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MOTOR VEHICLES: USE AND CONSTRUCTION

The Motor Vehicles (Use and Construction) Regulations (Northern Ireland) 1964

REGULATIONS, DATED 11TH MAY, 1964, MADE BY THE MINISTRY OF HOME AFFAIRS UNDER SECTION FOUR OF THE ROAD TRAFFIC ACT (NORTHERN IRELAND) 1955.

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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 July, 1964, and may be cited as "The Motor Vehicles (Use and Construction) Regulations (Northern Ireland) 1964.

Revocations

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

(a) 1955. c. 27.

"land implement conveyor" means a trailer, having an unladen weight not exceeding ten hundredweight, which is specially designed and constructed for the conveyance of not more than one land implement and which is fitted with pneumatic tyres and drawn by a land locomotive or a land tractor;

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

"land tractor" means a tractor, having an unladen weight not exceeding seven-and-one-quarter tons, 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 is—

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

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

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

(ii) a load (consisting of goods or burden of a description referred to in subsection (2) of section 10 of the Finance Act (Northern Ireland) 1959(**a**)) in or on any appliance which satisfies the conditions whereby the vehicle to which the said appliance is fitted does not, by virtue of the said section 10 and of any regulations made from time to time thereunder, becomes chargeable with duty as a goods vehicle; and

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

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

"overall length" means the length of a vehicle measured between vertical planes at right angles to the longitudinal axis of the vehicle and passing through the extreme projecting points thereof exclusive of—

(*a*) any driving mirror;

(*b*) any starting handle;

(*c*) any hood when down;

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

(*e*) any telescopic fog lamp when extended;

(*f*) any snow-plough fixed in front of a vehicle;

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

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

and, except for the purposes of Regulation 89, exclusive of any front corner marker lamp or side marker lamp within the meaning of the Road Vehicles Lighting (Long Vehicles and Trailers) Regulations (Northern Ireland) 1963(**b**) carried on the vehicle in accordance with those Regulations;

(**a**) 1959, c. 9. (**b**) S.R. & O. (N.I.) 1963, No. 149.

"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;

(*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; and

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

and, except for the purposes of Regulation 89, exclusive of any such front corner marker lamp or side marker lamp as aforesaid;

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

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

(i) any hood when down,

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

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

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

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

(ii) in the case of a motor vehicle having three axles of which the front axle is the only steering axle and of a motor vehicle having four axles of which the two foremost are the only steering axles, through a point 4 inches in rear of the centre of a straight line joining the centre points of the two rearmost axles, and

(iii) in any other case through a point situated on the longitudinal axis of the vehicle and such that a line drawn from it at right angles to that axis will pass through the centre of the minimum turning circle of the vehicle;

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

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

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

(*a*) it shall be provided with, or together with the wheel upon which it is mounted shall form, a continuous closed chamber inflated to

a pressure substantially exceeding atmospheric pressure when the tyre is in the condition in which it is normally used, but is not subjected to any load;

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

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

"registered" means—

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

(*b*) in the case of any other vehicle, the date on which it was first registered under the Vehicles (Excise) Act (Northern Ireland) 1954(**b**), the Vehicles (Excise) Act 1949(**c**), or the Vehicles (Excise) Act 1962(**d**);

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

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

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

"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(**e**)—

(*a*) which apply to that country by virtue of paragraph (*a*) or 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;

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;

(**a**) 10 & 11 Geo. 5. c. 72.
(**b**) 1954. c. 17.
(**c**) 12, 13 & 14 Geo. 6. c. 89.
(**d**) 10 & 11 Eliz. 2. c. 13.
(**e**) 15 & 16 Geo. 6 & 1 Eliz. 2. c. 67.

"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 delivering goods from such premises to a vehicle on a road in the immediate neighbourhood, or in passing from one part of any such premises to another or to other private premises in the immediate neighbourhood or in connection with road works while at or in the immediate neighbourhood of the site of such works;

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

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

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

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

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

(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, 24, 30, 34, 39, 50, 51, 53 to 55 and 56 to 62 shall apply only to motor vehicles and trailers used upon public roads.

(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 and 89 shall not apply to any vehicle in the service of a visiting force.

(7) The provisions of these Regulations applicable to trailers contained in Part II (except paragraph (2) of Regulation 5) and Regulation 79 shall not apply—

(*a*) to any towing implement which is being drawn by a motor vehicle while it is not attached to any vehicle except the one drawing it if the following conditions are satisfied, that is to say,—
(i) the towing implement is not being so drawn during the hours of darkness, and
(ii) the vehicle by which it is being so drawn is not driven at a speed exceeding 20 miles per hour; or

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

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

(9) (*a*) In relation to a land tractor which complies with the conditions specified in paragraph (3)—

(i) Regulations 8, 11, 17 and 31 to 40 shall not apply;

(ii) Regulation 15 shall apply as it applies in relation to a works truck;

(iii) Regulation 54 shall not apply if its unladen weight does not exceed three tons.

(*b*) Regulations 27 to 30 shall apply in relation to a land tractor which is a heavy motor car or motor car as they apply in relation to a land tractor which is a motor tractor.

(*c*) The conditions referred to in paragraph (1) are, that while a land tractor is used on a road—

(i) it does not haul any object except a land implement which is being hauled to or from the site of agricultural, grass cutting, forestry, land levelling, dredging or similar operations or from one part of a farm or forestry estate to another part of that farm or forestry estate; a land implement conveyor which is being hauled as aforesaid; and an agricultural trailer;

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

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

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

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

(*aa*) a rear wheel, in a case where only one appliance is being used for the carriage of a load, and is fitted to the back of the vehicle;
(*bb*) any wheel on one side of the vehicle in any other case,
and that of the nearest wheel on the other side;

(v) if it is a land tractor carrying a load in or on a removable appliance in conformity with the foregoing conditions, it does not draw a trailer and not more than one such appliance is fitted to it at any one time or, in a case where one such appliance is a specified appliance for the purposes of paragraph (*a*) of sub-section (4) of section 10 of the Finance Act (Northern Ireland) 1959, not more than two of such appliances, fitted at opposite ends of the land tractor;

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

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 42 feet 7¾ inches;

(*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:

Provided that the overall length of a vehicle which is constructed or adapted for use as a public service vehicle, or of a chassis which is constructed for such a vehicle, may equal but shall not exceed 36 feet.

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 implement, land implement conveyor, 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;

(*h*) to any vehicle not exceeding 4 tons in weight unladen constructed or adapted for use and used solely for road sweeping if each wheel of the vehicle is fitted with a pneumatic tyre or a tyre of soft or elastic material and if the vehicle is not driven or drawn at a speed exceeding 20 miles per hour;

(*i*) any pedestrian controlled vehicle; or

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

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:

Provided that in the case of a vehicle, the unladen weight of which does not exceed three tons, which is propelled by an internal combustion engine and fitted with a braking system embodying a vacuum reservoir or reservoirs, the vacuum therein being derived directly from the induction system of the

engine, it shall not be necessary to provide such a warning device if, in the event of a failure or deficiency in the vacuum system the brakes of that braking system are sufficient under the most adverse conditions to bring the vehicle to rest within a reasonable distance.

Speedometer

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*) an invalid carriage;

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

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

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

(*e*) 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

(*f*) a works truck.

(2) The speed to which reference is made in paragraph (1) shall be such speed as is specified in Regulations made under Section 4 of the Road Traffic Act (Northern Ireland) 1955 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 and windscreen wiper

14.—(1) 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.

(2) An efficient automatic windscreen wiper shall be fitted to every motor vehicle which is so constructed that the driver cannot, by opening the windscreen or otherwise, obtain an adequate view to the front of the vehicle without looking through the windscreen.

Mirrors

15.—(1) Save as provided in paragraph (2)—

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

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

(2) Paragraph (1) shall not apply to:—

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

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

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

(*d*) a pedestrian controlled vehicle.

Safety glass

16.—(1) In the case of motor vehicles registered on or after the 1st July, 1959—

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

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

shall be safety glass.

(2) Save as provided in paragraph (1) the glass of windscreens and windows facing to the front on the outside of any motor vehicle, except glass fitted to the upper deck of a double-decker vehicle, shall be safety glass.

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

Warning instruments

17. Every motor vehicle other than a works truck, a pedestrian controlled vehicle, or a locomotive 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.—(1) Every motor vehicle shall be so constructed that no avoidable smoke or visible vapour is emitted therefrom.

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

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

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

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

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 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 chemical 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—

(*a*) not more than one front wheel shall be included in half the number of the wheels of the vehicle for the purposes aforesaid except that this

provision shall not apply to a locomotive with more than three wheels, whether or not any brake shoe is capable of being applied by more than one means of operation, if as respects the fitting of its wheels with brakes and the operation of those brakes the provisions of paragraph (6) relating to such matters are complied with, and

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

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 inter-

position 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 except that this provision shall not apply to a motor tractor with more than three wheels, whether or not any brake shoe is capable of being applied by more than one means of operation, if as respects the fitting of its wheels with brakes and the operation of those brakes the provisions of paragraph (5) relating to such matters are complied with; and

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

(*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—

(*a*) 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;

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

and by not more than 8½ inches in the case of—

(*c*) a vehicle 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;

(*d*) a vehicle which is constructed or adapted for use as a public service vehicle or of a chassis which is constructed for such a 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 heavy motor car not exceeding 20 feet in overall length, the overhang may be increased by not more than 9 inches, but not so as to exceed 7/24ths of the overall length of the vehicle;

(*c*) 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;

(*d*) in the case of a heavy motor car exceeding 20 feet in overall length, the overhang may be increased by not more than 15 inches, but not so as to exceed 7/24ths of the overall length of the vehicle;

(*e*) 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

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 except that this provision shall not apply either to a heavy motor car with more than three wheels, whether or not any brake shoe is capable of being applied by more than one means of operation, if as respects the fitting of its wheels with brakes and the operation of those brakes the provisions of paragraph (5) relating to such matters are complied with or to a works truck, and

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

(*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 and by not more than 8½ inches in the case of a vehicle which is constructed or adapted for use as a public service vehicle or of a chassis which is constructed for such a vehicle.

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 not so as to exceed 7/24ths of the overall length of the vehicle;

(*c*) in the case of a motor car exceeding 20 feet in overall length, the overhang may be increased by not more than 15 inches, but not so as to exceed 7/24ths of the overall length of the vehicle;

(*d*) 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 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—

(*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;

(*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; and

(*c*) this paragraph shall not apply in the case of a motor car first registered under the Motor Car Act 1903(a) before the 1st January, 1915, if it is equipped with an efficient braking system so designed and constructed that there shall be available for application by the driver, in the case of a vehicle with not less than four wheels, to two wheels of the vehicle, and in the case of a vehicle with less than four wheels, to one wheel of the vehicle, brakes sufficient under the most adverse conditions to bring the vehicle to rest within a reasonable distance.

(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).

(a) 3 Edw. 7. c. 36.

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

(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 purposes of this Regulation—

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

(i) not more than one front wheel shall be included in half the number of the wheels of the vehicle for the purposes aforesaid:
Provided that this provision shall not apply to—
(*aa*) a motor car the unladen weight of which does not exceed one ton,
(*bb*) a motor car which is a passenger vehicle constructed or adapted to carry not more than seven passengers exclusive of the driver,
(*cc*) a works truck, or
(*dd*) a motor car with more than three wheels, whether or not any brake shoe is capable of being applied by more than one means of operation, if as respects the fitting of its wheels with brakes and the operation of those brakes the provisions of paragraph (5) relating to such matters are complied with, and

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

(*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—

(*a*) in the case of a works truck if it is equipped with one braking system with one means of operation; or

(*b*) in the case of a motor cycle first registered under the Motor Car Act 1903 or the Roads Act 1920 before the 1st January, 1927, if it is equipped with an efficient braking system so designed and constructed that there shall 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.

(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 similar 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 reasonable 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 11½ inches:

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 asphalt 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 8½ 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 (*c*) 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—

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

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

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

so constructed that—

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

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;

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

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

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 or land implement conveyor drawn by a motor vehicle;

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

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

(*d*) to any agricultural trailer constructed before 1st July, 1947, drawn by a motor tractor or a land tractor which is not 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 drawn 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;

(*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; or

(*e*) being a land implement or an agricultural trailer drawn by a land tractor.

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, land implement conveyors, 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 Regulations made under Section 4 of the Road Traffic Act (Northern Ireland) 1955, 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 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 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 heavy motor car 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 car 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 10 tons when each wheel is fitted with twin tyres the centres of contact of which with the road surface are not less than 12 inches apart, and 9 tons in any other case; 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 10 tons when each wheel is fitted with twin tyres the centres of contact of which with the road surface are not less than 12 inches apart, and 9 tons in any other case.

(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;

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

Provided that in the case of an articulated vehicle first registered on or after 1st March, 1964, the total laden weight shall not exceed:—

(*a*) Where the vehicle has less than four axles:—
(i) if the centres of the outer axles are at least 18 feet apart, 22 tons;
(ii) if the trailer forming part thereof has a four-wheeled axle, 24 tons;
(iii) in any other case, 20 tons.

(*b*) Where the vehicle has four axles:—
(i) if the centres of the outer axles are at least 23 feet apart, 26 tons;
(ii) if the centres of the outer axles are at least 26 feet apart, 28 tons;

(iii) if the centres of the outer axles are at least 32 feet apart, 30 tons;
(iv) if the centres of the outer axles are at least 38 feet apart, 32 tons;
(v) in any other case, 24 tons.

(*c*) Where the vehicle has five or more axles:—
(i) if the centres of the outer axles are at least 23 feet apart, 26 tons;
(ii) if the centres of the outer axles are at least 26 feet apart, 28 tons;
(iii) if the centres of the outer axles are at least 29 feet 6 inches apart, 30 tons;
(iv) if the centres of the outer axles are at least 32 feet apart, 32 tons;
(v) in any other case, 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 such vehicle or trailer, the manner in which any passengers are carried in or on such vehicle or trailer, and the weight, distribution, packing and adjustment of the load of such vehicle or trailer shall at all times be such that no danger is caused or is likely to be caused to any person on the vehicle or trailer or on a road.

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

(3) 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 speedometer

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, steering gear and windscreen wiper

66.—(1) 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.

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

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.

Use of vehicles so as not to emit smoke, etc.

69.—(1) No person shall use or cause or permit to be used on a road any motor vehicle from which any smoke, visible vapour, grit, sparks, ashes, cinders, or oily substance is emitted if the emission thereof causes or is likely to cause damage to any property or injury to any person who is actually at the time or who reasonably may be expected on the road, or is likely to cause danger to any such person as aforesaid.

(2) Where a motor vehicle, being a vehicle propelled by a compression ignition engine, is fitted with a device designed to facilitate the starting of the engine by causing it to be supplied with excess fuel—

(*a*) the device shall be maintained in such a condition that it does not cause the engine to be supplied with excess fuel while the vehicle is in motion on a road; and

(*b*) no person shall use the device, or cause or permit to be used, so as to cause it to supply the engine with excess fuel while the vehicle is in motion on a road:

Provided that paragraph (*b*) shall not apply as respects a device such as is mentioned in sub-paragraph (*b*) of the proviso to Regulation 19(2).

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—

(*a*) 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

(*b*) 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:—

(i) to prove that the noise or continuance of the noise in respect of which the proceedings are taken was due to some temporary or accidental cause and could not have been prevented by the exercise of due diligence and care on the part of the owner or driver of the motor vehicle; or

(ii) in the case of proceedings against the driver or person in charge of the motor vehicle who is not the owner thereof, to prove that the noise arose through a defect in design or construction of the motor vehicle or trailer or through the negligence or fault of some other person, whose duty it was to keep the motor vehicle or trailer in proper condition or in a proper state of repair or adjustment or properly to pack or adjust the load of such motor vehicle or trailer as the case may be, and could not have been prevented by the exercise of reasonable diligence and care on the part of such driver or other person in charge of the motor vehicle.

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.

Restrictions on distance between motor vehicles and trailers and marking of trailer connections

81.—(1) Where a motor vehicle is drawing a trailer solely by means of a rope or chain or, in a case where more than one trailer is being drawn, where a trailer is attached to another trailer solely by such means, the length of the rope or chain shall be such that the distance between the nearest points of the trailer and the vehicle to which it is so attached cannot exceed 15 feet.

(2) Where a motor vehicle is drawing a trailer or trailers and the distance between the nearest points of the trailer or, as the case may be, of any trailer so drawn and the vehicle to which it is attached exceeds 5 feet, steps shall be taken to render the means whereby that trailer is attached to that vehicle clearly visible to other persons using the road within a reasonable distance from either side of either vehicle.

(3) For the purposes of this Regulation, in determining the nearest points of two vehicles any part of either vehicle designed primarily for use as a means

of attaching the one vehicle to the other and of any fitting designed for use in connection with any such part shall be disregarded.

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

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 straddle carrier or 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 the preceding paragraph 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.

(3) No motor vehicle shall draw a trailer or trailers where the overall length of the combination of vehicles exceeds 85 feet unless the conditions specified in paragraphs 1 and 2 of the Second Schedule have been complied with.

(4) For the purposes of the preceding paragraph the reference to the combination of vehicles shall be construed in the same manner as provided in sub-paragraph (*g*) of Regulation 89 for the purposes of Regulation 90 and the overall length of such a combination shall be measured in the manner provided in paragraph (*h*) of the said Regulation 89.

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.

Restrictions on the use of vehicles carrying wide or long loads or having fixed appliances or apparatus

89. For the purposes of this and the following Regulations and of the Second Schedule—

(*a*) the expression "lateral projection" in relation to a load carried by a vehicle, means that part of the load which extends beyond a side of the vehicle;

(*b*) the width of any lateral projection shall be measured between vertical planes parallel to the longitudinal axis of the vehicle and passing through the extreme projecting point of the vehicle on that side on which the projection lies and that part of the projection furthest laterally from that point;

(*c*) references to a special appliance or apparatus in relation to a vehicle, are references to any crane or other special appliance or apparatus fitted to the vehicle which is a permanent or essentially permanent fixture;

(*d*) the expressions "forward projection" and "rearward projection"—

(i) in relation to a load carried in such a manner that its weight rests on only one vehicle, mean respectively that part of the load which extends beyond the foremost point of the vehicle and that part which extends beyond the rearmost point of the vehicle.

(ii) in relation to a load carried in such a manner that part of its weight rests on more than one vehicle, mean respectively that part of the load which extends beyond the foremost point of the foremost vehicle by which the load is carried and that part of the load which extends beyond the rearmost point of the rearmost vehicle by which the load is carried, and

(iii) in relation to any special appliance or apparatus, mean respectively that part of the appliance or apparatus which, if it were deemed to be a load carried by the vehicle, would be a part of a load extending beyond the foremost point of the vehicle and that part which would be a part of a load extending beyond the rearmost point of the vehicle,

and references in the following Regulation and in the Second Schedule to a forward projection or to a rearward projection in relation to a vehicle shall be construed accordingly;

(*e*) the length of any forward projection or of any rearward projection shall be measured between vertical planes at right angles to the longitudinal axis of the vehicle and passing—

(i) in the case of a forward projection, through the foremost point of the vehicle and that part of the projection foremost from that point, and

(ii) in the case of a rearward projection, through the rearmost point of the vehicle and that part of the projection rearmost from that point.

In this and the foregoing sub-paragraph the expression "vehicle" shall not include any special appliance or apparatus or any part thereof which is a forward projection or a rearward projection within the meaning of this Regulation;

(*f*) references to the distance between vehicles, in relation to vehicles carrying a load, are references to the distance between the nearest points of any two adjacent vehicles by which the load is carried, measured when the longitudinal axis of each vehicle lies in the same vertical plane.

For the purposes of this sub-paragraph, in determining the nearest points of two vehicles any part of either vehicle designed primarily for use as a means of attaching the one vehicle to the other and of any fitting designed for use in connection with any such part shall be disregarded;

(*g*) references to a combination of vehicles, in relation to a motor vehicle which is drawing one or more trailers, are references to the motor vehicle and the trailer or trailers drawn thereby, including any other

motor vehicle which is used for the purposes of assisting in the propulsion of the trailer or the trailers on the road;

(*h*) the overall length of a combination of vehicles shall be taken as the distance between the foremost point of the drawing vehicle comprised in the combination and the rearmost point of the rearmost vehicle comprised therein, measured when the longitudinal axis of each vehicle comprised in the combination lies in the same vertical plane;

(*i*) the extreme projecting point of a vehicle shall be taken as excluding any part of, or part of the equipment of, a vehicle which, by virtue of sub-paragraphs (*a*) to (*e*) of the definition of the overall width of a vehicle contained in Regulation 3(1), falls to be excluded in determining that overall width; and

(*j*) the foremost or, as the case may be, the rearmost point of a vehicle shall be taken as excluding any part of, or part of the equipment of, a vehicle which, by virtue of sub-paragraphs (*a*) to (*f*) of the definition of the overall length of a vehicle contained in Regulation 3(1), falls to be excluded in determining that overall length.

90.—(1) No load shall be carried on a vehicle where the overall width of the vehicle together with the width of any lateral projection or projections of its load exceeds 20 feet.

(2) Subject to the following provisions of this Regulation, no load shall be carried on a vehicle—

(*a*) where the load has a lateral projection exceeding 1 foot in width, or

(*b*) where the overall width of the vehicle together with the width of any lateral projection or projections of its load exceeds 9 feet 6 inches:

Provided that this paragraph shall not apply—

(*a*) to the carriage of an indivisible load if—

(i) it is not reasonably practicable to comply with the requirements of the said paragraph, and

(ii) the conditions specified in paragraph 1 of the Second Schedule have been complied with and, in a case where the overall width of the vehicle together with the width of any lateral projection or projections of its load exceeds 14 feet, the conditions specified in paragraph 2 of the said Schedule have been complied with; or

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

(3) No load shall be carried on a vehicle or in such a manner that part of its weight rests on more than one vehicle where the overall length of the vehicle together with the length of any forward projection and of any rearward projection of the load or, as the case may be, of the vehicles together with the distance between vehicles and the length of any forward projection and of any rearward projection of the load exceeds 90 feet.

(4) Subject to the following provisions of this Regulation—

(*a*) no load shall be carried on a vehicle or in such a manner that part of its weight rests on more than one vehicle where the overall length of the vehicle together with the length of any forward projection and of any rearward projection of the load or, as the case may be, of the vehicles, together with the distance between vehicles and the length of any forward projection and of any rearward projection of the load exceeds 60 feet; and

(*b*) without prejudice to the foregoing sub-paragraph, no load shall be carried on a trailer drawn by a motor vehicle or in such a manner that part of its weight rests on more than one trailer so drawn where the overall length of the combination of vehicles together with the length of any forward projection of the load extending beyond the foremost point of the drawing vehicle comprised in the combination and the length of any rearward projection of the load extending beyond the rearmost point of the rearmost vehicle comprised therein exceeds 85 feet

unless the conditions specified in paragraphs 1 and 2 of the Second Schedule have been complied with.

(5) Subject to the following provisions of this Regulation, no vehicle having a special appliance or apparatus which—

(*a*) has a forward projection exceeding 6 feet in length but not exceeding 10 feet in length, shall be used on a road unless the conditions specified in paragraphs 2 and 3 of the Second Schedule have been complied with;

(*b*) has a rearward projection exceeding 3 feet 6 inches in length but not exceeding 10 feet in length, shall be used on a road unless the condition specified in paragraph 4 of the said Schedule has been complied with;

(*c*) has a forward or a rearward projection exceeding 10 feet in length, shall be used on a road unless the conditions specified in paragraphs 1, 2 and 3 of the said Schedule have been complied with.

(6) Subject to the following provisions of this Regulation, no load shall be carried on a vehicle—

(*a*) where the load has a forward projection exceeding 6 feet in length but not exceeding 10 feet in length unless the conditions specified in paragraphs 2 and 3 of the Second Schedule have been complied with, and

(*b*) where the load has a rearward projection exceeding 3 feet 6 inches in length but not exceeding 10 feet in length unless the condition specified in paragraph 4 of the said Schedule has been complied with, and

(*c*) where the load has a forward or a rearward projection exceeding 10 feet in length unless the conditions specified in paragraphs 1, 2 and 3 of the said Schedule have been complied with:

Provided that this paragraph shall not apply—

(i) to the carriage of a load which consists, whether wholly or partly, of a boat used for racing and propelled solely by oars if any provision of this paragraph would otherwise apply by reason only of the boat being so carried that it has a forward projection or, as the case may be, a rearward projection, or

(ii) to the carriage of a load by a straddle carrier.

(7) Subject to the following provisions of this Regulation, where the load or part of the load carried by a vehicle consists, whether wholly or partly, of a boat used for racing and propelled solely by oars, the boat shall not be so carried that it has a forward projection or a rearward projection—

(*a*) exceeding 3 feet 6 inches unless the condition specified in paragraph 4 of the Second Schedule has been complied with, or

(*b*) exceeding 10 feet unless the conditions specified in paragraphs 1 and 4 of the said Schedule have been complied with.

(8) Subject to the following provisions of this Regulation, no load shall be carried on a straddle carrier where the load has a rearward projection exceeding 3 feet 6 inches in length unless the condition specified in paragraph 4 of the Second Schedule has been complied with:

Provided that this paragraph shall not apply in the case of a vehicle used in passing from one part of any private premises to any other part thereof or to other private premises in the immediate neighbourhood.

(9) Subject to the following provisions of this Regulation, no load shall be carried on a straddle carrier—

(*a*) where the load has a forward projection exceeding 6 feet in length, or

(*b*) where the load has a rearward projection exceeding 10 feet in length, or

(*c*) where the overall length of the vehicle together with the length of any forward projection and of any rearward projection of its load exceeds 40 feet:

Provided that this paragraph shall not apply in the case of a vehicle used in passing from one part of any private premises to any other part thereof or to other private premises in the immediate neighbourhood if—

(i) the vehicle is not driven at a speed exceeding 12 miles per hour, and

(ii) where the overall length of the vehicle together with the length of any forward projection and of any rearward projection of its load exceeds 40 feet, the conditions specified in paragraphs 1 and 2 of the Second Schedule have been complied with.

(10) In a case where a vehicle has a special appliance or apparatus or is carrying a load or a boat used for racing as mentioned in paragraph (7) and the appliance or apparatus, the load or the said boat has, in relation to the vehicle, a forward projection or a rearward projection, and another vehicle is attached to that end of the vehicle from which the appliance or apparatus or, as the case may be, the load or the said boat projects and is attached to that vehicle in such manner that—

(*a*) in the case where there is a forward projection, the foremost point of that other vehicle extends beyond the foremost part of the projection or, in the case where there is a rearward projection, the rearmost point of that other vehicle extends beyond the rearmost part of the projection; or

(*b*) in the case where there is a forward projection, the foremost part of the projection extends beyond the foremost point of that other vehicle or, in the case where there is a rearward projection, the rearmost part of the projection extends beyond the rearmost point of that other vehicle, then—

(i) in either of the cases mentioned in sub-paragraph (*a*), the provisions of paragraphs (5), (6) and (7), in so far as they provide for compliance with paragraph 3 or 4 of the Second Schedule, shall not apply as respects any such projection, and

(ii) in either of the cases mentioned in sub-paragraph (*b*), the provisions of the said paragraphs (5), (6) and (7), insofar as they provide for compliance with the said paragraph 3 or 4, shall apply as if each of the references in the said paragraphs (5), (6) and (7) to a forward projection and to a rearward projection were treated respectively

as a reference to so much of a forward projection as extends beyond the foremost point of that other vehicle and to so much of a rearward projection as extends beyond the rearmost point of that other vehicle measured, in either case, when the longitudinal axis of each vehicle lies in the same vertical plane between vertical planes at right angles to the said longitudinal axis and passing, in the case of a forward projection, through the foremost point of the said other vehicle and that part of the projection foremost from that point or, in the case of a rearward projection, through the rearmost point of the said other vehicle and that part of the projection rearmost from that point.

(11) This Regulation shall not apply to any motor vehicle or trailer being used—

(*a*) for fire brigade, ambulance or police purposes or for defence purposes (including civil defence purposes), or

(*b*) in connection with the removal of any obstruction to traffic

if, in any such case, compliance with any provision of this Regulation would hinder or be likely to hinder the use of the vehicle for the purpose for which it is being used on that occasion.

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 or land implement conveyor 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*) 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

(*k*) where a motor vehicle is drawing a broken down vehicle, whether or not in consequence of a breakdown, in such manner that the broken down vehicle cannot be steered by its own steering gear.

Mascots

92. 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.

Television sets

93.—(1) No person shall use or install for use in a motor vehicle a television receiving apparatus if the screen thereof is partly or wholly, and whether directly or in any reflection, visible to the driver while in the driving seat or if the controls thereof, other than the sound volume control and the main switch, are within reach of the driver whilst in the driving seat.

(2) No person shall use a television receiving apparatus in a motor vehicle under circumstances and in a position such that it might cause distraction to the driver of any other vehicle on the road.

Implements suspended from lifting appliances

94. Where a vehicle is fitted with any apparatus or appliance designed for lifting and part of the apparatus or appliance consists of an implement to facilitate lifting which is suspended from the apparatus or appliance, the implement shall at all times while the vehicle is in motion on a road and when the implement is not attached to any load supported by the appliance or apparatus be so secured either to the appliance or apparatus or to some part of the vehicle that no danger is caused or is likely to be caused to any person on the vehicle or on the road.

Penalty

95. 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.

Sealed with the Official Seal of the Ministry of Home Affairs for Northern Ireland this 11th day of May, 1964, in the presence of

(L.S.) *J. W. E. Cathcart,*
Assistant Secretary.

SCHEDULES

FIRST SCHEDULE (see Regulation 2)

REGULATIONS REVOKED

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

The Motor Vehicles (Use and Construction) (Amendment) Regulations (Northern Ireland) 1957(b).

The Motor Vehicles (Use and Construction) (Amendment) Regulations (Northern Ireland) 1960(c).

The Motor Vehicles (Use and Construction) (Amendment) Regulations (Northern Ireland) 1962(d).

The Motor Vehicles (Use and Construction) (Amendment) Regulations (Northern Ireland) 1963(e).

SECOND SCHEDULE

PART I

Conditions to be complied with in relation to the use of vehicles carrying wide or long loads or carrying loads or having fixed appliances or apparatus which project. (See Regulations 87(3) and 90.)

1. The conditions referred to in Regulation 87(3) and in paragraphs (2), (4), (5), (6), (7) and (9) of Regulation 90 as the conditions specified in paragraph 1 of this Schedule are as follows:—

(*a*) save in so far as the Inspector General of the Royal Ulster Constabulary dispenses with any of the requirements contained in this and in the following sub-paragraph as to length of notice or particulars to be given, the owner of the vehicle or vehicles in question shall, before using the vehicle or, as the case may be, the vehicles on a road, give at least two clear days' notice of the intended use (excluding Sundays and public holidays) to the said Inspector General;

(*b*) the notice referred to in the foregoing sub-paragraph shall contain particulars of the time, date and route of the journey and—

(i) in a case where this paragraph applies by virtue of paragraph (2) of Regulation 90, particulars of the overall length and overall width of the vehicle by which the load is to be carried and of the width of any lateral projection or projections of its load,

(ii) in a case where this paragraph applies by virtue of paragraph (4)(*a*) of the said Regulation 90, particulars of the overall length and overall width of each vehicle by which the load is to be carried and of the length of any forward projection and of any rearward projection of the load and, where the load is to be carried by more than one vehicle, of the distance between vehicles,

(iii) in a case where this paragraph applies by virtue of the said Regulation 87(3) or paragraph (4)(*b*) of the said Regulation 90, particulars of the overall length of the combination of vehicles to be used and, in the second-mentioned case, particulars of the length of any forward projection and of any rearward projection of the load, being the projection or projections thereof as mentioned in the said paragraph (4)(*b*), and

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(a) S.R. & O. (N.I.) 1956, No. 134.
(b) S.R. & O. (N.I.) 1957, No. 227.
(c) S.R. & O. (N.I.) 1960, No. 66.
(d) S.R. & O. (N.I.) 1962, No. 19.
(e) S.R. & O. (N.I.) 1963, No. 148.

(iv) in a case where this paragraph applies by virtue of paragraphs (5), (6), (7) or (9) of the said Regulation 90, particulars of the overall length of the vehicle to be used and of the length of any forward projection and of any rearward projection of its special appliance or apparatus or, as the case may be, of its load; and

(*c*) subject to any variations in the time, date or route of the journey which the owner of the vehicle or vehicles may be directed to make by the Inspector General of the Royal Ulster Constabulary, the vehicle or, as the case may be, the vehicles shall be used only in circumstances which accord with the particulars given in compliance with the foregoing sub-paragraph as to the time, date and route of the journey and only if any dimension or measurement relating to the vehicle or the vehicles (including that relating to a combination of vehicles), to a special appliance or apparatus or to a load, being a dimension or measurement of which particulars have been given as aforesaid, is not exceeded.

For the purposes of this sub-paragraph and of item (iv) of the foregoing sub-paragraph, the references to a load shall, in a case where this paragraph applies by virtue of paragraph (7) of the said Regulation 90, be treated as a reference to a boat used for racing as mentioned in the said paragraph (7).

2. The conditions referred to in Regulation 87(3) and in paragraphs (2), (4), (5), (6) and (9) of Regulation 90 as the conditions specified in paragraph 2 of this Schedule are that at least one person in addition to the person or persons employed in driving the motor vehicle in question shall be employed in attending to that vehicle and its load and any other vehicle or vehicles drawn by that vehicle and the load or loads carried on the vehicle or vehicles so drawn and to give warning to the driver of the said motor vehicle and to any other person of any danger likely to be caused to any such other person by reason of the presence of the said vehicle or vehicles on the road.

For the purpose of this paragraph, in a case where a motor vehicle is drawing a trailer or trailers and another motor vehicle is used for the purpose of assisting in their propulsion on the road, the person or persons employed in driving that other motor vehicle shall not be treated as a person or persons employed in attending to the first-mentioned vehicle or any vehicle or vehicles drawn thereby.

3. The conditions referred to in paragraphs (5) and (6) of Regulation 90 as the conditions specified in paragraph 3 of this Schedule are as follows:—

(*a*) there shall be exhibited on every relevant projection such a number of plane unbroken surfaces as are required by the following provisions of this paragraph, the said surfaces to be of the size, shape and colour specified by those provisions and to be situated in accordance therewith.

In this sub-paragraph the expression "relevant projection" means any such forward or rearward projection as is mentioned in sub-paragraph (*a*) or (*c*) of the said paragraph (5) or of the said paragraph (6);

(*b*) subject to the provisions of sub-paragraph (*e*), three surfaces shall be exhibited of which one (hereafter referred to as "the end projection surface") shall be of the shape and colour shown in the diagram first set out in Part II of this Schedule and shall conform with the dimensions there shown in relation to the size and colouring of that surface, and the other two, and any surface additional to those two required by the said sub-paragraph (*e*), (each hereafter referred to as a "side projection surface") shall be of the shape and colour shown in the diagram secondly set out in Part II of this Schedule and shall conform with the dimensions there shown in relation to the size and colouring of that surface;

(*c*) the end projection surface shall be exhibited so that it may be seen, in the case of a forward projection, from the front thereof or, in the case of a rearward projection, from the rear thereof and shall be situated—

(i) so that it lies, as near as practicable, in a vertical plane at right angles to the longitudinal axis of the vehicle and passing through a point not more than 2 feet from the extreme end of the projection,

(ii) so that the vertical distance between the carriageway of the road and the nearest point on the surface does not exceed 8 feet 6 inches,

(iii) so that the surface and any object or device by means of which it is exhibited impedes, as little as possible, the view of the driver to the front or, as the case may be, to the rear of the vehicle, and

(iv) so that every part of the surface is clearly visible to other persons using the road within a reasonable distance from that end of the projection from which the surface may be seen as provided by the foregoing provisions of this sub-paragraph;

(*d*) the two side projection surfaces shall be exhibited so that one may be seen from one side of the projection and the other may be seen from the other side thereof and each surface shall be situated—

(i) so that it lies, as near as practicable, in a vertical plane parallel to the longitudinal axis of the vehicle,

(ii) so that no part of it extends beyond the end of the projection,

(iii) so that the horizontal distance between it and the end projection surface does not exceed 3 feet,

(iv) so that the vertical distance between the carriageway of the road and any point on at least one side of the surface does not exceed 8 feet 6 inches, and

(v) so that every part of the surface is clearly visible to other persons using the road within a reasonable distance from that side of the projection from which the surface may be seen as provided by the foregoing provisions of this sub-paragraph;

(*e*) in the case of a forward projection exceeding 15 feet in length or a rearward projection exceeding 17 feet in length such a number of side projection surfaces additional to the two side projection surfaces required by sub-paragraph (*b*) of this paragraph shall be exhibited on each side of the projection as to ensure that the horizontal distance between the foremost or, as the case may be, the rearmost point of the vehicle and that part of any side projection surface exhibited on the same side nearest that point, or between the nearest points of adjacent side projection surfaces exhibited on the same side, does not exceed, in the case of such surfaces exhibited on a forward projection, 8 feet or, in the case of such surfaces exhibited on a rearward projection, 12 feet.

For the purposes of this sub-paragraph the expression "the vehicle" shall not include any special appliance or apparatus or any part thereof which is a forward projection or a rearward projection within the meaning of Regulation 89;

(*f*) the provisions of items (i), (iv) and (v) of sub-paragraph (*d*) shall apply in relation to the additional side projection surfaces exhibited in accordance with the foregoing sub-paragraph as they apply in relation to the side projection surfaces referred to in the said sub-paragraph (*d*); and

(*g*) every surface exhibited in compliance with the foregoing provisions of this paragraph shall be kept clean and unobscured and during the hours of darkness shall be illuminated by means of lamps sufficient to render the surface readily distinguishable from a reasonable distance and so shielded that only light reflected from the surface is visible to other persons using the road.

4. The condition referred to in paragraphs (5), (6), (7) and (8) of Regulation 90 as the condition specified in paragraph 4 of this Schedule is that steps shall have been taken to render the relevant projection clearly visible to other persons using the road within a reasonable distance, in the case of a forward projection, from the front thereof or, in the case of a rearward projection, from the rear thereof and, in either case, from either side thereof.

In this paragraph the expression "relevant projection" means any such forward or rearward projection as is mentioned in sub-paragraph (*b*) of the said paragraph (5) or of the said paragraph (6) or in the said paragraph (7) or the said paragraph (8).

PART II

Projection markers (See paragraph 3 of this Schedule)

Diagram of end projection surface

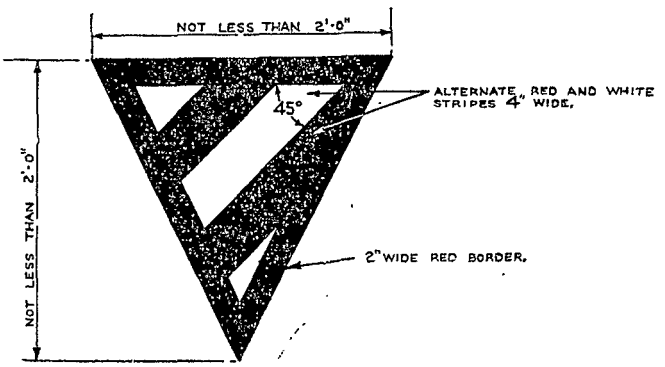
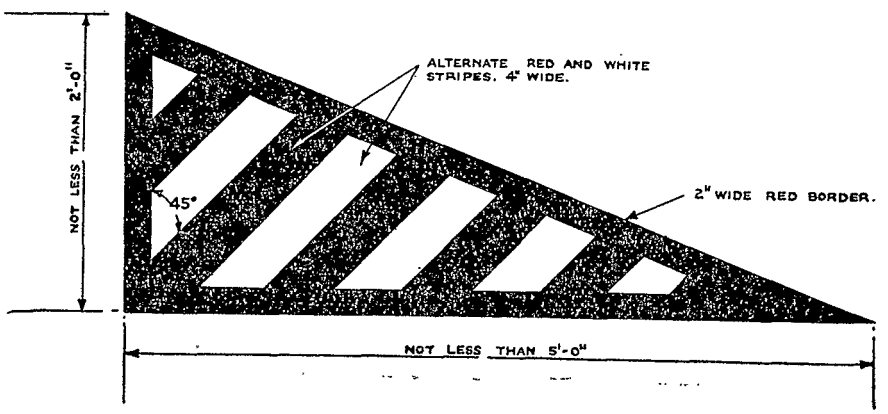


Diagram of side projection surface



EXPLANATORY NOTE

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

These Regulations consolidate the existing Northern Ireland Regulations relating to the construction of motor vehicles and their use on roads, with some amendments of a largely technical nature designed to bring the law in Northern Ireland more into line with current motor engineering practice. These include provisions relating to excess fuel devices on diesel engines, and to the towing implements used by garages and concessions permitting the use of larger vehicles. In addition the fitting and maintenance of windscreen wipers is now made obligatory on vehicles in which the driver cannot see properly in front of him otherwise than through the windscreen.