apply to road rollers.

(3) Regulations 7, 8, 12, 15, 24, 30, 34, 38, 39, 47, 50, 51, 53 to 55 and 56 to 62 shall apply only to motor vehicles and trailers used upon highways.

(4) Every motor vehicle registered before the expiration of one year from the making of any Regulation hereof by which the requirements as regards the construction or weight of any class or description of vehicles are varied shall be exempt from the requirements of that Regulation for a period of 5 years from the making thereof, provided that it complies with the requirements of the Regulations to which it would have been subject immediately prior to the making of that Regulation.

(5) Part II, except Regulations 6, 22, 23, 27, 31, 36, 44, 47 and 48, shall not apply to any motor vehicle or trailer brought temporarily into Northern Ireland by a person resident outside the United Kingdom, 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 the 19th September, 1949(a), and Part III (except paragraph (*e*)) of, and paragraph (*a*) of Part V 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 the 24th April, 1926(b).

(6) Regulations 6 to 8, 10 to 12, 14 to 18 and 21 to 62 inclusive shall not apply to any vehicle in the service of a visiting force.

Part II

Regulations Governing the Construction, Weight and Equipment of Motor Vehicles and Trailers

A.—General

Construction

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

(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

6.—(1) The overall length of an articulated vehicle shall not exceed 35 feet:

Provided that—

(*a*) the total overall length of any eight-wheeled articulated vehicle may equal but shall not exceed 36 feet;

(*b*) 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 all the wheels of the vehicle are fitted with pneumatic tyres, and

(ii) if all the wheels of the vehicle are not fitted with pneumatic tyres but the vehicle is not driven at a speed exceeding 12 m.p.h.

(2) The overall length of any motor vehicle other than an articulated vehicle or a public service vehicle shall not exceed 30 feet.

(a) Cmd. 7997. (b) Treaty Series, No. 11.

Variation of wheel load

7. 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 arrangements as will ensure that all the wheels will remain in contact with the road surface and under the most adverse conditions will not be subjected 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 2½ tons.

Springs

8. 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 to:—

(*a*) any motor tractor not exceeding 4 tons in weight unladen if all unsprung wheels of such tractor are equipped with pneumatic tyres;

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

(*c*) any motor tractor not exceeding 4 tons 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;

(*d*) motor cycles;

(*e*) mobile cranes and trailers drawn thereby;

(*f*) works trucks and works trailers;

(*g*) any vehicle not exceeding 4 tons in weight unladen specially designed for and mainly used in operations which necessitate working on rough ground or unmade roads if all the wheels are equipped with pneumatic tyres and it is not driven or drawn at a speed exceeding 20 miles per hour; or

(*h*) any pedestrian controlled vehicle.

Parking brakes

9. Every motor vehicle shall be equipped with a braking system (which may be one of the braking systems hereinafter prescribed) 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 a vehicle with only three wheels one, of the wheels from revolving when the vehicle is not being driven or is left unattended:

Provided that this Regulation shall not apply to:—

(*a*) a motor bicycle with or without a sidecar attached;

(*b*) an invalid carriage; or

(*c*) a land locomotive registered on or before 1st January, 1932.

Vacuum or pressure braking systems

10. Every motor vehicle which is fitted 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.

Speed indicator

11.—(1) To every motor vehicle registered 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 within a margin of accuracy of plus or minus ten per cent. if and when he is driving at a speed in excess of that specified in paragraph (2):

Provided that this Regulation shall not apply to:—

(*a*) a land tractor;

(*b*) an invalid carriage;

(*c*) a motor cycle, the cylinder capacity of the engine of which does not exceed 100 c.c.;

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

(*e*) a vehicle which it is at all times unlawful to drive at a speed exceeding 12 m.p.h.;

(*f*) a vehicle which is incapable by reason of its construction of exceeding a speed of 12 m.p.h. on the level under its own power; or

(*g*) a works truck.

(2) The speed to which reference is made in paragraph (1) shall be such speed as is specified in the Second Schedule as the maximum speed for the vehicle to which the instrument aforesaid is fitted in compliance with this Regulation, or if no such speed is prescribed, 30 m.p.h:

Provided that when, by reason of the fact that a vehicle to which this Regulation applies is drawing a trailer or trailers, the maximum speed at which it is lawful to drive such vehicle is lower than the speed at which it is lawful to drive such vehicle without such trailer or trailers, the instrument aforesaid shall not be required to indicate such lower speed.

Diameter of wheels

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

Provided that this Regulation shall not apply to:—

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

(*b*) 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;

(*c*) any pedestrian controlled vehicle;

(*d*) any mobile crane; or

(*e*) any land implement.

Reversing

13. Every motor vehicle which exceeds 8 cwt. in weight unladen shall be capable of being so worked that it may travel either forwards or backwards.

View to the front

14. 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

15. 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:

Provided that this Regulation shall not apply to:—

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

(*b*) a land locomotive;

(*c*) 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 person is provided with efficient means of communicating to the driver the effect of signals given by the drivers of other vehicles in rear thereof;

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

(*e*) a pedestrian controlled vehicle.

Safety glass

16. The glass of wind-screens 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 Regulation any wind-screen 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 to the front.

Warning instruments

17. Every motor vehicle other than a works truck, a pedestrian controlled vehicle, a locomotive, or a land tractor shall be fitted with an instrument capable of giving audible and sufficient warning of its approach or position:

Provided that no such instrument shall consist of:—

(*a*) a gong or bell, except in the case of a motor vehicle used solely for fire brigade, ambulance or police purposes; or

(*b*) a siren.

Silencers

18. 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.

Emission of smoke or vapour

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

Emission of sparks or grit

20. Every motor vehicle using solid fuel shall be fitted with an efficient appliance for the purpose of preventing the emission of sparks or grit, and also with a tray or shield to prevent ashes and cinders from falling on to the road.

Closets, urinals, lavatory basins and sinks

21. No motor vehicle 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 trailer which is 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.

B.—Locomotives

Overall width

22. The overall width of a locomotive shall not exceed 9 feet.

Distribution of weight

23.—(1) This Regulation shall apply to every locomotive having not more than four wheels and registered 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

24.—(1) Save as provided in paragraph (2), every wheel of a locomotive shall be equipped 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 $\frac{3}{4}$ inch 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 6 inches.

(2) Paragraph (1) 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 5 inches in width, and

(*b*) the tyre of every driving wheel is not less than 12 inches in width and is either—

(i) smooth-soled, or

(ii) shod with diagonal cross bars of not less than 3 inches in width nor more than $\frac{3}{4}$ inch in thickness, extending the full breadth of the tyre and so arranged that the space intervening between adjacent cross bars is not more than 3 inches, or

(iii) shod with diagonal cross bars of soft or elastic material of not less than $2\frac{1}{2}$ inches in width, extending the full breadth of the tyre and so arranged that the space between adjacent cross bars is not more than 3 inches.

Brakes

25. Every locomotive registered before the 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 registered on or before 2nd January, 1933, if the locomotive is propelled by steam and the engine thereof is capable of being reversed.

26.—(1) This Regulation shall apply to every locomotive registered 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 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 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.

(8) For the purpose of this Regulation—

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

C.—MOTOR TRACTORS

Overall width

27. The overall width of a motor tractor shall not exceed 7 feet 6 inches.

Overhang

28. The overhang of a motor tractor shall not exceed 6 feet.

Brakes

29.—(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 registered on or after 1st January, 1954, 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).

(4) In the case of a motor tractor registered on or after 1st January, 1954, 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 registered on or after 1st January, 1954, 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 4 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 registered on or after 1st January, 1954,

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

(*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 registered on or after 1st January, 1954, is incapable of being disconnected from any of the driving wheels of the vehicle except by the sustained effort of the driver.

Tyres

30. Every wheel of a motor tractor shall be equipped with a pneumatic tyre or a tyre of soft or elastic material:

Provided that 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 2½ inches in width, and

(*b*) the tyre of every driving wheel, in the case of vehicles exceeding 3 tons in weight unladen, is not less than 6 inches in width, and, in the case of vehicles not exceeding 3 tons in weight unladen, is not less than 3 inches in width, and is either—

(i) smooth-soled,

(ii) shod with diagonal cross bars of not less than 3 inches in width nor more than ¾ inch in thickness, extending the full breadth of the tyre and so arranged that the space between adjacent cross bars is not more than 3 inches, or

(iii) shod with diagonal cross bars of soft or elastic material of not less than 2½ inches in width, extending the full breadth of the tyre and so arranged that the space between adjacent cross bars is not more than 3 inches.

D.—Heavy Motor Cars

Overall width

31. The overall width of a heavy motor car, other than a public service vehicle, shall not exceed 7 feet 6 inches:

Provided that the said width may be exceeded by not more than 6 inches in the case of—

(i) a vehicle registered on or before 1st November, 1934, if the excess width has been necessarily caused by the conversion of the vehicle from use with solid tyres to use with pneumatic tyres;

(ii) a vehicle constructed or adapted for use and used solely for road-sweeping; and

(iii) a vehicle the unladen weight of which is 4 tons or more, every wheel of which is equipped with a pneumatic tyre and which is either a goods vehicle or a vehicle so constructed or adapted as to form part of an articulated vehicle.

Overhang

32. The overhang of a heavy motor car shall not exceed 50 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 heavy motor car registered before 1st January, 1954, it shall be a sufficient compliance with this Regulation if the overhang does not exceed 7/24ths of the overall length of the vehicle;

(*b*) 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

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

(i) 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;

(ii) a works truck; or

(iii) a heavy motor car designed so that it can dispose of its load by tipping to the rear, if the overhang does not exceed 45 inches.

Brakes

33.—(1) Every heavy motor car 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 works truck if it 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 registered 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).

(4) 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.

(5) 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.

(6) 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 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 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 purposes of this Regulation—

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

(*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 registered 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

34.—(1) Save as provided in paragraph (2) every wheel of a heavy motor car shall be equipped with a pneumatic tyre.

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

(*a*) heavy motor cars exceeding 4 tons in weight unladen mainly used in operations which necessitate working on rough ground or unmade roads;

(*b*) heavy motor cars 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*) turntable fire escapes;

(*d*) tower wagons; and

(*e*) works trucks.

Mudguards

35. A heavy motor car shall be provided with mudguards 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 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.

E.—Motor Cars

Overall width

36. The overall width of a motor car, other than a public service vehicle, shall not exceed 7 feet 6 inches:

Provided that the said width may be exceeded by not more than 6 inches in the case of a vehicle constructed or adapted for use and used solely for road sweeping.

Overhang

37. The overhang of a motor car shall not exceed 50 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 registered before 1st January, 1954, it shall be sufficient compliance with this Regulation if the overhang does not exceed 7/24ths of the overall length of the vehicle;

(*b*) in the case of a motor car not exceeding 20 feet in overall length, the overhang may be increased by not more than 9 inches, but shall in no case exceed 7/24ths of the overall length; and

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

(i) 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

(ii) a works truck.

Brakes

38.—(1) Every motor car shall be equipped with an efficient braking system or efficient braking systems in either case having two means of operation so designed and consructed 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—

(*a*) in the event of such failure as aforesaid it shall not be necessary for brakes to be available for application by the driver—

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

(ii) in the case of a vehicle having less than four wheels, to more than one wheel; and

(*b*) this paragraph shall not apply in the case of a works truck if it 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 registered 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).

(4) 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.

(5) In the case of a motor car 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 8 cwt. in weight unladen; and

(*e*) in the case of a motor car the unladen weight of which does not exceed one ton, 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 one or two of the wheels and, as respects that wheel or those wheels, operates a brake on the driving shaft leading thereto and no gearing is interposed between the brake and the wheel.

(6) 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 more than four wheels and registered before 1st October, 1938, it shall be deemed to be a 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

(*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 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 car registered on or after 1st October, 1938,

(i) except in the case of a motor car the unladen weight of which does not exceed one ton or which is a passenger vehicle constructed or adapted to carry not more than seven passengers exclusive of the driver, not more than one front wheel shall be included in half the number of the wheels of the vehicle for the purposes aforesaid;

(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;

(*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

39.—(1) Save as provided in paragraph (2) every wheel of a motor car shall be equipped with a pneumatic tyre.

(2) In the case of any of the following vehicles every wheel shall, if the unladen weight of the vehicle exceeds one ton, be equipped with a pneumatic tyre or a tyre of soft or elastic material—

(*a*) works trucks; and

(*b*) motor cars 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.

Mudguards

40. A motor car shall be provided with mudguards 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 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 Cycles

Brakes

41.—(1) Every motor cycle 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 at least one wheel 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 works truck if it 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.

Tyres

42. Every wheel of a motor cycle shall be equipped with a 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 equipped with a tyre of soft or elastic material.

Mudguards

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

G.—Invalid Carriages

Width

44. The overall width of an invalid carriage shall not exceed 7 feet 2 inches.

Brakes

45. 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 resonable distance.

Mudguards

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

H.—Trailers

Overall length

47. The overall length of a trailer (excluding any draw bar) shall not exceed 22 feet:

Provided that this Regulation shall not apply to—

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

(*b*) a land implement;

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

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

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

(*f*) any trailer being a drying or mixing plant for the production of ashphalt or of bituminous or tar macadam, used mainly for the construction, repair or maintenance of roads, or to any road planing machine, so used, provided that the total overall length of such trailer and any drawing vehicle when coupled thereto shall not exceed 60 feet inclusive of the draw bar.

Overall width

48.—(1) Save as provided in paragraph (2) the overall width of a trailer shall not exceed 7 feet 6 inches:

Provided that the said width may be exceeded by not more than 6 inches in the case of a trailer every wheel of which is equipped with a pneumatic tyre and which is drawn by a vehicle the overall width of which exceeds 7 feet 6 inches and which is a locomotive, or a heavy motor car referred to in proviso (iii) to Regulation 31.

(2) This Regulation shall not apply to a land implement, to a trailer which is a trolley vehicle in course of construction or delivery or to a broken down vehicle which is being drawn by a motor vehicle in consequence of the breakdown.

Brakes

49.—(1) Save as provided in paragraph (2) every trailer exceeding 2 cwt. in weight unladen shall have an efficient braking system the brakes of which are capable of being applied when it is being drawn—

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

(ii) to at least four wheels in the case of a trailer having more than four wheels, and

(iii) in the case of trailers constructed after 1st April, 1938, to at least half the number of wheels of the trailer;

so constructed that—

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

Provided that this sub-paragraph shall not apply in the case of a trailer not exceeding 1 ton in weight unladen or in the case of a trailer 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 not exceeding 45 cwt. in total weight or in the case of a living van not exceeding 2 tons in weight unladen and fitted with pneumatic tyres, if in each case the brakes of the trailer automatically come into operation on the overrun of the trailer;

(*b*) 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

(*c*) 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.

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) Paragraph (1) shall not apply—

(*a*) to any land implement 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 constructed before 1st July, 1947, drawn by a motor tractor if:—

(i) its laden weight does not exceed 4 tons;

(ii) it is the only trailer so drawn; and

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

(3) In the case of trailers constructed 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

50. Subject to the provisions of Regulation 51 every wheel of a trailer when the trailer is being drawn on a road shall be equipped with a pneumatic tyre or a tyre of soft or elastic material:

Provided that this Regulation shall not apply to—

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

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

(*c*) 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.

51. Every wheel of a trailer constructed after 1st January, 1933, and drawn by a heavy motor car or a motor car shall be equipped with a pneumatic tyre:

Provided that this Regulation shall not apply to any trailer—

(*a*) being a works trailer;

(*b*) 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*) drawn by a heavy motor car every wheel of which is not required to be equipped with a pneumatic tyre; or

(*d*) 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.

Mudguards

52. The rear wheels, or in the case of a two-wheeled trailer the wheels, of every trailer shall be provided with mudguards 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 to trailers in an unfinished condition proceeding to a works for completion, land implements, living vans, watercarts, trailers used only for, or empty in connection with, the carriage of round timber, trailer pumps used for fire brigade purposes, or trailers drawn by a vehicle the maximum speed of which is restricted by virtue of the provisions of the Second Schedule to 12 m.p.h. or less.

PART III

REGULATIONS GOVERNING THE USE ON ROADS OF MOTOR VEHICLES AND TRAILERS

Markings on locomotives

53. The owner of a locomotive 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.

Markings on tractors

54. The owner of a motor tractor shall cause the unladen weight of the vehicle and the maximum speed at which it may be driven when drawing a trailer to be painted or otherwise plainly marked upon some conspicuous place on the near or off side of the vehicle.

Markings on heavy motor cars

55. The owner of a heavy motor car shall cause the unladen weight of the vehicle and the maximum speed at which it may be driven when not drawing a trailer to be painted or otherwise plainly marked upon some conspicuous place on the near or off side of the vehicle:

Provided that this Regulation shall not apply to a vehicle which is not registered.

Laden weight of locomotive

56.—(1) Save as provided in paragraph (2) the laden weight of a locomotive shall not exceed 20½ tons.

(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, 22 tons,

(*b*) in the case of a vehicle with six wheels, 26 tons, or

(*c*) in the case of a vehicle with more than six wheels, 30 tons.

(3) The total weight transmitted to the road surface by any two wheels of a locomotive in line transversely shall not exceed 11 tons:

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

Weight of trailers drawn by a locomotive

57. 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 40 tons.

Laden weight of heavy motor or motor car

58. 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 4½ tons, the total weight so transmitted by any two wheels in line transversely shall not exceed 9 tons, and the sum of the weights so transmitted by all the wheels shall not exceed, in the case of a vehicle with not more than four wheels, 14 tons, in the case of a vehicle with more than four but not more than six wheels, 20 tons, and in the case of a vehicle with more than six wheels, 24 tons.

Laden weight of trailer

59.—(1) The total weight transmitted to the road surface by any two wheels of a trailer in line transversely shall not exceed 9 tons.

(2) The total laden weight of a trailer with less than six wheels and not forming part of an articulated vehicle shall not exceed 14 tons:

Provided that in the case of a two-wheeled agricultural trailer which is not fitted with a braking system as prescribed by Regulation 49, the total weight transmitted to the road surface by the wheels thereof shall not exceed 2 tons.

Laden weight of vehicle and trailer

60.—(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 24 tons:

Provided that 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 may, 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, equal but not exceed 32 tons.

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

Laden weight of articulated vehicle

61. The total laden weight of an articulated vehicle shall not exceed—

(*a*) if the trailer forming part thereof has less than four wheels, 20 tons; and

(*b*) if the trailer forming part thereof has four wheels or more, 24 tons.

Distribution of weight

62. In the case of a heavy motor car, motor car or trailer whether laden or unladen the weight transmitted to any strip of the surface upon which the vehicle rests contained between any two parallel lines drawn 2 feet apart on that surface at right angles to the longitudinal axis of the vehicle shall not exceed 11 tons.

Maintenance of vehicle and conditions of loading so as not to be a danger

63.—(1) Every 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, 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 on the vehicle or trailer or on a road.

(2) The load carried by any vehicle shall be so secured that danger is not likely to be caused to any person on a road by reason of the load or any part thereof falling from the vehicle.

(3) Where the load or any portion of the load carried by a motor vehicle or trailer projects to the rear thereof so as not to be easily distinguishable from a reasonable distance by drivers of other vehicles in the rear of the motor vehicle, steps shall be taken to render the projection easily distinguishable by such drivers.

(4) 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 on the vehicle or trailer or on a road.

Maintenance of speed indicator

64. Every instrument for indicating speed provided in compliance with the requirements of Regulation 11 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 (or the appropriate indication given thereby being easily seen):

Provided that it shall be a good defence to proceedings taken in respect of a contravention of paragraph (*a*) 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 glass

65. 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 and steering gear

66. Every part of every braking system and of the means of operation thereof fitted to a motor vehicle or trailer, and all steering gear fitted to a motor vehicle shall at all times, while the motor vehicle or trailer is used on a road, be maintained in good and efficient working order and shall be properly adjusted.

Use and maintenance of silencer

67.—(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.

Maintenance of tyres

68. 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 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.

Maintenance of vehicle so as not to emit smoke, etc.

69. Every motor vehicle shall be maintained in such condition, and shall be so driven and used on a road, that there shall not be emitted therefrom any smoke, visible vapour, grit, sparks, ashes, cinders or oily substance, the emission of which could be prevented or avoided by the taking of any reasonable steps or the exercise of reasonable care, or the emission of which might cause damage to other persons or property or endanger the safety of any other users of the road in consequence of any harmful content therein.

Contents of lavatories, etc.

70. No part of 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 shall be discharged or allowed to leak on to a road.

Excessive noise

71. No person shall use or cause or permit to be used on a road any motor vehicle or trailer which causes any excessive noise either directly or indirectly as a result of:—

(i) any defect (including a defect in design or construction), lack of repair or faulty adjustment in the motor vehicle or trailer or any part or accessory of such motor vehicle or trailer, or

(ii) the faulty packing or adjustment of the load of such motor vehicle or trailer:

Provided that it shall be a good defence to proceedings taken under this Regulation:—

(*a*) 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

(*b*) 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.

72. 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.

Stopping of engine when stationary

73. 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 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.

Use of warning instruments

74. When a motor vehicle is stationary on a road no person shall use or permit to be used any audible warning instrument with which it is fitted except when such use is necessary on grounds of safety.

Duties of driver

75. No person while actually driving a motor vehicle shall be in such a position that he cannot have proper control over the vehicle or that he cannot retain a full view of the road and traffic ahead.

76. No person shall except in the case of a road roller or other road plant while actually engaged in the construction, maintenance or repair of roads, cause 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.

77. The driver of every vehicle propelled by steam (other than a motor car) shall, unless two persons are carried upon it for the purpose of driving or attending to the vehicle, stop the vehicle whenever it is necessary to attend to the furnace.

78. 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, where the vehicle is fitted with a brake capable of being set, the brake is set so as effectually to prevent two at least or in the case of a vehicle with only three wheels one of the wheels, from revolving:

Provided that the requirements of this Regulation as to the stopping of the engine shall not apply in the case of a fire brigade vehicle the engine of which is being used for any fire fighting purpose.

Application of brakes of trailers

79. 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.

80. 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 or otherwise.

Length of tow rope

81. No motor vehicle shall tow any other vehicle unless the tow rope or chain be so adjusted that the distance separating the nearest points of the two vehicles shall not exceed 15 feet, and steps shall be taken to render the tow rope or chain easily distinguishable by other users of the road.

Restrictions on the use of vehicles to draw trailers and of trailers drawn

82. 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.

83. 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.

84. No motor cycle shall draw a trailer exceeding 5 cwt. in weight unladen or 5 feet in overall width.

85. No invalid carriage shall draw a trailer.

86. No trailer shall be used for the conveyance of passengers for hire or reward.

87.—(1) The number of trailers which may be drawn by a motor vehicle on a road shall not exceed—

(*a*) in the case of a locomotive, three;

(*b*) in the case of a motor tractor, one, if laden, or two, if unladen;

(*c*) in the case of a motor car or heavy motor car, one.

(2) For the purposes of this Regulation the expression "trailer" shall not include any vehicle used solely for carrying water for the purposes of the drawing vehicle or any agricultural vehicle not constructed to carry a load.

Passengers on motor bicycles

88. 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.

Restriction of width of loads

89.—(1) Subject to the provisions of paragraph (2), no load shall be carried on any motor vehicle or trailer if the load projects more than 1 foot laterally beyond the overall width of the vehicle or if the total width of the load (measured between vertical planes parallel to the longitudinal axis of the vehicle and passing through the extreme projecting points of the load) exceeds 9 feet 6 inches.

(2) Paragraph (1) shall not apply to—

(*a*) the carriage on a motor vehicle or trailer of an indivisible load in the case of which it is not reasonably practicable to comply with the requirements of that paragraph, if the following conditions are complied with:—

(i) the owner of the vehicle shall have given two clear days' notice (excluding public holidays) to the Inspector General of the Royal Ulster Constabulary. The said notice shall contain particulars of the vehicle or vehicles concerned, the nature and total width of the load and the time, date and route of the journey:

Provided that the Inspector General may in any case dispense with any of the foregoing requirements as to the length of notice or the particulars to be given; and

(ii) the journey is carried out in accordance with the particulars given in the notice subject to any variations in the time, date or route which the owner may be directed to make by the Inspector General;

(*b*) the carriage of loose agricultural produce not baled or crated.

Mascots

90. No mascot shall be carried by a motor vehicle 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.

Attendants

91.—(1) In the case of heavy locomotives and light locomotives, two persons shall be employed in driving or attending the locomotive while it is being driven on any road, and where a locomotive is drawing trailers on a road one or more persons, in addition to the persons employed as aforesaid, shall be employed for the purpose of attending to the trailers at the rate of one such additional person for each trailer in excess of one.

(2) Where a motor vehicle other than a locomotive is drawing a trailer or trailers on a road one person, in addition to the driver of the vehicle, shall be carried either on the vehicle or on a trailer for the purpose of attending to the trailer or trailers.

(3) The provisions of the foregoing paragraphs shall not apply in the following cases, that is to say:—

(*a*) to any road roller;

(*b*) where the trailer is a vehicle used solely for carrying water for the purposes of the drawing vehicle or is an agricultural vehicle not constructed to carry a load;

(*c*) in the case of any articulated vehicle;

(*d*) where a land implement is drawn by a land locomotive or land tractor, or where an agricultural trailer is drawn by a land tractor;

(*e*) 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;

(*f*) 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;

(*g*) where a works truck is drawing any works trailer and the weight unladen of each vehicle does not exceed 30 cwt.;

(*h*) where a motor vehicle is drawing a trailer not exceeding 1 ton in weight, unladen, or a trailer not constructed to carry and not carrying a load other than plant or other special appliance or apparatus which is a permanent or essentially permanent fixture, and not exceeding 45 cwt. in total weight, or a trailer which is a living van not exceeding 2 tons in weight unladen and fitted with pneumatic tyres, if in each case the brakes of the trailer automatically come into operation on the overrun of the trailer;

(*j*) in the case of any road roller;

(*k*) where a motor vehicle belonging to the Admiralty, the War Department or the Air Ministry 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; or

(*l*) 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.

Penalty

92. If any person uses or causes or permits to be used on any road a motor vehicle or trailer in contravention of or fails to comply with any of the preceding Regulations contained in Part III he shall be guilty of an offence against these Regulations.

Maximum speeds

93. The speed at which a motor vehicle is driven on any road shall not exceed the maximum speed specified in the Second Schedule for a motor vehicle of the class or description mentioned therein.

Sealed with the Official Seal of the Ministry of Home Affairs for Northern Ireland this thirty-first day of
(L.S.) August, one thousand nine hundred and fifty-six in the presence of

R. F. R. Dunbar,
Assistant Secretary.

SCHEDULES

FIRST SCHEDULE (*see* Regulation 2)

REGULATIONS REVOKED

The Motor Cars (Use and Construction) Regulations, 1934(a)

The Motor Cars (Use and Construction) (Amendment) Regulations, 1940(b)

The Motor Cars (Use and Construction) (Amendment) (No. 2) Regulations, 1942(c)

The Motor Cars (Use and Construction) (Amendment) (Northern Ireland) Regulations, 1948(d)

The Motor Cars (Speed) Regulations (Northern Ireland), 1950(e)

The Motor Cars (Speed) (Amendment) Regulations (Northern Ireland), 1950(f)

The Motor Cars (Use and Construction) (Amendment) (Northern Ireland) Regulations, 1951(g)

The Motor Cars (Use and Construction) (Amendment) (Northern Ireland) Regulations, 1953(h)

The Motor Cars (Use and Construction) (Amendment) Regulations (Northern Ireland), 1956(i)

SECOND SCHEDULE (*see* Regulation 93)

MAXIMUM SPEEDS OF MOTOR VEHICLES

Class of Vehicle	*Maximum Speed in miles per hour*
1. Goods Vehicles which exceed 30 cwts. but do not exceed three tons in weight unladen—	
(i) When not drawing a trailer ...	30
(ii) When drawing a trailer	20
2. Articulated Vehicles	20
3. Heavy Motor Cars, other than those mentioned in paragraphs 1 and 2—	
(i) Omnibuses	30

(a) S.R. & O. (N.I.), 1934, No. 87.
(b) S.R. & O. (N.I.), 1940, No. 72.
(c) S.R. & O. (N.I.), 1942, No. 195.
(d) S.R. & O. (N.I.), 1948, No. 343.
(e) S.R. & O. (N.I.), 1950, No. 125.
(f) S.R. & O. (N.I.), 1950, No. 220.
(g) S.R. & O. (N.I.), 1951, No. 12.
(h) S.R. & O. (N.I.), 1953, No. 97.
(i) S.R. & O. (N.I.), 1956, No. 76.

Class of Vehicle	*Maximum Speed in miles per hour*
(ii) All other Heavy Motor Cars, whether or not drawing a trailer—	
(*a*) if all the wheels of the Heavy Motor Car and of the trailer when drawn are fitted with pneumatic tyres	20
(*b*) if all the wheels of the Heavy Motor Car and of the trailer when drawn are not fitted with pneumatic tyres but are fitted with tyres of a soft or elastic material	12
(*c*) in any other case	5
4. Agricultural Tractors irrespective of unladen weight and Motor Tractors exceeding $2\frac{1}{2}$ tons in weight unladen—	
(i) when not drawing a trailer—	
(*a*) if all the wheels are fitted with pneumatic tyres or tyres of a soft or elastic material ...	20
(*b*) in any other case	5
(ii) when drawing a trailer fitted with a braking system prescribed by Regulation 49—	
(*a*) if all the wheels of both the tractor and the trailer are—	
(1) fitted with pneumatic tyres	20
(2) not fitted with pneumatic tyres but are fitted with tyres of a soft or elastic material	12
(*b*) in any other case	5
(iii) when drawing a trailer which is not fitted with a braking system prescribed by Regulation 49 irrespective of the class of tyres used on either the tractor or the trailer	5
5. Heavy locomotives	5
6. Light locomotives:	
(*a*) when not drawing more than two trailers and if fitted with pneumatic tyres or tyres of a soft or elastic material	12
(*b*) in any other case	5
7. Any motor vehicle drawing a trailer and not included in one of the above categories	30