

1989 No. 299

ROAD TRAFFIC AND VEHICLES

Motor Vehicles (Construction and Use) Regulations
(Northern Ireland) 1989

Made 27th July 1989

Coming into operation 11th September 1989

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The Department of the Environment, in exercise of the powers conferred on it by Articles 28(1), 29(2), 214(1) and 218(1) of the Road Traffic (Northern Ireland) Order 1981(a) and of all other powers enabling it in that behalf, makes the following Regulations:

PART I

PRELIMINARY

Citation and commencement

1. These Regulations may be cited as the Motor Vehicles (Construction and Use) Regulations (Northern Ireland) 1989 and shall come into operation on 11th September 1989.

(a) S.I. 1981/154 (N.I. 1)

Interpretation

2.—(1) In these Regulations—

- “the 1920 Act” means the Roads Act 1920(a);
- “the 1949 Act” means the Vehicles (Excise) Act 1949(b);
- “the 1954 Act” means the Vehicles (Excise) Act (Northern Ireland) 1954(c);
- “the 1962 Act” means the Vehicles (Excise) Act 1962(d);
- “the 1971 Act” means the Vehicles (Excise) Act 1971(e);
- “the 1972 Act” means the Vehicles (Excise) Act (Northern Ireland) 1972(f);
- “the Approval Marks Regulations” means the Motor Vehicles (Designation of Approval Marks) Regulations 1979(g);
- “the Lighting Regulations” means the Road Vehicles Lighting Regulations (Northern Ireland) 1969(h);
- “the Northern Ireland Regulations” means the Motor Vehicles (Type Approval) Regulations (Northern Ireland) 1985(i);
- “the Type Approval Regulations” means the Motor Vehicles (Type Approval) (EEC) Regulations (Northern Ireland) 1987(j);
- “the 1981 Order” means the Road Traffic (Northern Ireland) Order 1981;
- “agricultural motor vehicle” means a motor vehicle which is constructed or adapted for use off roads for the purpose of agriculture, horticulture or forestry and which is primarily used for one or more of those purposes, not being a dual-purpose vehicle;
- “agricultural trailer” means a trailer which is constructed or adapted for the purpose of agriculture, horticulture or forestry and which is only used for one or more of those purposes, not being an agricultural trailed appliance;
- “agricultural trailed appliance” means a trailer—
 - (a) which is an implement constructed or adapted—
 - (i) for use off roads for the purpose of agriculture, horticulture or forestry and which is only used for one or more of those purposes, and
 - (ii) so that, save in the case of an appliance manufactured before 1st December 1985, or a towed roller, its maximum gross weight is not more than twice its unladen weight; but

(a) 1920 c. 72

(b) 1949 c. 89

(c) 1954 c. 17 (N.I.)

(d) 1962 c. 13

(e) 1971 c. 10

(f) 1972 c. 10 (N.I.)

(g) S.I. 1979/1088; relevant amending instruments are S.I. 1980/582 and 2027, 1981/126 and 1732, 1982/1479, 1983/1602, 1985/113 and 1986/369

(h) S.R. & O. (N.I.) 1969 No. 214 as amended by S.R. & O. (N.I.) 1971 No. 72, S.R. 1983 No. 162 and S.R. 1988 No. 292

(i) S.R. 1985 No. 294 as amended by S.R. 1987 No. 389 and S.R. 1988 No. 405

(j) S.R. 1987 No. 306 as amended by S.R. 1988 No. 310 and S.R. 1988 No. 403

(b) which is not—

- (i) a vehicle which is used primarily as living accommodation, and which carries no goods except those needed for the purpose of residence in the vehicle; or
- (ii) an agricultural, horticultural or forestry implement rigidly but not permanently mounted on any vehicle whether or not any of the weight of the implement is supported by one or more of its own wheels; so however that such an implement is an agricultural trailed appliance if—
 - (A) — part of the weight of the implement is supported by one or more of its own wheels, and
 - (B) — the longitudinal axis of the greater part of the implement is capable of articulating in the horizontal plane in relation to the longitudinal axis of the rear portion of the vehicle on which it is mounted;

“agricultural trailed appliance conveyer” means an agricultural trailer which—

- (a) has an unladen weight which does not exceed 510 kg;
- (b) is clearly and indelibly marked with its unladen weight;
- (c) has a pneumatic tyre fitted to each of its wheels; and
- (d) is designed and constructed for the purpose of conveying one agricultural trailed appliance or one agricultural, horticultural or forestry implement;

“articulated vehicle” means a heavy motor car or motor car, with a trailer so attached that part of the trailer is superimposed on the drawing vehicle and, when the trailer is uniformly loaded, not less than 20% of the weight of its load is borne by the drawing vehicle;

“axle” — any reference to the number of axles of a vehicle is to be interpreted in accordance with paragraph (8);

“axle weight” in relation to each axle of a vehicle, means the sum of the weights transmitted to the road surface by all the wheels of that axle, having regard to the provisions of paragraph (8);

“braking efficiency” means the maximum braking force capable of being developed by the brakes of a vehicle, expressed as a percentage of the weight of the vehicle including any persons or load carried in the vehicle;

“braking system” is to be interpreted in accordance with paragraph (6);

“bus” means a motor vehicle which is constructed or adapted to carry more than eight seated passengers in addition to the driver;

“cc” means cubic centimetre;

“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 1m;

- “closely-spaced” in relation to two axles, means that they are spaced at a distance apart of not more than 2.5m and not less than 1.02m, and in relation to three axles, that the outermost axles are spaced at a distance apart of 3.25m or less and no one of those three axles has a weight of more than 7500 kg, the said distance being obtained as provided in paragraph (9);
- “cm” means centimetre;
- “cm²” means square centimetre;
- “coach” means a large bus with a maximum gross weight of more than 7.5 tonnes and with a maximum speed exceeding 60 m.p.h.;
- “the Community Recording Equipment Regulation” means Council Regulation (EEC) 1463/70 of 20th July 1970 on the introduction of recording equipment in road transport(a), as amended by Council Regulations (EEC) 1787/73(b) and 2828/77(c), and as read with the Community Road Transport Rules (Exemptions) Regulations (Northern Ireland) 1979(d) and the Community Road Transport Rules (Exemptions) (Amendment) Regulations (Northern Ireland) 1980(e);
- “composite trailer” means a combination of a converter dolly and a semi-trailer;
- “container” means an article of equipment, not being a motor vehicle or trailer, having a volume of at least 8 cubic metres, constructed wholly or mostly of metal and intended for repeated use for the carriage of goods;
- “converter dolly” means a trailer which is—
- (a) equipped with two or more wheels,
 - (b) designed to enable a semi-trailer to move without any part of its weight being directly superimposed on the drawing vehicle, and
 - (c) not itself a part either of the semi-trailer or of the drawing vehicle;
- “deck” means a floor or platform on which seats are provided for the accommodation of passengers;
- “design weight” means in relation to the gross weight, each axle weight, or the train weight of a motor vehicle or trailer, the weight at or below which the vehicle could safely be driven on roads;
- “double-decked vehicle” means a vehicle having two decks one of which is wholly or partly above the other and each of which is provided with a gangway serving seats on that deck only;
- “engine power in kilowatts (kw)” means the maximum net power ascertained in accordance with Community Directive 80/1269;
- “engineering plant” means—
- (a) movable plant or equipment being a motor vehicle or trailer specially designed and constructed for the special purposes of

(a) O.J. No. L. 164, 27.7.70, p. 1

(b) O.J. No. L. 181, 4.7.73, p. 1

(c) O.J. No. L. 334, 24.12.77, p. 5

(d) S.R. 1979 No. 121

(e) S.R. 1980 No. 83

engineering operations, and which cannot, owing to the requirements of those purposes, comply with all the requirements of these Regulations and which is not constructed primarily to carry a load other than a load being either excavated materials raised from the ground by apparatus on the motor vehicle or trailer or materials which the vehicle or trailer is specially designed to treat while carried on it; or

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

“exhaust system” means a complete set of components through which the exhaust gases escape from the engine unit of a motor vehicle including those which are necessary to limit the noise caused by the escape of those gases;

“first used” is to be interpreted in accordance with paragraph (4);

“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 excluding a staircase and any space in front of a seat which is required only for the use of passengers occupying that seat or a seat in the same row of seats;

“gas” means any fuel which is wholly gaseous at 17.5°C under a pressure of 1.013 bar absolute;

“gas-fired appliance” means a device carried on a motor vehicle or trailer when in use on a road, which consumes gas and which is neither—

(a) a device owned or operated by or with the authority of the British Gas Corporation for the purpose of detecting gas, nor

(b) an engine for the propulsion of a motor vehicle, nor

(c) a lamp which consumes acetylene gas;

“gritting trailer” means a trailer which is used on a road for the purpose of spreading grit or other matter so as to avoid or reduce the effect of ice or snow on the road;

“gross weight” means—

(a) in relation to a motor vehicle, the sum of the weights transmitted to the road surface by all the wheels of the vehicle;

(b) in relation to a trailer, the sum of the weights transmitted to the road surface by all the wheels of the trailer and of any weight of the trailer imposed on the drawing vehicle;

“heavy motor car” means a mechanically propelled vehicle, not being a locomotive, a motor tractor, or a motor car, which is constructed itself to carry a load or passengers and the weight of which unladen exceeds 3050 kg;

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

“industrial tractor” means a tractor, not being an agricultural motor vehicle which—

(a) has an unladen weight not exceeding 7370 kg.

- (b) is designed and used primarily for work off roads, or for work on roads in connection only with road construction or maintenance (including any such tractor when fitted with an implement designed primarily for use in connection with such work, whether or not any such implement is of itself designed to carry a load), and
- (c) has a maximum speed not exceeding 20 m.p.h.
- “kerbside weight” means the weight of a vehicle when it carries—
- (a) in the case of a motor vehicle,
- (i) no person; and
- (ii) a full supply of fuel in its tank, an adequate supply of other liquids incidental to its propulsion and no load other than the loose tools and equipment with which it is normally equipped;
- (b) in the case of a trailer, no person and is otherwise unladen;
- “kg” means kilogram;
- “km/h” means kilometre per hour;
- “kw” means kilowatt;
- “large bus” means a vehicle constructed or adapted to carry more than 16 seated passengers in addition to the driver;
- “living van” means a vehicle used primarily as living accommodation, and which is not also used for the carriage of goods which are not needed for the purpose of residence in the vehicle;
- “locomotive” means a mechanically propelled vehicle which is not constructed itself to carry a load other than the following articles, that is to say, water, fuel, accumulators and other equipment used for the purpose of propulsion, loose tools and loose equipment, and the weight of which unladen exceeds 7370 kg;
- “longitudinal plane” means a vertical plane parallel to the longitudinal axis of a vehicle;
- “m” means metre;
- “m²” means square metres;
- “m³” means cubic metres;
- “maximum gross weight” means—
- (a) in the case of a vehicle which is equipped with a plate in accordance with regulation 68, the maximum gross weight shown on the plate in respect of item 7 of Part I of Schedule 7 in the case of a motor vehicle and item 6 of Part II of Schedule 7 in the case of a trailer;
- (b) in any other case, the weight which the vehicle is designed or adapted not to exceed when the vehicle is travelling on a road;
- “maximum speed” means the speed which a vehicle is incapable, by reason of its construction, of exceeding on the level under its own power when fully laden;
- “minibus” means a motor vehicle which is constructed or adapted to carry more than 8 but not more than 16 seated passengers in addition to the driver;

“mm” means millimetre;

“motor ambulance” means a motor vehicle which is specially designed and constructed (and not merely adapted) for carrying, as equipment permanently fixed to the vehicle, equipment used for medical, dental, or other health purposes and is used primarily for the carriage of persons suffering from illness, injury or disability;

“motor car” means a mechanically propelled vehicle, not being a motor tractor, a motor-cycle or an invalid carriage, which is constructed itself to carry a load or passengers and the weight of which unladen—

(a) if it is constructed solely for the carriage of passengers and their effects and is adapted to carry not more than 7 passengers exclusive of the driver does not exceed 3,050 kg;

(b) if it is constructed for use for the conveyance of goods does not exceed 3,050 kg;

(c) does not exceed 2,540 kg in a case falling within neither of the foregoing paragraphs;

“motor caravan” means a motor vehicle which is constructed or adapted for the carriage of passengers and their effects and which contains, as permanently installed equipment, the facilities which are reasonably necessary for enabling the vehicle to provide living accommodation for its users;

“m.p.h.” means miles per hour;

“N/mm²” means newtons per square millimetre;

“overall height” in relation to a vehicle means the vertical distance between the ground and the point on the vehicle which is furthest from the ground, calculated when—

(a) the tyres of the vehicle are suitably inflated for the use to which it is being put;

(b) the vehicle is at its unladen weight; and

(c) the surface of the ground under the vehicle is reasonably flat;

“overall length” in relation to a vehicle, means the distance between transverse planes passing through the extreme forward and rearward projecting points of the vehicle inclusive of all parts of the vehicle, any receptacle which is of a permanent character and any fitting on, or attached to, the vehicle except—

(i) for all purposes—

(a) any driving mirror;

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

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

(d) any receptacle specially designed to hold and keep secure a seal issued for the purposes of customs clearance;

(e) any tailboard which is let down while the vehicle is stationary in order to facilitate its loading or unloading;

- (f) any tailboard which is let down in order to facilitate the carriage of, but which is not essential for the support of, loads which are in themselves so long as to extend at least as far as the tailboard when upright;
 - (g) any fitting attached to a part of, or to a receptacle on, a vehicle which does not increase the carrying capacity of the part or receptacle but which enables it to be—
 - (i) transferred from a road vehicle to a railway vehicle or from a railway vehicle to a road vehicle,
 - (ii) secured to a railway vehicle by a locking device, and
 - (iii) carried on a railway vehicle by the use of stanchions;
 - (h) any plate, whether rigid or movable, fitted to a trailer constructed for the purpose of carrying other vehicles and designed to bridge the gap between that trailer and a motor vehicle constructed for that purpose and to which the trailer is attached so that while the trailer is attached to the motor vehicle, vehicles which are to be carried by the motor vehicle may be moved from the trailer to the motor vehicle before a journey begins, and vehicles which have been carried on the motor vehicle may be moved from it to the trailer after a journey ends;
 - (i) any sheeting or other readily flexible means of covering for securing a load;
 - (j) any receptacle with an external length, measured parallel to the longitudinal axis of the vehicle, not exceeding 2.5m;
 - (k) any empty receptacle which itself forms a load;
 - (l) any receptacle which contains an indivisible load of exceptional length;
 - (m) any receptacle manufactured before 30th October 1985, not being a container designed primarily for carriage on sea transport without an accompanying road vehicle; or
 - (n) any special appliance or apparatus as described in regulation 79(1)(c) which does not itself increase the carrying capacity of the vehicle;
- (ii) for the purposes of regulation 6—
- (a) any part of a trailer (not being in the case of an agricultural trailed appliance a drawbar or other thing with which it is equipped for the purpose of being towed) designed primarily for use as a means of attaching it to another vehicle and any fitting designed for use in connection with any such part;
 - (b) the thickness of any front or rear wall on a semi-trailer and of any part forward of such front wall or rearward of such rear wall which does not increase the vehicle's load-carrying space;

“overall width” in relation to a vehicle, means the distance between longitudinal planes passing through the extreme lateral projecting points of the vehicle inclusive of all parts of the vehicle, any

receptacle which is of a permanent character and any fitting on, or attached to, the vehicle except—

- (a) any driving mirror;
- (b) any snow-plough fixed in front of the vehicle;
- (c) so much of the distortion of any tyre as is caused by the weight of the vehicle;
- (d) any receptacle specially designed to hold and keep secure a seal issued for the purposes of customs clearance;
- (e) any lamp or reflector fitted to the vehicle in accordance with the Lighting Regulations;
- (f) any sideboard which is let down while the vehicle is stationary in order to facilitate its loading or unloading;
- (g) any fitting attached to part of, or to a receptacle on, a vehicle which does not increase the carrying capacity of the part or receptacle but which enables it to be—
 - (i) transferred from a road vehicle to a railway vehicle or from a railway vehicle to a road vehicle;
 - (ii) secured to a railway vehicle by a locking device; and
 - (iii) carried on a railway vehicle by the use of stanchions;
- (h) any sheeting or other readily flexible means of covering or securing a load;
- (i) any receptacle with an external width, measured at right angles to the longitudinal axis of the vehicle, which does not exceed 2.5m;
- (j) any empty receptacle which itself forms a load;
- (k) any receptacle which contains an indivisible load of exceptional width;
- (l) any receptacle manufactured before 30th October 1985, not being a container designed primarily for carriage on sea transport without an accompanying road vehicle; or
- (m) any special appliance or apparatus as described in regulation 79(1)(c) which does not itself increase the carrying capacity of the vehicle;

“overhang” in relation to a vehicle, means the distance measured horizontally and parallel to the longitudinal axis of a vehicle between two transverse planes passing through the following two points—

- (a) the rearmost point of the vehicle exclusive of—
 - (i) any expanding or extensible contrivance forming part of a turntable fire escape fixed to a vehicle;
 - (ii) in the case of a motor car constructed solely for the carriage of passengers and their effects and adapted to carry not more than 8 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, 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, a point 110mm behind the centre of a straight line joining the centre points of the two rearmost axles; and
- (iii) in any other case 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;

“plated weight” in relation to an axle, means the maximum weight in Great Britain shown for that axle in the plate complying with the requirements of regulation 68(2) or the weight shown for that axle in the foreign plate with which the vehicle is equipped;

“pneumatic tyre” means a tyre which—

(a) is provided with, or together with the wheel upon which it is mounted forms, 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) is capable of being inflated and deflated without removal from the wheel or vehicle; and

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

“public works vehicle” means a mechanically propelled vehicle which is specially designed for use on a road by any statutory undertaker, or any police force for the purpose of works which such undertaker, or force has a duty or a power to carry out, but excluding the carriage of persons other than crew or of goods other than goods needed for the works in respect of which the vehicle is being used;

“recut pneumatic tyre” means a pneumatic tyre in which all or part of its original tread pattern has been cut deeper or burnt deeper or a different tread pattern has been cut deeper or burnt deeper than the original tread pattern;

“refuse vehicle” means a vehicle 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;

“registered” means registered under any of the following enactments—

(a) the 1920 Act,

(b) the 1949 Act,

(c) the 1954 Act,

(d) the 1962 Act,

- (e) the 1971 Act, or
- (f) the 1972 Act and,

in relation to the date on which a vehicle was registered, the date on which it was first registered under any of those Acts;

“relevant braking requirement” means a requirement that the brakes of a motor vehicle (as assisted, where a trailer is being drawn, by the brakes on the trailer) comply—

- (i) in a case to which item 1 in Table I in regulation 16 applies, with the requirements as to maintenance specified in regulation 16(3) for vehicles falling in that item;
- (ii) in any other case, with the requirements as to maintenance specified in regulation 16(3) for vehicle classes (a) and (b) in item 2 of that Table (whatever the date of first use of the motor vehicle and the date of manufacture of any trailer drawn by it may be);

“resilient tyre” means a tyre, not being a pneumatic tyre, which is of soft or elastic material, having regard to paragraph (5);

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

“secondary braking system” means a braking system of a vehicle applied by a secondary means of operation independent of the service braking system or by one of the sections comprised in a split braking system;

“semi-trailer” means a trailer which is constructed or adapted to form part of an articulated vehicle including (without prejudice to the generality of the foregoing) a vehicle which is not itself a motor vehicle but which has some or all of its wheels driven by the drawing vehicle;

“service braking system” means the braking system of a vehicle which is designed and constructed to have the highest braking efficiency of any of the braking systems with which the vehicle is equipped;

“silencer” means a contrivance suitable and sufficient for reducing as far as is reasonable the noise caused by the escape of exhaust gases from the engine of a motor vehicle;

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

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

- (a) it comprises two independent sections of mechanism capable of developing braking force such that, excluding the means of operation, a failure of any part (other than a fixed member or a brake shoe anchor pin) of one of the said sections will not cause a decrease in the braking force capable of being developed by the other section;
- (b) the said two sections are operated by a means of operation which is common to both sections;
- (c) the braking efficiency of either of the said two sections can be readily checked;

- “staircase” means a staircase by means of which passengers on a double-decked vehicle may pass to and from the upper deck of the vehicle;
- “statutory undertaker” means any person including a government department or district council authorised by any statutory provision to carry on any railway, canal, inland navigation, ferry, dock, harbour, gas, water, electricity, or other public undertaking and includes the Post Office and British Telecommunications;
- “stored energy” in relation to a braking system of a vehicle, means energy (other than the muscular energy of the driver or the mechanical energy of a spring) stored in a reservoir for the purpose of applying the brakes under the control of the driver, either directly or as a supplement to his muscular energy;
- “straddle carrier” means a motor vehicle constructed to straddle and lift its load for the purpose of transportation;
- “statutory power of removal” means a power conferred by or under any enactment to remove or move a vehicle from any road or from any part of a road;
- “three-wheeled motor-cycle” means a motor-cycle having three wheels, but does not include a two-wheeled motor-cycle with a sidecar attached;
- “towing implement” means a device on wheels designed for the purpose of enabling a motor vehicle to draw another vehicle by the attachment of that device to that other vehicle in such a manner that part of that other vehicle is secured to and either rests on or is suspended from the device and some but not all of the wheels on which that other vehicle normally runs are raised off the ground;
- “track-laying” in relation to a vehicle means a vehicle 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;
- “trailer” means a vehicle drawn by a motor vehicle and is to be interpreted in accordance with paragraph (10);
- “train weight” means in relation to a motor vehicle which may draw a trailer, the maximum laden weight for the motor vehicle together with any trailer which may be drawn by it;
- “transverse plane” means a vertical plane at right angles to the longitudinal axis of a vehicle;
- “unbraked trailer” means a trailer other than one which, whether or not regulation 13 or 14 applies to it, is equipped with a braking system in accordance with one of those regulations;
- “unladen weight” means the weight of a vehicle or trailer inclusive of the body and all parts (the heavier being taken where alternative bodies or parts are used) which are necessary to or ordinarily used with the vehicle or trailer when working on a road, but exclusive of the weight of water, fuel or accumulators used for the purpose of the supply of

power for the propulsion of the vehicle or, as the case may be, of any vehicle by which the trailer is drawn, and of loose tools and loose equipment;

“vehicle in the service of a visiting force or of a headquarters” means a vehicle so described in Article 8(6) of the Visiting Forces and International Headquarters (Application of Law) Order 1965(a);

“wheel” means a wheel the tyre or rim of which when the vehicle is in motion on a road is in contact with the ground. Two wheels are to be regarded as one wheel in the circumstances specified in paragraph (7);

“wheeled” in relation to a vehicle, means so constructed that the whole weight of the vehicle is transmitted to the road surface by means of wheels;

“wide tyre” means a pneumatic tyre of which the area of contact with the road surface is not less than 300mm in width when measured at right angles to the longitudinal axis of the vehicle;

“works trailer” means a trailer designed for use in private premises and used on a road only in delivering goods from or to such premises to or from a vehicle on a road in the immediate neighbourhood, or in passing from one part of any such premises to another or to other private premises in the immediate neighbourhood or in connection with road works while at or in the immediate neighbourhood of the site of such works;

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

(2) The expressions defined below are used in these Regulations and relate to the European Economic Community:—

“the Act of Accession” means the Treaty concerning the Accession of the Kingdom of Denmark, Ireland, the Kingdom of Norway and the United Kingdom of Great Britain and Northern Ireland to the European Economic Community and the European Atomic Energy Community(b);

“Community Directive, followed by a number” means the Directive adopted by the Council or the Commission of the European Communities of which identifying particulars are given in the item in column 3 of Table I in Schedule 1 in which that number appears in column 2. Where such a Directive amends a previous Directive mentioned in column 3(d) of the Table the reference to it means that previous Directive as so amended;

Any reference to a Directive which has been amended by the Act of Accession is a reference to the Directive as so amended;

(a) S.I. 1965/1536

(b) Cmnd. 5179-1

“ECE Regulation, followed by a number” means the Regulation, annexed to the Agreement concerning the adoption of uniform conditions of approval for Motor Vehicles Equipment and Parts and reciprocal recognition thereof concluded at Geneva on 20th March 1958(a) as amended(b), to which the United Kingdom is a party(c), of which identifying particulars are given in the item in column (3)(a), (b) and (c) of Table II in Schedule 1 in which that number appears in column (2), and where that number contains more than two digits, it refers to that Regulation with the amendments in force at the date specified in column (3)(d) in that item.

(3) In these Regulations any reference to a Table, or to a numbered Table, is a reference to the Table, or to the Table bearing that number, in the regulation or Schedule in which that reference occurs.

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

(a) in the case of a vehicle registered under the 1920 Act, the 1949 Act, the 1954 Act, the 1962 Act, the 1971 Act or the 1972 Act, the relevant date is the date on which it was first so registered; and

(b) in each of the following cases—

- (i) a vehicle which is being or has been used under a trade licence issued under section 16 of the 1972 Act (otherwise than for the purposes of demonstration or testing or of being delivered from premises of the manufacturer by whom it was made or of a distributor of vehicles, or dealer in vehicles, to premises of a distributor of vehicles, dealer in vehicles or purchaser thereof or to premises of a person obtaining possession thereof under a hiring agreement or hire purchase agreement);
- (ii) a vehicle belonging, or which has belonged, to the Crown and which is or was used or appropriated for use for naval, military or air force purposes;
- (iii) a vehicle belonging, or which has belonged, to a visiting force or a headquarters or defence organisation to which in each case the Visiting Forces and International Headquarters (Application of Law) Order 1965 applies;
- (iv) a vehicle which has been used on roads outside the United Kingdom before being imported into Northern Ireland; and
- (v) a vehicle which has been used otherwise than on roads after being sold or supplied by retail and before being registered;

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

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

(a) Cmnd. 2535

(b) Cmnd. 3562

(c) By instrument of accession dated 14th January 1963 deposited with the Secretary General of the United Nations on 15th January 1963

(5) 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.

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

(7) For the purpose of these Regulations other than regulations 24 and 25 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 460mm.

(8) For the purpose of these Regulations other than regulations 24 and 25 in counting the number of axles of, and in determining the sum of the weights transmitted to the road surface by any one axle of, a vehicle, all the wheels of which the centres of the areas of contact with the road surface can be included between any two transverse planes less than 1.02m apart shall be treated as constituting one axle.

(9) For the purpose of regulations 51, 74, 75, 77 and Schedule 9 and of the definition in paragraph (1) of the expression “closely spaced”, the distance between any two axles shall be obtained by measuring the shortest distance between the line joining the centres of the areas of contact with the road surface of the wheels of one axle and the line joining the centres of the areas of contact with the road surface of the wheels of the other axle.

(10) For the purpose only of the provisions specified in sub-paragraphs (a), (b) and (c), a composite trailer shall be treated as one trailer—

(a) regulations 6, 74 and 80;

(b) paragraph (2) of, and items 3 and 10 in the Table in, regulation 73; and

(c) item 2 in the Table in regulation 76.

Application and exemptions

3.—(1) These Regulations apply to both wheeled vehicles and track-laying vehicles.

(2) Where a provision is applied by these Regulations to a motor vehicle first used on or after a specified date it does not apply to that vehicle if it was manufactured at least six months before that date.

(3) Where an exemption from, or relaxation of, a provision is applied by these Regulations to a motor vehicle first used before a specified date it shall also apply to a motor vehicle first used on or after that date if it was manufactured at least six months before that date.

(4) The regulations specified in an item in column 3 of the Table do not apply in respect of a vehicle of a class specified in that item in column 2.

TABLE

(regulation 3(4))

1	2	3
<i>Item</i>	<i>Class of vehicle</i>	<i>Regulations which do not apply</i>
1	A vehicle proceeding to a port for export.	The regulations in Part II insofar as they relate to construction and equipment, except regulations 14 (insofar as it concerns parking brakes) 18, 28, 32, 35, 53 and 59(3) and (4). Regulations 68 to 72.
2	<p>A vehicle brought temporarily into Northern Ireland by a person resident abroad, provided that the vehicle complies in every respect with the requirements relating to motor vehicles or trailers contained in—</p> <p>(a) Article 21 and Article 22(1) of the Convention on Road Traffic concluded at Geneva on 19th September 1949(a) and Part I, Part II (insofar as it relates to direction indicators and stop lights) and Part III of Annex 6 to that Convention; or</p> <p>(b) paragraphs 1, III and VIII of Article 3 of the International Convention relative to Motor Traffic concluded at Paris on 24th April 1926(b).</p>	The regulations in Part II insofar as they relate to construction and equipment except regulations 6, 7, 8(2), 9, 40, 53 and 59(3) and (4). Regulations 68 to 72.

(a) Cmnd. 7997

(b) Treaty Series, No. 11 (1930)

TABLE — (contd.)

(regulation 3(4))

1	2	3
<i>Item</i>	<i>Class of vehicle</i>	<i>Regulations which do not apply</i>
3	<p>A vehicle manufactured in the United Kingdom which complies with the requirements referred to in item 2 and contained in the said Convention of 1949, or, as the case may be, 1926 referred to in that item as if the vehicle had been brought temporarily into Northern Ireland and either—</p> <p>(a) car tax on it is remitted or repaid under section 7(1) or (2), or a waiver is made under section 7(3), of the Car Tax Act 1983(a); or</p> <p>(b) its supply is zero rated under regulation 56 or 57 of the Value Added Tax (General) Regulations 1985(b).</p>	<p>The regulations in Part II insofar as they relate to construction and equipment, except regulations 6, 7, 8(2), 9, 40, 53 and 59(3) and (4). Regulations 68 to 72.</p>
4	<p>A vehicle in the service of a visiting force or of a headquarters.</p>	<p>The regulations in Part II insofar as they relate to construction and equipment, except regulations 8(2), 14 (insofar as it concerns parking brakes), 19, 53, 59(3) and (4) and 63. Regulations 68 to 77.</p>
5	<p>A vehicle which has been submitted for a test or an examination under Article 33 or Article 35 of the 1981 Order, while it is being used on a road in connection with the carrying out of that test or examination and is being so used by a person who is empowered under that Article to carry out that test or examination, or by a person acting under the direction of a person so empowered.</p>	<p>The regulations in Part II except regulations 59(3) and (4). Regulations 73 to 77 and 97.</p>

1	2	3
<i>Item</i>	<i>Class of vehicle</i>	<i>Regulations which do not apply</i>
6	A motor car or a motor-cycle in respect of which a certificate has been issued by the Officer in Charge of the National Collections of Road Transport, the Science Museum, London SW7, that it was designed before 1st January 1905 and constructed before 31st December 1905.	Regulations 14 (except insofar as it applies requirements 3 and 6 in the Table in Schedule 2), 19, 35(4), 65 and 96(4).
7	<p>(a) A towing implement which is being drawn by a motor vehicle while it is not attached to any vehicle except the one drawing it if—</p> <p>(i) the towing implement is not being so drawn during the hours of darkness, and</p> <p>(ii) the vehicle by which it is being so drawn is not driven at a speed exceeding 20 m.p.h.; or</p> <p>(b) a vehicle which is being drawn by a motor vehicle in the exercise of a statutory power of removal.</p>	The regulations in Part II insofar as they relate to the construction and equipment of trailers, except regulation 18.

(5) Any reference to a broken down vehicle includes a reference to any towing implement which is being used for the drawing of such a vehicle.

Trade Descriptions Act 1968

4. Any provision of these Regulations which requires a vehicle or any of its parts or equipment to be marked with a specification number or the registered certification trade mark of the British Standards Institution or with an approval mark, or which provides that such a marking is treated as evidence of compliance with a standard to which the marking relates, shall not

be taken to authorise any person to apply any such marking to the vehicle, part or equipment in contravention of the Trade Descriptions Act 1968(a).

Compliance with Community Directives and ECE Regulations

5.—(1) For the purpose of any regulation which requires or permits a vehicle to comply with the requirements of a Community Directive or an ECE Regulation, a vehicle shall be deemed so to have complied at the date of its first use only if—

- (a) one of the certificates referred to in paragraph (2) has been issued in relation to it;
- (b) the marking referred to in paragraph (3) has been applied; or
- (c) it was, before it was used on a road, subject to a relevant type approval requirement as specified in paragraph (4).

(2) The certificates mentioned in paragraph (1) are—

- (a) a type approval certificate issued by the Department under regulation 5 of the Type Approval Regulations;
- (b) a certificate of conformity issued by the manufacturer of the vehicle under regulation 7 of those Regulations; or
- (c) a certificate issued under a provision of the law of any member state of the European Economic Community which corresponds to the said regulations 5 or 7,

being in each case a certificate issued by reason of the vehicle's conforming to the requirements of the Community Directive in question.

(3) The marking mentioned in paragraph (1)(b) is a marking designated as an approval mark by regulation 4 of the Approval Marks Regulations, being in each case a mark shown in column (2) of an item in Schedule 2 to those Regulations which refers, in column (5), to the ECE Regulation in question, applied as indicated in column (4) in that item.

(4) A relevant type approval requirement is a requirement of the Northern Ireland Regulations which appear—

- (a) in column 4 of Table I of Schedule 1 in the item in which the Community Directive in question appears in column 3, or
- (b) in column 4 of Table II of Schedule 1 in the item in which the ECE Regulation in question appears in column 3.

PART II

CONSTRUCTION, EQUIPMENT AND MAINTENANCE OF VEHICLES

A — DIMENSIONS AND MANOEUVRABILITY

Length

6.—(1) Subject to paragraphs (2) to (6), the overall length of a vehicle or combination of vehicles or a class specified in an item in column 2 of the Table shall not exceed the maximum length specified in that item in column 3 of the Table, the overall length in the case of a combination of vehicles being calculated in accordance with regulation 79(1)(g) and (h).

(a) 1968 c. 29

TABLE

(regulation 6(1))

1	2	3
<i>Item</i>	<i>Class of vehicle</i>	<i>Maximum length (metres)</i>
	<i>Vehicle combinations</i>	
1	A motor vehicle drawing one trailer not being a semi-trailer.	18
2	An articulated vehicle.	15.5
	<i>Motor vehicles</i>	
3	A wheeled motor vehicle.	12
4	A track-laying motor vehicle.	9.2
	<i>Trailers</i>	
5	An agricultural trailed appliance manufactured on or after 1st December 1985.	15
6	A semi-trailer manufactured on or after 1st May 1983.	12.2
7	A trailer with at least 4 wheels which is— (a) drawn by a goods vehicle being a motor vehicle having a maximum gross weight exceeding 3,500 kg; or (b) an agricultural trailer.	12
8	Any other trailer not being an agricultural trailed appliance or a semi-trailer.	7

(2) In the case of a motor vehicle drawing one trailer where—

(a) the motor vehicle is a showman's vehicle as defined in paragraph 7 of Schedule 3 to the 1972 Act; and

(b) the trailer is a living van,

item 1 in the Table applies with the substitution of 22m for 18m.

(3) Paragraph (1) does not apply to—

(a) a vehicle combination or trailer which is constructed and normally used for the conveyance of indivisible loads of exceptional length;

(b) a wheeled semi-trailer which is constructed and normally used for the purpose of carrying at least two other wheeled vehicles;

(c) a broken down vehicle which is being drawn by a motor vehicle in consequence of a breakdown; or

(d) a trailer being a drying or mixing plant designed for the production of asphalt or of bituminous or tar macadam and used mainly for the construction, repair or maintenance of roads, or a road planing machine so used.

(4) Where a motor vehicle is drawing—

(a) two trailers, then only one of those trailers may exceed an overall length of 7m;

(b) three trailers, then none of those trailers shall exceed an overall length of 7m.

(5) Where a motor vehicle is drawing—

(a) two or more trailers; or

(b) one trailer constructed and normally used for the conveyance of indivisible loads of exceptional length—

then—

(i) the overall length of that motor vehicle shall not exceed 9.2m; and

(ii) the overall length of the combination of vehicles, calculated in accordance with regulation 79(1)(g) and (h), shall not exceed 25.9m, unless the conditions specified in paragraphs 1 and 2 of Part I of Schedule 10 have been complied with.

(6) Item 6 in the Table does not apply to a semi-trailer which is normally used on international journeys.

Width

7.—(1) Subject to paragraph (2), the overall width of a vehicle of a class specified in an item in column 2 of the Table shall not exceed the maximum width specified in column 3 in that item.

TABLE

(regulation 7(1))

1	2	3
<i>Item</i>	<i>Class of vehicle</i>	<i>Maximum width (metres)</i>
1	A locomotive, other than an agricultural motor vehicle.	2.75
2	A refrigerated vehicle.	2.60
3	Any other motor vehicle.	2.50
4	A trailer drawn by a motor vehicle having a maximum gross weight (determined as provided in Part I of Schedule 7 to these Regulations) exceeding 3,500 kg.	2.50
5	An agricultural trailer.	2.50

TABLE — (contd.)

(regulation 7(1))

1	2	3
<i>Item</i>	<i>Class of vehicle</i>	<i>Maximum width (metres)</i>
6	An agricultural trailed appliance.	2.50
7	Any other trailer drawn by a vehicle other than a motor-cycle.	2.30
8	A trailer drawn by a motor-cycle.	1.50

(2) Paragraph (1) does not apply to a broken down vehicle which is being drawn in consequence of its breakdown.

(3) A person shall not use, or cause or permit to be used, on a road a wheeled agricultural motor vehicle drawing a wheeled trailer if, when the longitudinal axes of the vehicles are parallel but in different vertical planes, the overall width of the two vehicles, measured as if they were one vehicle, exceeds 2.5m.

(4) In this regulation "refrigerated vehicle" means any vehicle which is specially designed for the carriage of goods at low temperature and of which the thickness of each of the side walls, inclusive of insulation, is at least 45mm.

Height

8.—(1) The overall height of a bus shall not exceed 4.57m.

(2) Subject to paragraphs (3) and (4), a person shall not use, or cause or permit to be used, on a road a semi-trailer if—

(a) any part of its structure is more than 4.2m from the ground when the vehicle is on level ground; and

(b) its total laden weight and the vehicle by which it is drawn together exceeds 32,520 kg.

(3) For the purpose of paragraph (2) the structure of a semi-trailer includes any detachable structure attached to it for the purpose of containing any load, but does not include any load which is not a detachable structure or any sheeting or other readily flexible means of covering or securing a load.

(4) Paragraph (2) does not apply to a semi-trailer while it is being loaded or unloaded.

Indication of overall travelling height

9.—(1) This regulation applies to a motor vehicle which is—

(a) constructed or adapted so as to be capable of hoisting and carrying a skip;

(b) carrying a container;

(c) drawing a trailer or semi-trailer carrying a container;

- (d) engineering plant;
- (e) carrying engineering equipment; or
- (f) drawing a trailer or semi-trailer carrying engineering equipment.

(2) A person shall not use, or cause or permit to be used, on a road a vehicle to which this regulation applies if the overall travelling height exceeds 3.91m unless there is carried in the vehicle in the manner specified in paragraph (3) a notice clearly indicating in metres and in figures not less than 40mm tall, the overall travelling height.

(3) The notice referred to in paragraph (2) shall be attached to the vehicle in such a manner that it can be read by the driver when in the driving position.

(4) In this regulation—

“engineering equipment” means engineering plant and any other plant or equipment designed and constructed for the purpose of engineering operations;

“overall travelling height” means the distance between the ground and the point on the motor vehicle, or on any trailer drawn by it, or on any load which is being carried by or any equipment which is fitted to the said motor vehicle or trailer, which is farthest from the ground, and for the purpose of determining the overall travelling height—

- (a) the tyres of the motor vehicle and of any trailer which it is drawing shall be suitably inflated for the use to which the vehicle or combination of vehicles is being put; and
- (b) the surface under the motor vehicle and any trailer which it is drawing and any load which is being carried on it and any equipment which is fitted to any part of the said vehicle or combination of vehicles and which projects beyond any part of the said vehicle or combination of vehicles shall be reasonably flat; and
- (c) any equipment which is fitted to the motor vehicle or any trailer or semi-trailer which it is drawing shall be stowed in the position in which it is to proceed on the road;

“skip” means an article of equipment designed and constructed to be carried on a road vehicle and to be placed on a road or other land for the storage of materials, or for the removal and disposal of rubble, waste, household or other rubbish or earth.

Overhang

10.—(1) The overhang of a wheeled vehicle of a class specified in an item in column 2 of the Table shall not, subject to any exemption specified in that item in column 4, exceed the distance specified in that item in column 3.

TABLE

(regulation 10(1))

1. Item	2 Class of vehicle	3 Maximum overhang	4 Exemptions
1	Motor tractor	1.83m.	(a) a track-laying vehicle (b) an agricultural motor vehicle
2	Heavy motor car and motor car	60% of the distance between the transverse plane which passes through the centre or centres of the foremost wheel or wheels and the transverse plane which passes through the foremost point from which the overhang is to be measured as provided in regulation 2(1).	(a) a bus (b) a refuse vehicle (c) a works truck (d) a track-laying vehicle (e) an agricultural motor vehicle (f) a motor car which is an ambulance (g) a vehicle designed to dispose of its load to the rear, if the overhang does not exceed 1.15m (h) a vehicle first used before 2nd January 1933 (i) a vehicle first used before 1st January 1966 if— (i) the distance between the centres of the rearmost and foremost axles does not exceed 2.29m, and (ii) the distance specified in column 3 is not exceeded by more than 76mm (j) heating plant on a vehicle designed and mainly used to heat the surface of a road or other similar surface in the process of construction, repair or maintenance shall be disregarded.

(2) In the case of an agricultural motor vehicle the distance measured horizontally and parallel to the longitudinal axis of the rear portion of the vehicle between the transverse planes passing through the rearmost point of the vehicle and through the centre of the rear or the rearmost axle shall not exceed 3m.

Minimum ground clearance

11.—(1) Subject to paragraph (2), a wheeled trailer which is—

(a) a goods vehicle; and

(b) manufactured on or after 1st April 1984,

shall have a minimum ground clearance of not less than 160mm if the trailer has an axle interspace of more than 6m but less than 11.5m, and a minimum ground clearance of not less than 190mm if the trailer has an axle interspace of 11.5m or more.

(2) Paragraph (1) shall not apply in the case of a trailer—

(a) which is fitted with a suspension system with which, by the operation of a control, the trailer may be lowered or raised while that system is being operated to enable the trailer to pass under a bridge or other obstruction over a road, provided the system is operated so that no part of the trailer (excluding any wheel) touches the ground or is likely to do so; or

(b) while it is being loaded or unloaded.

(3) In this regulation—

“axle interspace” means—

(a) in the case of a semi-trailer, the distance between the point of support of the semi-trailer at its forward end and, if it has only one axle, the centre of that axle or, if it has more than one axle, the point halfway between the centres of the foremost and rearmost of those axles; and

(b) in the case of any other trailer, the distance between the centre of its front axle or, if it has more than one axle at the front, the point halfway between the centres of the foremost and rearmost of those axles, and the centre of its rear axle or, if it has more than one axle at the rear, the point halfway between the centre of the foremost and rearmost of those axles;

“ground clearance” means the shortest distance between the ground and the lowest part of that portion of the trailer (excluding any part of a suspension, steering or braking system attached to any axle, any wheel and any air skirt) which lies within the area formed by the overall width of the trailer and the middle 70% of the axle interspace, such distance being ascertained when the trailer—

(a) is fitted with suitable tyres which are inflated to a pressure recommended by the manufacturer, and

(b) is reasonably horizontal and standing on ground which is reasonably flat.

Turning circle

12.—(1) This regulation applies to a bus first used on or after 1st April 1982.

(2) A vehicle to which this regulation applies shall be able to move on either lock so that no part of it projects outside the area contained between concentric circles with radii of 12m and 5.3m.

(3) When a vehicle to which this regulation applies moves forward from rest, on either lock, so that its outermost point describes a circle of 12m radius, no part of the vehicle shall project beyond the longitudinal plane which, at the beginning of the manoeuvre, defines the overall width of the vehicle on the side opposite to the direction in which it is turning by more than 0.8m if it is a rigid vehicle.

B — BRAKES*Braking systems of certain vehicles first used on or after 1st April 1983*

13.—(1) Subject to paragraphs (4), (5) (except sub-paragraph (b)(ii)), and (7), the braking system of a wheeled vehicle of a class specified in an item in column 2 of the Table which is first used on or after 1st April 1983 shall comply with the construction, fitting, and performance requirements specified in Annexes I, II and VII to Community Directive 79/489, and if relevant, Annexes III, IV, V, VI and VIII to that Directive, in relation to the category of vehicles specified in that item in column 3.

Provided that a vehicle of such a class which was first used before 1st April 1983 may comply with the said requirements instead of complying with regulations 14 and 15.

(2) Subject to paragraphs (4), (5)(b) and (c), (6) and (7), the braking system of a wheeled vehicle of a class specified in an item in column 2 of the Table which is first used on or after the relevant date shall comply with the construction, fitting, and performance requirements specified in Annexes I, II and VII to Community Directive 85/647, and if relevant, Annexes III, IV, V, VI, VIII, X, XI and XII to that Directive, in relation to the category of vehicles specified in that item in column 3.

Provided that a vehicle of such a class which was first used before 1st April 1989 may comply with the said requirements instead of complying with paragraph (1) and regulations 14 and 15.

(3) In paragraph (2), the relevant date in relation to a vehicle in category M1, M2 or N1 is 1st April 1990, and in relation to a vehicle in any other category is 1st April 1989.

TABLE (regulation 13(1) and (2))

1	2	3
<i>Item</i>	<i>Class of vehicle</i>	<i>Vehicle Category in the Community Directive</i>
1	Passenger vehicles and dual-purpose vehicles which have 3 or more wheels except— (a) dual-purpose vehicles constructed and adapted to carry not more than 2 passengers exclusive of the driver; (b) motor-cycles with side-car attached; (c) vehicles having 3 wheels, and not exceeding a maximum gross weight of 1000 kg, a design speed of 40 km/h and an engine capacity of 50 cc; and (d) buses.	M1
2	Buses having a maximum gross weight which does not exceed 5,000 kg.	M2
3	Buses having a maximum gross weight which exceeds 5,000 kg.	M3
4	Dual-purpose vehicles not within item 1(a); and goods vehicles, having a maximum gross weight which does not exceed 3,500 kg, and not being motor-cycles with a sidecar attached.	N1
5	Goods vehicles with a maximum gross weight which— exceeds 3,500 kg but does not exceed 12,000 kg.	N2
6	exceeds 12,000 kg.	N3
7	Trailers of which the sum of the axle weight— does not exceed 750 kg.	O1
8	exceeds 750 kg but does not exceed 3,500 kg.	O2
9	exceeds 3,500 kg but does not exceed 10,000 kg.	O3
10	exceeds 10,000 kg.	O4

- (4) The requirements specified in paragraphs (1) and (2) do not apply to—
- (a) an agricultural trailer or agricultural trailed appliance that is not, in either case, drawn at a speed exceeding 20 m.p.h.;
 - (b) a locomotive;
 - (c) a motor tractor;
 - (d) an agricultural motor vehicle unless it is first used after 1st June 1986 and is driven at more than 20 m.p.h.;
 - (e) a vehicle which has a maximum speed not exceeding 25 km/h;
 - (f) a works trailer;
 - (g) a works truck;
 - (h) a public works vehicle;
 - (i) a trailer designed and constructed, or adapted, to be drawn exclusively by a vehicle to which sub-paragraph (b), (c), (e), (g) or (h) applies;
 - (j) a trailer mentioned in regulation 14(3)(b), (d), (e), (f) and (g); or
 - (k) a vehicle manufactured by Leyland Vehicles Limited and known as the Atlantean Bus, if first used before 1st October 1984.
- (5) The requirements specified in paragraphs (1) and (2) shall apply to the classes of vehicles specified in the Table so that—
- (a) in items 2 and 3 the testing requirements specified in paragraphs 1.5.1 and 1.5.2 of Annex II to Community Directive 79/489 shall not apply in relation to a double-decked vehicle first used before 1st October 1983;
 - (b) in items 2 and 3—
 - (i) the requirements specified in paragraph 1.1.4.2 of Annex II to Community Directive 79/489; and
 - (ii) sub-note (2) to paragraph 1.17.2 of Annex I to Community Directive 85/647,shall not apply;
 - (c) in items 1 to 6, in the case of vehicles constructed or adapted for use by physically handicapped drivers, the requirements in paragraph 2.1.2.1 of Annex I to Community Directive 79/489 that the driver must be able to achieve the braking action mentioned in that paragraph from his driving seat without removing his hands from the steering control shall be modified so as to require that the driver is able to achieve that action while one of his hands remains on the steering control; and
 - (d) in items 1 and 4 to 10 the requirement specified in paragraph 1.1.4.2 of Annex II to Community Directive 79/489 shall not apply to a vehicle if following a test in respect of which the fee numbered 1361Z prescribed in Schedule 1 to the Motor Vehicles (Type Approval and Approval Marks) (Fees) Regulations (Northern Ireland) 1985(a) has been paid, a document is issued by the Department indicating that, at

(a) S.R. 1985 No. 295; the relevant amending regulation is S.R. 1987 No. 134

the date of manufacture of the vehicle, the type to which it belongs complies with the requirements specified in Annex 13 to ECE Regulation 13.03, 13.04 or 13.05.

(6) The requirements specified in paragraph (2) shall apply to a road tanker subject to the exclusion of paragraph 4.3 of Annex X to Community Directive 85/647.

(7) Instead of complying with paragraphs (1) and (2) a vehicle to which this regulation applies may comply with Community Directives 79/489 or 85/647 or ECE Regulation 13.03, 13.04 or 13.05.

(8) In paragraph (6) the expression "road tanker" means a vehicle which carries liquid fuel in a tank forming part of the vehicle other than that containing the fuel which is used to propel the vehicle, and also includes any tank with a capacity exceeding 3m³ carried on a vehicle.

(9) In this regulation, and in relation to the application to any vehicle of any provision of Community Directive 85/647, the definitions of "semi-trailer", "full trailer" and "centre-axle trailer" set out in that Directive shall apply and the meaning of "semi-trailer" in regulation 2(1) shall not apply.

Braking systems of vehicles to which regulation 13 does not apply

14.—(1) Subject to paragraphs (2) and (3), this regulation applies to vehicles to which regulation 13 does not apply.

(2) This regulation does not apply to a vehicle which complies with the requirements of regulation 13 by virtue of the proviso to regulation 13(1) or (2), or which complies with Community Directive 79/489 or 85/647 or ECE Regulation 13.03, 13.04 or 13.05.

(3) This regulation does not apply to the following vehicles, except in the case of a vehicle referred to in (a) insofar as the regulation concerns parking brakes (requirements 16 to 18 in the Table in Schedule 2)—

- (a) a locomotive first used before 2nd January 1933, propelled by steam, and with an engine which is capable of being reversed;
- (b) a trailer which—
 - (i) is designed for use and used for street cleansing and does not carry any load other than its necessary gear and equipment;
 - (ii) has axle weights of which the sum does not exceed 750 kg;
 - (iii) is an agricultural trailer manufactured before 1st July 1947 drawn by a motor tractor or an agricultural motor vehicle if the trailer—
 - (A) has a laden weight not exceeding 4,070 kg; and
 - (B) is the only trailer being drawn; and
 - (C) is drawn at a speed not exceeding 10 m.p.h.; or
 - (iv) is drawn by a motor-cycle in accordance with regulation 81;
- (c) an agricultural trailed appliance;
- (d) an agricultural trailed appliance conveyor;
- (e) a broken down vehicle;
- (f) before 1st October 1993—

- (i) a trailer with an unladen weight not exceeding 102 kg which was manufactured before 1st November 1989; and
- (ii) a gritting trailer; or
- (g) on or after 1st October 1993, a gritting trailer with a maximum gross weight not exceeding 2,000 kg.

(4) Subject to paragraph (7), a vehicle of a class specified in an item in column 2 of the Table shall comply with the requirements shown in column 3 in that item, subject to any exemptions or modifications shown in column 4 in that item, reference to numbers in column 3 being references to the requirements so numbered in the Table in Schedule 2.

TABLE

(regulation 14(4))

1	2	3	4
<i>Item</i>	<i>Class of vehicle</i>	<i>Requirements in the Table in Schedule 2</i>	<i>Exemptions or modifications</i>
1	<i>Motor cars</i> First used before 1st January 1915.	3, 6, 7, 13, 16	Requirements 13 and 16 do not apply to a motor car with less than 4 wheels.
2	First used on or after 1st January 1915 but before 1st April 1938.	1, 4, 6, 7, 9, 16	A works truck within items 1 to 11 is not subject to requirements 1, 2, 3 or 4 if it is equipped with one braking system with one means of operation.
3	First used on or after 1st April 1938 and being either a track-laying vehicle or a vehicle first used before 1st January 1968.	1, 4, 6, 7, 8, 9, 16	
4	Wheeled vehicles first used on or after 1st January 1968.	1, 4, 6, 7, 8, 9, 18	
5	<i>Heavy motor cars</i> First used before 15th August 1928.	1, 6, 16	

TABLE — (contd.)

(regulation 14(4))

1	2	3	4
<i>Item</i>	<i>Class of vehicle</i>	<i>Requirements in the Table in Schedule 2</i>	<i>Exemptions or modifications</i>
6	First used on or after 15th August 1928 but before 1st April 1938.	1, 4, 6, 7, 8, 16	
7	First used on or after 1st April 1938 and being either a track-laying vehicle or a vehicle first used before 1st January 1968.	1, 4, 6, 7, 8, 9, 16	
8	Wheeled vehicles first used on or after 1st January 1968.	1, 4, 6, 7, 8, 9, 18	
9	<i>Motor-cycles</i> First used before 1st January 1927.	3, and, in the case of three-wheeled vehicles, 16	
10	First used on or after 1st January 1927 but before 1st January 1968.	2, 7, and, in the case of three-wheeled vehicles, 16	
11	First used on or after 1st January 1968 and not being a motor-cycle to which paragraph (5) applies.	2, 7, and, in the case of three-wheeled vehicles, 18	
12	<i>Locomotives</i> Wheeled vehicles first used before 1st June 1955.	3, 6, 12, 16	

1	2	3	4
<i>Item</i>	<i>Class of vehicle</i>	<i>Requirements in the Table in Schedule 2</i>	<i>Exemptions or modifications</i>
13	Wheeled vehicles first used on or after 1st June 1955 but before 1st January 1968.	3, 4, 6, 7, 8, 9, 18	
14	Wheeled vehicles first used on or after 1st January 1968.	3, 4, 6, 7, 8, 9, 18	
15	Track-laying vehicles.	3, 6, 16	
16	<i>Motor tractors</i> Wheeled vehicles first used before 14th January 1931 and track-laying vehicles first used before 1st April 1938.	3, 4, 6, 7, 16	Industrial tractors within items 16 to 19 are subject to requirement 5 instead of requirement 4.
17	Wheeled vehicles first used on or after 14th January 1931 but before 1st April 1938.	3, 4, 6, 7, 9, 16	
18	Wheeled vehicles first used on or after 1st April 1938 but before 1st January 1968.	3, 4, 6, 7, 8, 9, 16	
19	Wheeled vehicles first used on or after 1st January 1968.	3, 4, 6, 7, 8, 9, 18	
20	Track-laying vehicles first used on or after 1st April 1938.	3, 4, 6, 7, 8, 16	

TABLE — (contd.)

(regulation 14(4))

1	2	3	4
<i>Item</i>	<i>Class of vehicle</i>	<i>Requirements in the Table in Schedule 2</i>	<i>Exemptions or modifications</i>
21	<i>Wheeled agricultural motor vehicles not driven at more than 20 m.p.h.</i> First used before 1st January 1968	3, 4, 6, 7, 8, 16	
22	First used on or after 1st January 1968 but before 9th February 1980.	3, 4, 6, 7, 8, 18	
23	First used on or after 9th February 1980.	3, 5, 6, 7, 8, 18	
24	<i>Invalid carriages</i> Whenever first used.	3, 13	
25	<i>Trailers</i> Manufactured before 1st April 1938.	3, 10, 14, 17	
26	Manufactured on or after 1st April 1938 and being either a track-laying vehicle, an agricultural trailer or a vehicle manufactured before 1st January 1968.	3, 8, 10, 14, 17	Agricultural trailers are not subject to requirement 8.
27	Wheeled vehicles manufactured on or after 1st January 1968, not being an agricultural trailer.	3, 4, 8, 11, 15, 18	Trailers equipped with brakes which come into operation on the overrun of the vehicle are not subject to requirement 15.

Provided that wheeled agricultural motor vehicles not driven at more than 20 m.p.h. are excluded from all items other than items 21 to 23.

(5) Subject to paragraph (6), the braking system of a motor-cycle with two wheels (with or without a sidecar) first used on or after 1st April 1990 shall comply with ECE Regulation 13.05.

(6) Paragraph (5) does not apply to a works truck or to a vehicle constructed or assembled by a person not ordinarily engaged in the business of manufacturing vehicles of that description.

(7) Instead of complying with paragraph (4) of this regulation an agricultural motor vehicle may comply with Community Directive 76/432.

Vacuum or pressure brake warning devices

15.—(1) Subject to paragraph (2), a motor vehicle which is equipped with a braking system which embodies a vacuum or pressure reservoir or reservoirs shall be equipped with a device so placed as to be readily visible to the driver of the vehicle and capable of indicating any impending failure of, or deficiency in, the vacuum or pressure system.

(2) The requirement specified in paragraph (1) does not apply to—

- (a) a vehicle to which paragraphs (1) or (2) of regulation 13 applies, or which complies with the requirements of that regulation, of Community Directive 79/489 or 85/647 or of ECE Regulation 13.03, 13.04 or 13.05;
- (b) an agricultural motor vehicle which complies with Community Directive 76/432;
- (c) a vehicle with an unladen weight not exceeding 3,050 kg propelled by an internal combustion engine, if the vacuum in the reservoir is derived directly from the induction system of the engine, and if, in the event of a failure of, 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; or
- (d) a vehicle first used before 1st October 1937.

Maintenance and efficiency of brakes

16.—(1) Every part of a braking system and of its means of operation fitted to a vehicle shall be maintained in good and efficient working order and be properly adjusted.

(2) Paragraph (3) applies to every wheeled motor vehicle except—

- (a) an agricultural motor vehicle which is not driven at more than 20 m.p.h.;
- (b) a works truck; and
- (c) a pedestrian-controlled vehicle.

(3) A vehicle to which this paragraph applies and which is of a class specified in an item in column 2 of Table I shall, subject to any exemption shown for that item in column 4, be so maintained that—

- (a) its service braking system has a total braking efficiency not less than that shown in column 3(a) for that item; and
- (b) if the vehicle is a heavy motor car, a motor car first used on or after 1st January 1915 or a motor-cycle first used on or after 1st January 1927,

its secondary braking system has a total braking efficiency not less than that shown in column 3(b) for those items.

Provided that a reference in Table I to a trailer is a reference to a trailer required by regulation 13 or 14 to be equipped with brakes.

TABLE I

(regulation 16(3))

1	2	3		4
<i>Item</i>	<i>Class of vehicle</i>	<i>Efficiencies (%)</i>		<i>Exemptions</i>
		(a)	(b)	
1	A vehicle to which regulation 13 applies or which complies in all respects other than its braking efficiency with the requirements of that regulation or with Community Directive 79/489 or 85/647 or with ECE Regulation 13.03, 13.04 or 13.05— (a) when not drawing a trailer; (b) when drawing a trailer.	50	25	
2	A vehicle, not included in item 1 and not being a motorcycle, which is first used on or after 1st January 1968— (a) when not drawing a trailer; (b) when drawing a trailer manufactured on or after 1st January 1968; (c) when drawing a trailer manufactured before 1st January 1968.	50	25	
		50	25	
3	Goods vehicles first used on or after 15th August 1928 but before 1st January 1968 having an unladen weight exceeding 1.525 kg being— (a) rigid vehicles with 2 axles not constructed to form part of an articulated vehicle—			

TABLE — (contd.)

(regulation 16(3))

1	2	3		4
<i>Item</i>	<i>Class of vehicle</i>	<i>Efficiencies (%)</i> (a) (b)		<i>Exemptions</i>
3 (contd.)	(i) when not drawing a trailer; (ii) when drawing a trailer; (b) other vehicles, including vehicles constructed to form part of an articulated vehicle, whether or not drawing a trailer.	45	20	
		40	15	
		40	15	
4	Vehicles not included in items 1 to 3 being— (a) vehicles having at least one means of operation applying to at least 4 wheels; (b) vehicles having 3 wheels and at least one means of operation applying to all 3 wheels and not being a motor-cycle with sidecar attached— (i) when not drawing a trailer; (ii) in the case of a motor-cycle when drawing a trailer; (c) other vehicles— (i) when not drawing a trailer; (ii) in the case of a motor-cycle when drawing a trailer.	50	25	(a) a bus; (b) an articulated vehicle; (c) a vehicle constructed or adapted to form part of an articulated vehicle; and (d) a heavy motor car which is a goods vehicle first used before 15th August 1928.
		40	25	
		40	25	
		30	25	
		30	25	

(4) A goods vehicle shall not be deemed to comply with the requirements of paragraph (3) unless it is capable of complying with those requirements

both at the laden weight at which it is operating at any time and when its laden weight is equal to the design gross weight of the vehicle.

Provided that in the case of a goods vehicle drawing a trailer, references in this paragraph to laden weight refer to the combined laden weight of the drawing vehicle and the trailer and references to gross weight and design gross weight are to be taken as references to train weight and design train weight respectively.

(5) The brakes of an agricultural motor vehicle which is first used on or after 1st June 1986 and is not driven at more than 20 m.p.h., and of every agricultural trailer manufactured on or after 1st December 1985 shall be capable of achieving a braking efficiency of not less than 25% when the weight of the vehicle is equal to the total maximum axle weights which the vehicle is designed to have.

(6) A class of vehicle or combination of vehicles specified in an item in column 2 of Table II shall be so maintained that its brakes are capable, without the assistance of stored energy, of holding it stationary on a gradient of at least the percentage specified in column 3 in that item.

TABLE II

(regulation 16(6))

1	2	3
<i>Item</i>	<i>Class of vehicle or combination</i>	<i>Percentage gradient</i>
1	A vehicle specified in item 1 of Table I— (a) when not drawing a trailer (b) when drawing a trailer.	16 12
2	A vehicle to which requirement 18 in the Table in Schedule 2 applies by virtue of regulation 14.	16
3	A vehicle, not included in item 1, drawing a trailer manufactured on or after 1st January 1968 and required, by regulation 13 or 14, to be fitted with brakes.	16

(7) For the purpose of this regulation the date of manufacture of a trailer which is a composite trailer shall be deemed to be the same as the date of manufacture of the semi-trailer which forms part of the composite trailer.

(8) A vehicle which is subject to, and which complies with the requirements in, item 1 in Tables I and II shall not be treated as failing, by reason of its braking efficiency, to comply with regulation 13 or with Community Directive 79/489 or 85/647 or ECE Regulation 13.03, 13.04 or 13.05.

Application of brakes of trailers

17.—(1) Subject to paragraph (2) where a trailer is drawn by a motor vehicle 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.

(2) This regulation shall not apply to a trailer which—

- (a) in compliance with these Regulations, is fitted with brakes which automatically come into operation on the overrun of the trailer; or
- (b) which is a broken down vehicle being drawn, whether or not in consequence of a breakdown, in such a manner that it cannot be steered by its own steering gear.

C — WHEELS, SPRINGS, TYRES AND TRACKS

General requirement as to wheels and tracks

18. Every motor-cycle and invalid carriage shall be a wheeled vehicle, and every other motor vehicle and every trailer shall be either a wheeled vehicle or a track-laying vehicle.

Diameter of wheels

19.—(1) Subject to paragraph 2 the wheels of a wheeled vehicle which are fitted with tyres other than pneumatic tyres shall have a rim diameter of not less than 670mm.

(2) This regulation does not apply to —

- (a) a motor vehicle first used on or before 2nd January 1933;
- (b) a trailer manufactured before 1st January 1933;
- (c) a wheel fitted to a motor car first used on or before 1st July 1936, if the diameter of the wheel inclusive of the tyre is not less than 670mm;
- (d) a works truck or works trailer;
- (e) a refuse vehicle;
- (f) a pedestrian-controlled vehicle;
- (g) a mobile crane;
- (h) an agricultural trailed appliance;
- (i) a broken down vehicle which is being drawn by a motor vehicle in consequence of the breakdown; or
- (j) an electrically propelled goods vehicle the unladen weight of which does not exceed 1,270 kg.

Springs and resilient material

20.—(1) Subject to paragraphs (3) and (4), motor vehicles and trailers shall be equipped with suitable and sufficient springs between each wheel and the frame of the vehicle.

(2) Subject to paragraphs (3) and (4), in the case of a track-laying vehicle—

- (a) resilient material shall be interposed between the rims of the weight-carrying rollers and the road surface so that the weight of the vehicle, other than that borne by any wheel, is supported by the resilient material; and
- (b) where the vehicle is a heavy motor car, motor car, or trailer it shall have suitable springs between the frame of the vehicle and the weight-carrying rollers.
- (3) This regulation does not apply to—
- (a) a wheeled vehicle with an unladen weight not exceeding 4,070 kg and which is—
- (i) a motor tractor any unsprung wheel of which is fitted with a pneumatic tyre;
 - (ii) a motor tractor used in connection with railway shunting and which is used on a road only when passing from one railway track to another in connection with such use;
 - (iii) a vehicle specially designed, and mainly used, for work on rough ground or unmade roads and every wheel of which is fitted with a pneumatic tyre and which is not driven at more than 20 m.p.h.;
 - (iv) a vehicle constructed or adapted for, and being used for, road sweeping and every wheel of which is fitted with either a pneumatic tyre or a resilient tyre and which is not driven at more than 20 m.p.h.;
- (b) an agricultural motor vehicle which is not driven at more than 20 m.p.h.;
- (c) an agricultural trailer, or an agricultural trailed appliance;
- (d) a trailer used solely for the haulage of felled trees;
- (e) a motor-cycle;
- (f) a mobile crane;
- (g) a pedestrian-controlled vehicle all the wheels of which are equipped with pneumatic tyres;
- (h) a road roller;
- (i) a broken down vehicle; or
- (j) a vehicle first used on or before 1st January 1932.
- (4) Paragraphs (1) and (2)(b) do not apply to a works truck or a works trailer.

Wheel loads

21.—(1) Subject to paragraph (2) this regulation applies to—

- (a) a semi-trailer with more than 2 wheels;
- (b) a track-laying vehicle with more than 2 wheels; and
- (c) any other vehicle with more than 4 wheels.

(2) This regulation does not apply to a road roller.

(3) Subject to paragraphs (4) and (5), a vehicle to which this regulation applies shall be fitted with a compensating arrangement which ensures that

under the most adverse conditions every wheel remains in contact with the road and is not subject to abnormal variations of load.

(4) Paragraph (3) does not apply in respect of a steerable wheel on which the load does not exceed—

(a) if it is a wheeled vehicle, 3,560 kg; and

(b) if it is a track-laying vehicle, 2,540 kg.

(5) In the application of paragraph (3) to an agricultural motor vehicle, wheels which are in line transversely on one side of the longitudinal axis of the vehicle shall be regarded as one wheel.

Tyres

22.—(1) Subject to paragraph (2), wheels of vehicles of a class specified in an item in column 2 of the Table shall be fitted with tyres of a type specified in that item in column 3 which complies with any conditions specified in that item in column 4.

(2) The requirements referred to in paragraph (1) do not apply to road rollers and are subject, in the case of any item in the Table, to the exemptions specified in that item in column 5.

(3) Subject to paragraph (4) a wheel of a vehicle may not be fitted with a temporary use spare tyre unless either—

(a) the vehicle is a passenger vehicle (not being a bus) first used before 1st August 1990; or

(b) the vehicle complies at the time of its first use with ECE Regulation 64.

(4) Paragraph (3) does not apply to a vehicle constructed or assembled by a person not ordinarily engaged in the trade or business of manufacturing vehicles of that description.

TABLE

(regulation 22(1))

1	2	3	4	5
<i>Item</i>	<i>Class of vehicle</i>	<i>Type of tyre</i>	<i>Conditions</i>	<i>Exemptions</i>
1	Locomotives not falling in item 6.	Pneumatic or resilient.		
2	Motor tractors not falling in item 6.	Pneumatic or resilient.	No re-cut pneumatic tyre shall be fitted to any wheel of a vehicle with an unladen weight of less than 2,540 kg unless the diameter of the rim of the wheel is at least 405 mm.	
3	Heavy motor cars not falling in item 6.	Pneumatic.		The following, if every wheel not fitted with a pneumatic tyre is fitted with a resilient tyre— (a) a vehicle mainly used for work on rough ground; (b) a tower wagon; (c) a vehicle fitted with a turn-table fire escape;

TABLE — (contd.)

(regulation 22(1))

1	2	3	4	5
<i>Item</i>	<i>Class of vehicle</i>	<i>Type of tyre</i>	<i>Conditions</i>	<i>Exemptions</i>
3 (contd.)				<p>(d) a refuse vehicle; (e) a works truck; (f) a vehicle first used before 3rd January 1933.</p>
4	Motor cars not falling in item 6.	Pneumatic.	<p>No re-cut tyre shall be fitted to any wheel of a vehicle unless it is—</p> <p>(a) an electrically propelled goods vehicle or,</p> <p>(b) a goods vehicle with an unladen weight of at least 2,540 kg and the diameter of the rim of the wheel is at least 405 mm.</p>	<p>The following, if every wheel not fitted with a pneumatic tyre is fitted with a resilient tyre—</p> <p>(a) a vehicle mainly used for work on rough ground; (b) a refuse vehicle; (c) a works truck; (d) a vehicle with an unladen weight not exceeding—</p> <p>(i) 1,270 kg if electrically propelled;</p>

				<p>(ii) 1,020 kg in any other case;</p> <p>(e) a tower wagon;</p> <p>(f) a vehicle fitted with a turn-table fire escape;</p> <p>(g) a vehicle first used before 3rd January 1933.</p>
5	Motor-cycles.	Pneumatic.	No re-cut tyre shall be fitted.	<p>The following, if every wheel not fitted with a pneumatic tyre is fitted with a resilient tyre—</p> <p>(a) a works truck;</p> <p>(b) a pedestrian-controlled vehicle.</p>
6	Agricultural motor vehicles which are not driven at more than 20 m.p.h.	Pneumatic or resilient.	The same as for item 2.	<p>The requirement in column 3 does not apply to a vehicle of which—</p> <p>(a) every steering wheel is fitted with a smooth-soled tyre which is not less than 60 mm wide where it touches the road; and</p>

TABLE — (contd.)

(regulation 22(1))

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Road Traffic and Vehicles

No. 299

1	2	3	4	5
<i>Item</i>	<i>Class of vehicle</i>	<i>Type of tyre</i>	<i>Conditions</i>	<i>Exemptions</i>
6 (contd.)				<p>(b) in the case of a wheeled vehicle, every driving wheel is fitted with a smooth-soled tyre which—</p> <ul style="list-style-type: none"> (i) is not less than 150 mm wide if the unladen weight of the vehicle exceeds 3,050 kg, or 76 mm wide in any other case, and either (ii) is shod with diagonal cross-bars not less than 76 mm wide or

6 (contd.)				more than 20 mm thick extending the full breadth of the tyre and so arranged that the space between adjacent bars is not more than 76 mm; or (iii) is shod with diagonal cross-bars of resilient material not less than 60 mm wide extending the full breadth of the tyre and so arranged that the space between adjacent bars is not more than 76 mm.
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TABLE — (contd.)

(regulation 22(1))

1	2	3	4	5
<i>Item</i>	<i>Class of vehicle.</i>	<i>Type of tyre</i>	<i>Conditions</i>	<i>Exemptions</i>
7	Trailers.	Pneumatic.	<p>Except in the case of a trailer mentioned in paragraph (d) of column 5, no re-cut tyre shall be fitted to any wheel of a trailer drawn by a heavy motor car or a motor car if the trailer—</p> <p>(a) has an unladen weight not exceeding—</p> <p>(i) if it is a living van, 2,040 kg; or</p> <p>(ii) in any other case, 1,020 kg; or</p> <p>(b) is not constructed or adapted to carry any load, other than plant or other special appliance</p>	<p>(a) an agricultural trailer manufactured before 1st December 1985;</p> <p>(b) an agricultural trailed appliance;</p> <p>(c) a trailer used to carry water for a road roller being used in connection with road works;</p> <p>(d) the following, if every wheel which is not fitted with a pneumatic tyre is fitted with a resilient tyre—</p> <p>(i) a works trailer;</p> <p>(ii) a refuse vehicle;</p>

			<p>which is a permanent or essentially permanent fixture and has a gross weight not exceeding 2,290 kg.</p>	<p>(iii) a trailer drawn by a heavy motor car every wheel of which is not required to be fitted with a pneumatic tyre;</p> <p>(iv) a broken down vehicle; or</p> <p>(v) a trailer drawn by a vehicle which is not a heavy motor car or a motor car.</p>
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Tyre loads and speed ratings

23.—(1) This regulation applies—

- (a) to a vehicle first used on or after 1st September 1989, which is a goods vehicle, a bus or a trailer; and
- (b) from 1st October 1990 to every vehicle, whenever first used, which is a goods vehicle, a bus or a trailer.

(2) Each axle of a vehicle to which this regulation applies by virtue of paragraph (1)(a) or (b) shall be equipped with tyres which are designed and maintained adequately to support the maximum axle weight for that axle when the vehicle is driven at the speed shown in column 3 in the Table in the item in which the vehicle is classified in column 2 (the lowest relevant speed being applicable to a vehicle which is included in more than one item).

TABLE

(regulation 23(2))

1	2	3
<i>Item</i>	<i>Class of vehicle</i>	<i>Speed</i>
1	A vehicle of a class for which a maximum speed is prescribed by the 1981 Order.	The speed so prescribed
2	An electrically propelled vehicle having a maximum speed less than 70 m.p.h.	The maximum speed
3	A bus which is not driven at more than 50 m.p.h.	50 m.p.h.
4	A low platform trailer or a multi-stop local collection and delivery vehicle.	40 m.p.h.
5	A vehicle not falling in items 1 to 4.	70 m.p.h.

(3) In this regulation—

“low platform trailer” means a trailer fitted with tyres of 20 mm rim diameter and below carrying a rectangular plate 175 mm x 225 mm carrying two letters ‘L’ each 125 mm high and 87½ mm wide with a letter width of 12½ mm, the letters being black on a white background.

“maximum axle weight” means—

- (a) in the case of a vehicle which is equipped with a plate in accordance with regulation 68, the maximum axle weight shown on the plate in respect of item 9 of Part I of Schedule 7 in the case of a motor vehicle and item 7 of Part II of Schedule 7 in the case of a trailer;
- (b) in any other case, the weight which the axle is designed or adapted not to exceed when the vehicle is travelling on a road.

“multi-stop local collection and delivery vehicle” means a motor vehicle or trailer used for multi-stop collection and delivery services to be used only within a radius of 25 miles from the permanent base at which it is normally kept.

Mixing of tyres

24.—(1) Subject to paragraph (5) pneumatic tyres of different types of structure shall not be fitted to the same axle of a wheeled vehicle.

(2) Subject to paragraphs (3) and (5), a wheeled motor vehicle having only two axles each of which is equipped with one or two single wheels shall not be fitted with—

(a) a diagonal-ply tyre or a bias-belted tyre on its rear axle if a radial-ply tyre is fitted on its front axle; or

(b) a diagonal-ply tyre on its rear axle if a bias-belted tyre is fitted on the front axle.

(3) Paragraph (2) does not apply to a vehicle to an axle of which there are fitted wide tyres not specially constructed for use on engineering plant or to a vehicle which has a maximum speed not exceeding 30 m.p.h.

(4) Subject to paragraph (5) pneumatic tyres fitted to—

(a) the steerable axles of a wheeled vehicle; and

(b) the driven axles of a wheeled vehicle, not being steerable axles,

shall all be of the same type of structure.

(5) A temporary use spare tyre may be fitted to a wheel of a passenger vehicle (not being a bus) unless it is driven at a speed exceeding 50 m.p.h.

(6) In this regulation—

“axle” includes—

(i) two or more stub axles which are fitted on opposite sides of the longitudinal axis of the vehicles so as to form—

(a) a pair in the case of two stub axles; and

(b) pairs in the case of more than two stub axles; and

(ii) a single stub axle which is not one of a pair;

“a bias-belted tyre” means a pneumatic tyre, the structure of which is such that the ply cords extend to the bead so as to be laid at alternate angles of substantially less than 90 degrees to the peripheral line of the tread, and are constrained by a circumferential belt comprising two or more layers of substantially inextensible cord material laid at alternate angles smaller than those of the ply cord structure;

“a diagonal-ply tyre” means a pneumatic tyre, the structure of which is such that the ply cords extend to the bead so as to be laid at alternate angles of substantially less than 90 degrees to the peripheral line of the tread, but not being a bias-belted tyre;

“a driven axle” means an axle through which power is transmitted from the engine of a vehicle to the wheels on that axle;

“a radial-ply tyre” means a pneumatic tyre, the structure of which is such that the ply cords extend to the bead so as to be laid at an angle of substantially 90 degrees to the peripheral line of the tread, the ply cord

structure being stabilised by a substantially inextensible circumferential belt;

“stub axle” means an axle on which only one wheel is mounted; and

“type of structure”, in relation to a tyre, means a type of structure of a tyre of a kind defined in this paragraph.

Condition and maintenance of tyres

25.—(1) Subject to paragraphs (2) to (4), a wheeled motor vehicle or trailer a wheel of which is fitted with a pneumatic tyre shall not be used on a road, if—

- (a) the tyre is unsuitable having regard to the use to which the motor vehicle or trailer is being put or to the types of tyres fitted to its other wheels;
- (b) the tyre is not so inflated as to make it fit for the use to which the motor vehicle or trailer is being put;
- (c) the tyre has a cut in excess of 25 mm or 10% of the section width of the tyre, whichever is the greater, measured in any direction on the outside of the tyre and deep enough to reach the ply or cord;
- (d) the tyre has any lump, bulge or tear caused by separation or partial failure of its structure;
- (e) the tyre has any of the ply or cord exposed;
- (f) the base of any groove which showed in the original tread pattern of the tyre is not clearly visible;
- (g) either—
 - (i) the grooves of the tread pattern of the tyre do not have a depth of at least 1 mm throughout a continuous band measuring at least three-quarters of the breadth of the tread and round the entire outer circumference of the tyre; or
 - (ii) if the grooves of the original tread pattern of the tyre did not extend beyond three-quarters of the breadth of the tread, any groove which showed in the original tread pattern does not have a depth of at least 1 mm; or
- (h) the tyre is not maintained in such condition as to be fit for the use to which the vehicle or trailer is being put or has a defect which might in any way cause damage to the surface of the road or damage to persons on or in the vehicle or to other persons using the road.

(2) Paragraph (1) shall not operate to prohibit the use on a road of a motor vehicle or trailer by reason only of the fact that a wheel of the vehicle or trailer is fitted with a tyre which is deflated or not fully inflated and which has any of the defects described in sub-paragraph (c), (d) or (e) of said paragraph (1), if the tyre and the wheel to which it is fitted are so constructed as to make the tyre in that condition fit for the use to which the motor vehicle or trailer is being put and the outer sides of the wall of the tyre are so marked as to enable the tyre to be identified as having been constructed to comply with the requirements of this paragraph.

(3) Paragraph (1)(a) shall not operate to prohibit the use on a road of a passenger vehicle (not being a bus) by reason only of the fact that a wheel of

the vehicle is fitted with a temporary use spare tyre, unless the vehicle is driven at a speed exceeding 50 m.p.h.

(4) (a) Paragraph (1)(a) to (g) does not apply to—

- (i) an agricultural motor vehicle that is not driven at more than 20 m.p.h.;
- (ii) an agricultural trailer;
- (iii) an agricultural trailed appliance;
- (iv) a broken down vehicle or a vehicle proceeding to a place where it is to be broken up, being drawn, in either case, by a motor vehicle at a speed not exceeding 20 m.p.h.

(b) Paragraph (1)(f) and (g) does not apply to—

- (i) a three-wheeled motor-cycle the unladen weight of which does not exceed 102 kg and which has a maximum speed of 12 m.p.h.; or
- (ii) a pedestrian-controlled works truck.

(c) Paragraph (1)(g) does not apply to a motor-cycle with an engine capacity which does not exceed 50 cc.

(5) A re-cut pneumatic tyre shall not be fitted to any wheel of a motor vehicle or trailer if—

- (a) its ply or cord has been cut or exposed by the re-cutting process; or
- (b) it has been wholly or partially re-cut in a pattern other than the manufacturer's re-cut tread pattern.

(6) (a) In this regulation—

“breadth of tread” means the breadth of that part of the tyre which can contact the road under normal conditions of use measured at 90 degrees to the peripheral line of the tread;

“original tread pattern” means in the case of—

a re-treaded tyre, the tread pattern of the tyre immediately after the tyre was re-treaded;

a wholly re-cut tyre, the manufacturer's re-cut tread pattern;

a partially re-cut tyre, on that part of the tyre which has been re-cut, the manufacturer's re-cut tread pattern, and on the other part, the tread pattern of the tyre when new, and

any other tyre, the tread pattern of the tyre when the tyre was new;

“temporary use spare tyre” means a pneumatic tyre which is designed for use on a motor vehicle only—

(A) in the event of the failure of one of the tyres normally fitted to the wheel of the vehicle, and

(B) at a speed lower than that for which such normally fitted tyres are designed;

“tie-bar” means any part of a tyre moulded in the tread pattern of the tyre for the purpose of bracing two or more features of such tread pattern;

“tread pattern” means the combination of plain surfaces and grooves extending across the breadth of the tread and round the entire outer circumference of the tyre but excludes any—

- (i) tie bars or tread wear indicators;
- (ii) features which are designed to wear out substantially before the rest of the pattern under normal conditions of use; and
- (iii) other minor features; and

“tread wear indicator” means any bar, not being a tie-bar, projecting from the base of a groove of the tread pattern of a tyre and moulded between two or more features of the tread pattern of a tyre for the purpose of indicating the extent of the wear of such tread pattern.

(b) The reference in paragraph (1)(f) and (g) to grooves are references—

- (i) if a tyre has been re-cut, to the grooves of the manufacturer’s re-cut tread pattern; and
- (ii) if a tyre has not been re-cut, to the grooves which showed when the tyre was new.

Tracks

26.—(1) Every part of every track of a track-laying vehicle which comes into contact with the road shall be flat and have a width of not less than 12.5 mm.

(2) The area of the track which is in contact with the road shall not at any time be less than 225 cm² in respect of every 1,000 kg of the total weight which is transferred to the road by the tracks.

(3) The tracks of a vehicle shall not have any defect which might damage the road or cause danger to any person on or in the vehicle or using the road, and shall be properly adjusted and maintained in good and efficient working order.

D — STEERING

Maintenance of steering gear

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

E — VISION

View to the front

28.—(1) A motor vehicle shall be so designed and constructed that the driver has at all times a full view of the road and traffic ahead of the motor vehicle.

(2) Instead of complying with paragraph (1) a vehicle may comply with Community Directive 77/649, 81/643 or, in the case of an agricultural motor vehicle, 79/1073.

(3) All glass or other transparent material fitted to a motor vehicle 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.

Glass

29.—(1) This regulation applies to a motor vehicle which is—

- (a) a wheeled vehicle, not being a caravan, first used before 1st June 1978;
- (b) a caravan first used before 1st September 1978; or
- (c) a track-laying vehicle.

(2) The glass fitted to a window specified in an item in column 3 of the Table of a vehicle of a class specified in that item in column 2 shall be safety glass.

TABLE

(regulation 29(2))

1	2	3
<i>Item</i>	<i>Class of vehicle</i>	<i>Windows</i>
1	Wheeled vehicles first used on or after 1st January 1959, being passenger vehicles or dual-purpose vehicles.	Windscreens and all outside windows.
2	Wheeled vehicles first used on or after 1st January 1959, being goods vehicles (other than dual-purpose vehicles), locomotives or motor tractors.	Windscreens and all windows in front of and on either side of the driver's seat.
3	Wheeled vehicles not mentioned in item 1 or 2.	Windscreens and windows facing to the front on the outside, except glass fitted to the upper decks of a double-decked vehicle.
4	Track-laying vehicles.	Windscreens and windows facing to the front.

(3) For the purposes of this regulation 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.

(4) In this regulation and in regulation 30—

“caravan” means a trailer which is constructed (and not merely adapted) for human habitation; and

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

30.—(1) This regulation applies to—

- (a) a caravan first used on or after 1st September 1978, and

(b) a wheeled motor vehicle and a wheeled trailer, not being a caravan, first used on or after 1st June 1978.

(2) Subject to paragraphs (3) to (9) the windows specified in column 2 of Table I in relation to a vehicle specified in that column shall be constructed of the material specified in column 3.

TABLE I

(regulation 30(2))

1	2	3
<i>Item</i>	<i>Windows</i>	<i>Material</i>
1	Windscreens and other windows wholly or partly on either side of the driver's seat fitted to motor vehicles first used on or after 1st April 1985.	Specified safety glass (1980).
2	Windscreens and other windows wholly or partly on either side of the driver's seat fitted to a motor vehicle first used before 1st April 1985.	Specified safety glass, or specified safety glass (1980).
3	All other windows on vehicles to which this regulation applies.	Specified safety glass, specified safety glass (1980), or safety glazing.

(3) The windscreens and all other windows of security vehicles or vehicles being used for police purposes shall not be subject to the requirements specified in paragraph (2), but shall be constructed of either safety glass or safety glazing.

(4) The windscreens of motor-cycles not equipped with an enclosed compartment for the driver or for a passenger shall not be subject to the requirements specified in paragraph (2), but shall be constructed of safety glazing.

(5) Any windscreens or other windows which are wholly or partly in front of or on either side of the driver's seat, and which are temporarily fitted to motor vehicles to replace any windscreens or other windows which have broken shall—

(a) be constructed of safety glazing; and

(b) be fitted only while the vehicles are being driven or towed either to premises where new windscreens or other windows are to be permanently fitted to replace the windscreens or other windows which have broken, or to complete the journey in the course of which the breakage occurred.

(6) Windows forming all or part of a screen or door in the interior of a bus first used on or after 1st April 1988, shall be constructed either of safety glazing or of specified safety glass (1980).

(7) Windows being—

(a) windows (other than windscreens) of motor vehicles being engineering plant, industrial tractors, agricultural motor vehicles (other than agricultural motor vehicles first used on or after 1st June 1986 and driven at more than 20 m.p.h.) which are wholly or partly in front of or on either side of the driver's seat;

(b) windows of the upper deck of a double-decked bus; or

(c) windows in the roof of a vehicle,

shall be constructed of either specified safety glass, specified safety glass (1980) or safety glazing.

(8) In the case of motor vehicles and trailers which have not at any time been fitted with permanent windows and which are being driven or towed to a place where permanent windows are to be fitted, any temporary windscreens and any other temporary windows shall be constructed of either specified safety glass, specified safety glass (1980) or safety glazing.

(9) Any requirement in this regulation that a windscreen or other window shall be constructed of specified safety glass or of specified safety glass (1980) shall not apply to a windscreen or other window which is—

(a) manufactured in France;

(b) marked with a marking consisting of the letters "TP GS" or "TP GS E"; and

(c) fitted to a vehicle first used before 1st October 1989.

(10) Subject to paragraph (11), the windscreens or other windows constructed, in accordance with paragraphs (2) to (8), of specified safety glass, specified safety glass (1980) or safety glazing and specified in column 3 of Table II in relation to a vehicle of a class specified in column 2 of that Table shall have a visual transmission for light of not less than the percentage specified in relation to those windows in column 4 when measured perpendicular to the surface in accordance with the procedure described in a document specified in relation to those windows in column 5.

TABLE II

(regulation 30(10))

1	2	3	4	5
<i>Item</i>	<i>Class of vehicle</i>	<i>Windows</i>	<i>Percentage</i>	<i>Documents describing procedure</i>
1	Motor vehicles first used before 1st April 1985	All windows	70	British Standard Specification No. 857 or No. 5282

TABLE — (contd.)

(regulation 30(10))

1	2	3	4	5
<i>Item</i>	<i>Class of vehicle</i>	<i>Windows</i>	<i>Percentage</i>	<i>Documents describing procedure</i>
2	Motor vehicles first used on or after 1st April 1985 and trailers	(a) Windscreens (b) All other windows	75 70	The documents mentioned in (i), (ii) or (iii) of the definition in paragraph (13) of "specified safety glass (1980)."

(11) Paragraph (10) does not apply to—

- (a) any part of a windscreen which is outside the vision reference zone;
- (b) windows through which the driver when in the driver's seat is unable at any time to see any part of the road on which the vehicle is waiting or proceeding;
- (c) windows in a motor ambulance which are not wholly or partly in front of or on either side of any part of the driver's seat; or
- (d) windows in a bus, goods vehicle, locomotive, or motor tractor other than windows which—
 - (i) are wholly or partly in front of or on either side of any part of the driver's seat;
 - (ii) face the rear of the vehicle; or
 - (iii) form the whole or part of a door giving access to or from the exterior of the vehicle.

(12) For the purposes of this regulation a window at the rear of the vehicle is deemed to face the rear of the vehicle if the inner surface of such window is at an angle exceeding 30 degrees to the longitudinal axis of the vehicle.

(13) In this regulation, unless the context otherwise requires—

"British Standard Specification No. 857" means the British Standard Specification for Safety Glass for Land Transport published on 30th June 1967 under the number BS 857 as amended by Amendment Slip No. 1 published on 15th January 1973 under the number AMD 1088;

"British Standard Specification No. 5282" means the British Standard Specification for Road Vehicle Safety Glass published in December 1975 under the number BS 5282 as amended by Amendment Slip No. 1 published on 31st March 1976 under the number AMD 1927, and as amended by Amendment Slip No. 2 published on 31st January 1977 under the number AMD 2185;

“British Standard Specification BS AU 178” means the British Standard Specification for Road Vehicle Safety Glass published on 28th November 1980 under the number BS AU 178;

“safety glazing” means material (other than glass) which is so constructed or treated that if fractured it does not fly into fragments likely to cause severe cuts;

“security vehicle” means a motor vehicle which is constructed (and not merely adapted) for the carriage of either—

- (i) persons who are likely to require protection from any criminal offence involving violence; or
- (ii) dangerous substances, bullion, money, jewellery, documents or other goods or burden which, by reason of their nature or value, are likely to require protection from any criminal offence;

“specified safety glass” means glass complying with the requirements of either—

- (i) British Standard Specification No. 857 (including the requirements as to marking); or
- (ii) British Standard Specification No. 5282 (including the requirements as to marking);

“specified safety glass (1980)” means glass complying with the requirements of either—

- (i) the British Standard Specification for Safety Glass for Land Transport published on 30th June 1967 under the number BS 857 as amended by Amendment Slip No. 1 published on 15th January 1973 under the number AMD 1088, Amendment Slip No. 2 published on 30th September 1980 under the number AMD 3402, and Amendment Slip No. 4 published on 15th February 1981 under the number AMD 3548 (including the requirements as to marking); or
- (ii) British Standard Specification BS AU 178 (including the requirements as to marking); or
- (iii) ECE Regulation 43 (including the requirements as to marking);

“vision reference zone” means either—

- (i) the primary vision area as defined in British Standard Specification No. 857;
- (ii) Zone 1, as defined in British Standard Specification No. 5282; or
- (iii) Zone B (as regards passenger vehicles other than buses) and Zone I (as regards all other vehicles) as defined in British Standard Specification BS AU 178 and in ECE Regulation 43; and

“windscreen” includes a windshield.

Mirrors

31.—(1) Subject to paragraphs (5) and (6), a motor vehicle (not being a road roller) of a class specified in an item in column 2 of the Table shall be fitted with such mirror or mirrors, if any, as are specified in that item in column 3, and any mirror which is fitted to such a vehicle shall, whether or not

it is required to be fitted, comply with the requirements, if any, specified in that item in column 4.

(2) Subject to paragraph (5), each exterior mirror with which a vehicle is required to be fitted in accordance with item 2 or 6 of the Table shall, if the vehicle has a technically permissible maximum weight (as mentioned in Annex 1 to Community Directive 71/127) exceeding 3,500 kg, be a Class II mirror (as described in that Annex) and shall in any other case be a Class II or a Class III mirror (as described in that Annex).

(3) Subject to paragraph (5), in the case of a wheeled motor vehicle described in item 1, 2, 7 or 8 of the Table which is first used on or after 1st April 1969 the edges of any mirror fitted internally shall be surrounded by some material such as will render it unlikely that severe cuts would be caused if the mirror or that material were struck by an occupant of the vehicle.

(4) Subject to paragraph (5), in the case of a motor vehicle falling within paragraph (a) in column 4 of item 1 or 5, or within item 6, of the Table—

- (a) mirrors shall be fixed to the vehicle in such a way that they remain steady under normal driving conditions;
- (b) exterior mirrors on a vehicle fitted with windows and a windscreen shall be visible to the driver, when in his driving position, through a side window or through the portion of the windscreen which is swept by the windscreen wiper;
- (c) where the bottom edge of an exterior mirror is less than 2m above the road surface when the vehicle is laden, that mirror shall not project more than 20 cm beyond the overall width of the vehicle or, in a case where the vehicle is drawing a trailer which has an overall width greater than that of the drawing vehicle, more than 20 cm beyond the overall width of the trailer;
- (d) interior mirrors shall be capable of being adjusted by the driver when in his driving position; and
- (e) except in the case of a mirror which, if knocked out of its alignment, can be returned to its former position without needing to be adjusted, exterior mirrors on the driver's side of the vehicle shall be capable of being adjusted by the driver when in his driving position, but this requirement shall not prevent such a mirror from being locked into position from the outside of the vehicle.

TABLE

(regulation 31(1))

1	2	3	4
<i>Item</i>	<i>Class of vehicle</i>	<i>Mirrors to be fitted</i>	<i>Requirements to be complied with by any mirrors fitted</i>
1	<p>A motor vehicle which is—</p> <p>(a) drawing a trailer, if a person is carried on the trailer so that he has an uninterrupted view to the rear and has an efficient means of communicating to the driver the effect of signals given by the drivers of other vehicles to the rear;</p> <p>(b) (i) a works truck; (ii) a track-laying agricultural motor vehicle; (iii) a wheeled agricultural motor vehicle first used before 1st June 1978,</p> <p>if, in each case, the driver can easily obtain a view to the rear;</p> <p>(c) a pedestrian-controlled vehicle;</p> <p>(d) a chassis being driven from the place where it has been manufactured to the place where it is to receive a vehicle body; or</p> <p>(e) an agricultural motor vehicle which has an</p>	No requirement	<p>(a) If the vehicle is a wheeled vehicle first used on or after 1st June 1978, item 2 of Annex I to Community Directive 71/127 or 79/795 or Annex II to Community Directive 86/562 and paragraph (4).</p> <p>(b) In other cases, none, except as specified in paragraph (3).</p>

TABLE — (contd.)

(regulation 31(1))

1	2	3	4
<i>Item</i>	<i>Class of vehicle</i>	<i>Mirrors to be fitted</i>	<i>Requirements to be complied with by any mirrors fitted</i>
1 (contd.)	unladen weight exceeding 7,370 kg and which— (i) is a track-laying vehicle; or (ii) is a wheeled vehicle first used before 1st June 1978.		
2	A motor vehicle, not included in item 1, which is— (a) a wheeled locomotive or a wheeled motor tractor first used in either case on or after 1st June 1978; (b) an agricultural motor vehicle not being a track-laying vehicle with an unladen weight not exceeding 7,370 kg (which falls in item 8) or a wheeled agricultural motor vehicle first used after 1st June 1986 which is driven at more than 20 m.p.h. (which falls within item (6)); or (c) a works truck.	At least one mirror fitted externally on the offside.	None, except as specified in paragraphs (2) and (3).
3	A wheeled motor vehicle not included in item 1 first used on or after 1st April 1983 which is— (a) a bus; or	Mirrors complying with Item 3 of Annex I to Community Directive 79/795	Item 2 of Annex 1 to Community Directive 71/127 or 79/795 or Annex II to

TABLE — (contd.)

(regulation 31(1))

1	2	3	4
<i>Item</i>	<i>Class of vehicle</i>	<i>Mirrors to be fitted</i>	<i>Requirements to be complied with by any mirrors fitted</i>
3 (contd.)	(b) a goods vehicle with a maximum gross weight exceeding 3,500 kg (not being an agricultural motor vehicle or one which is not driven at more than 20 m.p.h.) other than a vehicle described in item 4.	or with paragraph 2.1 of Annex III to Community Directive 85/205 or, except in the case of a goods vehicle first used on or after 1st April 1985, mirrors as required in the entry in this column in item 6.	Community Directive 86/562.
4	A goods vehicle not being an agricultural motor vehicle with a maximum gross weight exceeding 12,000 kg which is first used on or after 1st October 1989.	Mirrors complying with paragraph 2.1 of Annex III to Community Directive 85/205.	Annex II to Community Directive 86/562.
5	A two-wheeled motorcycle with or without a sidecar attached.	No requirement.	(a) If the vehicle is first used on or after 1st October 1978, Item 2 of Annex I to Community Directive 71/127, 79/795 or 80/780 or Annex II to Community Directive 86/562 and paragraph (4).

TABLE — (contd.)

(regulation 31(1))

1	2	3	4
<i>Item</i>	<i>Class of vehicle</i>	<i>Mirrors to be fitted</i>	<i>Requirements to be complied with by any mirrors fitted</i>
5 (contd.)			(b) In other cases, none.
6	A wheeled motor vehicle not in items 1 to 5, which is first used on or after 1st June 1978 (or, in the case of a Ford Transit motor car, 10th July 1978).	(i) At least one mirror fitted externally on the offside of the vehicle; and (ii) at least one mirror fitted internally, unless a mirror so fitted would give the driver no view to the rear of the vehicle; and (iii) at least one mirror fitted externally on the nearside of the vehicle unless a mirror which gives the driver an adequate view to the rear is fitted internally.	Item 2 of Annex I to Community Directive 71/127 or 79/795 or Annex II to Community Directive 86/562 and paragraphs (2) and (4).
7	A wheeled motor vehicle, not in items 1 to 5, first used before 1st June 1978	At least one mirror fitted externally on the	None, except as specified in paragraph (3).

TABLE

(regulation 31(1))

1	2	3	4
<i>Item</i>	<i>Class of vehicle</i>	<i>Mirrors to be fitted</i>	<i>Requirements to be complied with by any mirrors fitted</i>
7 (<i>contd.</i>)	(or, in the case of a Ford Transit motor car, 10th July 1978) and a track-laying motor vehicle which is not an agricultural motor vehicle first used on or after 1st January 1958 which in either case is— (a) a bus; (b) a dual-purpose vehicle; or (c) a goods vehicle.	offside of the vehicle and at least one mirror fitted either internally or externally on the nearside of the vehicle.	
8	A motor vehicle, whether wheeled or track-laying, not in items 1 to 7.	At least one mirror fitted either internally or externally.	None, except as specified in paragraph (3).

(5) Instead of complying with paragraphs (1) to (4) a vehicle may comply—

- (a) if it is a goods vehicle with a maximum gross weight exceeding 3,500 kg first used on or after 1st April 1985, and before 1st August 1989, with Community Directive 79/795 or 85/205 or 86/562;
- (b) if it is a goods vehicle first used on or after 1st August 1989—
 - (i) in the case of a vehicle with a maximum gross weight exceeding 3,500 kg but not exceeding 12,000 kg with Community Directive 79/795, or 85/205 or 86/562; and
 - (ii) in the case of a vehicle with a maximum gross weight exceeding 12,000 kg with Community Directive 85/205 or 86/562;
- (c) if it is an agricultural motor vehicle with Community Directive 71/127, 74/346, 79/795, 85/205 or 86/562;
- (d) if it is a two-wheeled motor-cycle with or without a sidecar with Community Directive 71/127, 79/795, 80/780, 85/205 or 86/562; and
- (e) if it is any other vehicle with Community Directive 71/127, 79/795, 85/205 or 86/562.

(6) Instead of complying with the provisions of column 4 in items 3, 5 or 6 of the Table a mirror may comply with the requirements as to construction and testing set out either in Annex I to Community Directive 71/127, excluding

paragraphs 2.3.4 and 2.6, or in Annex I to Community Directive 79/795, excluding paragraphs 2.3.3 and 2.6.

(7) In this regulation "mirror" means a mirror to assist the driver of a vehicle to become aware of traffic—

- (i) if it is an internal mirror, to the rear of the vehicle; and
- (ii) if it is an external mirror fitted on one side of the vehicle, rearwards on that side of the vehicle.

In the case if an agricultural motor vehicle or a vehicle described in items 2 or 6 in the Table, when drawing a trailer, the references to a vehicle in sub-paragraphs (i) and (ii) include references to the trailer.

Windscreen wipers and washers

32.—(1) Subject to paragraphs (4) and (5), a vehicle fitted with a windscreen shall, unless the driver can obtain an adequate view to the front of the vehicle without looking through the windscreen, be fitted with one or more efficient automatic windscreen wipers capable of clearing the windscreen so that the driver has an adequate view of the road in front of both sides of the vehicle and to the front of the vehicle.

(2) Subject to paragraphs (3), (4) and (5), a wheeled vehicle required by paragraph (1) or regulation 46 of the Public Service Vehicles (Construction) Regulations (Northern Ireland) 1960(a) to be fitted with a wiper or wipers shall also be fitted with a windscreen washer capable of cleaning, in conjunction with the wiper, the area of the windscreen swept by the wiper, of mud or similar deposit.

(3) The requirement specified in paragraph (2) does not apply in respect of—

- (a) an agricultural motor vehicle (other than a vehicle first used on or after 1st June 1986 which is driven at more than 20 m.p.h.);
- (b) a track-laying vehicle;
- (c) a vehicle having a maximum speed not exceeding 20 m.p.h.;
- (d) a vehicle being used to provide a local service, as defined in the Transport Act 1985(b).

(4) Instead of complying with paragraphs (1) and (2), a vehicle may comply with Community Directive 78/318.

(5) Instead of complying with paragraph (1) an agricultural motor vehicle may comply with Community Directive 79/1073.

(6) Every wiper and washer fitted in accordance with this regulation shall at all times while the vehicle is being used on a road be maintained in efficient working order and be properly adjusted.

F — INSTRUMENTS AND EQUIPMENT

Speedometers

33.—(1) Subject to paragraphs (2) and (3), a motor vehicle shall be fitted with a speedometer which, if the vehicle is first used on or after 1st April

(a) S.R. & O. (N.I.) 1960 No. 91 to which there are amendments not relevant to these Regulations
 (b) 1985 c. 67

1984, shall be capable of indicating speed in both miles per hour and kilometres per hour, either simultaneously or, by the operation of a switch, separately.

(2) Paragraph (1) does not apply to —

(a) a vehicle having a maximum speed not exceeding 25 m.p.h.;

(b) a vehicle which it is at all times unlawful to drive at more than 25 m.p.h.;

(c) an agricultural motor vehicle which is not driven at more than 20 m.p.h.;

(d) a motor-cycle first used before 1st April 1984 the engine of which has a cylinder capacity not exceeding 100 cc;

(e) an invalid carriage first used before 1st April 1984;

(f) a works truck first used before 1st April 1984;

(g) a vehicle first used before 1st October 1937; or

(h) a vehicle equipped with recording equipment marked with a marking designated as an approval mark by regulation 5 of the Approval Marks Regulations and shown at item 3 in Schedule 4 to those Regulations (whether or not the vehicle is required to be equipped with that equipment) and which, as regards the visual indications given by that equipment of the speed of the vehicle, complies with the requirements relating to the said indications and installations specified in the Community Recording Equipment Regulation.

(3) Instead of complying with paragraph (1) a vehicle may comply with Community Directive 75/443 or with ECE Regulation 39.

Maintenance of speedometers

34.—(1) An instrument for indicating speed fitted to a motor vehicle—

(a) in compliance with the requirements of regulation 33(1) or (3); or

(b) to which regulation 33(2)(h) relates and which is not, under the Community Recording Equipment Regulation, required to be equipped with the recording equipment mentioned in that paragraph,

shall be kept free from any obstruction which might prevent its being easily read and shall at all material times be maintained in good working order.

(2) In this regulation “all material times” means all times when the vehicle is in use on a road except when—

(a) the vehicle is being used on a journey during which, as a result of a defect, the instrument ceased to be in good working order; or

(b) as a result of a defect, the instrument has ceased to be in good working order and steps have been taken to have the vehicle equipped with all reasonable expedition, by means of repairs or replacement, with an instrument which is in good working order.

Audible warning instruments

35.—(1) (a) Subject to sub-paragraph (b), a motor vehicle which has a maximum speed of more than 20 m.p.h. shall be fitted with a horn, not being a reversing alarm or a two-tone horn.

(9) Instead of complying with paragraphs (1), (2) and (4) to (8), a vehicle may comply with Community Directive 70/388 or ECE Regulation 28 or, if the vehicle is an agricultural motor vehicle, with Community Directive 74/151.

(10) In this regulation and in regulation 96—

“horn” means an instrument, not being a bell, gong or siren, capable of giving audible and sufficient warning of the approach or position of the vehicle to which it is fitted;

references to a bell, gong or siren include references to any instrument or apparatus capable of emitting a sound similar to that emitted by a bell, gong or siren;

“reversing alarm” means a device fitted to a motor vehicle and designed to warn persons that the vehicle is reversing or is about to reverse; and

“two-tone horn” means an instrument which, when operated, automatically produces a sound which alternates at regular intervals between two fixed notes.

Motor-cycle sidestands

36.—(1) A motor-cycle first used on or after 1st April 1986 shall not be fitted with any sidestand which is capable of—

(a) disturbing the stability or direction of the motor-cycle when it is in motion under its own power; or

(b) closing automatically if the angle of the inclination of the motor-cycle is inadvertently altered when it is stationary.

(2) In this regulation “sidestand” means a device fitted to a motor-cycle which, when fully extended or pivoted to its open position, supports the vehicle from one side only so that both wheels of the motor-cycle are on the ground.

G — FUEL

Petrol tanks

37.—(1) Subject to paragraph (2), a tank containing petroleum-spirit (as defined in section 23 of the Petroleum (Consolidation) Act (Northern Ireland) 1929(a)) which is fitted to a wheeled vehicle first used on or after 31st December 1976, and is used either in connection with the propulsion of the vehicle or the driving of an ancillary engine or equipment forming part of the vehicle shall be—

(a) made only of metal;

(b) fixed in such a position and so maintained as to be reasonably secure from damage; and

(c) constructed and maintained so that the leakage of any liquid or vapour from the tank is adequately prevented, so, however, that the tank may be fitted with a device which, by the intake of air or the emission of vapour, relieves changes of pressure in the tank.

(a) 1929 c. 13 (N.I.)

(2) Instead of complying with paragraph (1) a vehicle may comply with Community Directive 70/221 (insofar as it relates to fuel tanks) or ECE Regulation 34 or 34.01 or, if the vehicle is an agricultural motor vehicle, of Community Directive 74/151.

Unleaded petrol

38.—(1) Every vehicle to which this regulation applies shall be designed and constructed for running on unleaded petrol.

(2) A person shall not use, or cause or permit to be used, a vehicle to which this regulation applies on a road if it—

(a) has been deliberately altered or adjusted for running on leaded petrol, and

(b) as a direct result of such alteration or adjustment it is incapable of running on unleaded petrol.

(3) Subject to paragraph (4) this regulation applies to a motor vehicle which is—

(a) propelled by a spark ignition engine which is capable of running on petrol, and

(b) is first used on or after the 1st April 1991.

(4) Part I of Schedule 11 shall have effect for the purpose of excluding certain vehicles first used before specified dates from the application of this regulation.

(5) In this regulation “petrol”, “leaded petrol” and “unleaded petrol” have the same meaning as in Community Directive 85/210.

(6) A vehicle shall be regarded for the purposes of this regulation as incapable of running on unleaded petrol at any particular time if and only if in its state of adjustment at that time prolonged continuous running on such petrol would damage the engine.

39.—(1) Subject to paragraph (2), a fuel tank fitted to a vehicle to which regulation 38 applies shall be so constructed and fitted that it cannot readily be filled from a petrol pump delivery nozzle which has an external diameter of 23.6mm or greater without the aid of a device (such as a funnel) not fitted to the vehicle.

(2) Paragraph (1) does not apply to a vehicle in respect of which both of the following conditions are satisfied, that is to say—

(a) that at the time of its first use the vehicle is so designed and constructed that prolonged continuous running on leaded petrol would not cause any device designed to control the emission of carbon monoxide, hydrocarbons or nitrogen oxides to malfunction, and

(b) that it is conspicuously and legibly marked in a position immediately visible to a person filling the fuel tank with—

(i) the word “UNLEADED”, or

(ii) the symbol shown in Part II of Schedule 11.

(3) In this regulation “fuel tank”, in relation to a vehicle, means a fuel tank used in connection with the propulsion of the vehicle.

Gas propulsion systems and gas-fired appliances

40.—(1) A vehicle which is—

- (a) a motor vehicle which first used gas as a fuel for its propulsion before 19th November 1982; or
- (b) a trailer manufactured before 19th November 1982 to which there is fitted a gas container,

shall be so constructed that it complies with either Schedule 3 or 4.

(2) A vehicle which is—

- (a) a motor vehicle which first used gas as a fuel for its propulsion on or after 19th November 1982; or
- (b) a motor vehicle first used on or after 1st May 1984 or a trailer manufactured on or after 19th November 1982 which is in either case equipped with a gas container or a gas-fired appliance,

shall comply with Schedule 4.

(3) The requirements of this regulation are in addition to, and not in derogation from, the requirements of any regulations made under section 6 of the Petroleum (Consolidation) Act (Northern Ireland) 1929, Article 17 of the Health and Safety at Work (Northern Ireland) Order 1978(a), or any other Act or of any codes of practice issued under the said Order of 1978.

(4) In this regulation “gas container” has the meaning given in Part I of Schedule 3 where compliance with that Schedule is concerned and otherwise has the meaning given in paragraph 1 of Schedule 4.

H — MINIBUSES

Construction

41. The requirements specified in Schedule 5 shall apply to a minibus first used on or after 1st October 1990 except a vehicle—

- (a) manufactured by Land Rover U.K. Limited and known as the Land Rover; or
- (b) constructed or adapted for the secure transport of prisoners.

Fire extinguishing apparatus

42.—(1) A person shall not use, or cause or permit to be used, on a road a minibus first used on or after 1st October 1990 unless it carries suitable and efficient apparatus for extinguishing fire which is of a type specified in Part I of Schedule 6.

(2) The apparatus referred to in paragraph (1) shall be—

- (a) readily available for use;
- (b) clearly marked with the appropriate British Standards Institution specification number; and
- (c) maintained in good and efficient working order.

(3) This regulation does not apply to a vehicle manufactured by Land Rover U.K. Limited and known as the Land Rover.

(a) S.I. 1978/1039 (N.I. 9)

First aid equipment

43.—(1) A person shall not use, or cause or permit to be used, on a road a minibus first used on or after 1st October 1990 unless it carries a receptacle which contains the items of first aid equipment specified in Part II of Schedule 6.

(2) The receptacle referred to in paragraph (1) shall be—

- (a) maintained in a good condition;
- (b) suitable for the purpose of keeping the items in good condition;
- (c) readily available for use; and
- (d) prominently marked as a first aid receptacle.

(3) The items referred to in paragraph (1) shall be maintained in good condition and shall be of a good and reliable quality and of a suitable design.

(4) This regulation does not apply to a vehicle manufactured by Land Rover U.K. Limited and known as the Land Rover.

Carriage of dangerous substances

44.—(1) Subject to paragraph (2), a person shall not use, or cause or permit to be used, on a road a minibus by which any highly inflammable or otherwise dangerous substance is carried unless that substance is carried in containers so designed and constructed, and unless the substance is so packed, that, notwithstanding an accident to the vehicle, it is unlikely that damage to the vehicle or injury to passengers in the vehicle, will be caused by the substance.

(2) Paragraph (1) shall not apply in relation to the electrolyte of a battery installed in an electric wheelchair provided that the wheelchair is securely fixed to the vehicle.

(3) This regulation does not apply to a vehicle manufactured by Land Rover U.K. Limited and known as the Land Rover.

I — POWER TO WEIGHT RATIO

Power to weight ratio

45.—(1) Subject to paragraph (2), a wheeled vehicle which is propelled by a compression ignition engine and which is required to be equipped with a plate by regulation 68(1) shall be so constructed that the power of its engine, calculated in accordance with paragraph 1 of Part III of Schedule 7, is at least 4.4 kw for every 1,000 kg of the relevant weight.

(2) Paragraph (1) does not apply to —

- (a) a heavy motor car or motor car first used before 31st December 1976;
- (b) a vehicle manufactured before 1st April 1973 and powered by a Perkins 6.354 engine; or
- (c) a bus.

(3) A vehicle to which this regulation applies shall—

- (a) if it is equipped with machinery or apparatus forming part of the vehicle or mounted on it and used for purposes not connected with the driving of the vehicle:

- (b) if that machinery or apparatus is designed for use, or is likely to be used, when the vehicle is in motion on a road at a speed exceeding 5 m.p.h.; and
- (c) if the power absorbed by that use is provided by the engine propelling the vehicle,

be so constructed that, when that machinery or apparatus is being used, the power of the engine remaining available to drive the vehicle is at least 4.4 kw for every 1,000 kg of the relevant weight.

(4) In this regulation "relevant weight" means—

- (a) if the vehicle is equipped with a plate in accordance with regulation 68(2)(a), the maximum train weight shown at item 8 on that plate or, if no such weight is shown, the maximum gross weight in Great Britain shown at item 10 on that plate; or
- (b) if the vehicle is equipped with a plate in accordance with regulation 68(2)(b) and—
 - (i) is constructed to draw a trailer, the higher of the weights referred to in column 3 in item 2.1.5 in the Table in regulation 68; or
 - (ii) is not constructed to draw a trailer, the higher of the weights for motor vehicles referred to in columns 3 and 4 in item 2.1.4 in the Table in regulation 68.

J — PROTECTIVE SYSTEMS

Seat belt anchorage points

46.—(1) Subject to paragraph (2), this regulation applies to—

- (a) a wheeled motor car first used on or after 1st January 1965;
- (b) a three-wheeled motor-cycle the unladen weight of which exceeds 255 kg and which was first used on or after 1st September 1970; and
- (c) every heavy motor car first used on or after 1st October 1990.

(2) This regulation does not apply to—

- (a) a goods vehicle (other than a dual-purpose vehicle) which was first used—
 - (i) before 1st April 1967; or
 - (ii) on or after 1st April 1990 and before 1st October 1990 and has a maximum gross weight exceeding 3,500 kg; or
 - (iii) before 1st April 1980 or, if the vehicle is of a model manufactured before 1st October 1979, was first used before 1st April 1982 and, in either case, has an unladen weight exceeding 1,525 kg;
- (b) a bus being—
 - (i) a minibus—
 - (A) if first used before 1st October 1990, constructed or adapted to carry more than twelve passengers; or
 - (B) if first used on or after 1st October 1990, having a maximum gross weight exceeding 3,500 kg; or
 - (ii) a large bus (other than a coach first used on or after 1st October 1990);

- (c) an agricultural motor vehicle;
- (d) a motor tractor;
- (e) a works truck;
- (f) an electrically-propelled goods vehicle first used before 1st October 1990;
- (g) a pedestrian-controlled vehicle;
- (h) a vehicle which has been used on roads outside Northern Ireland and has been imported into Northern Ireland, whilst it is being driven from the place where it has arrived in Northern Ireland to a place of residence of the owner or driver of the vehicle, or from any such place to a place where, by previous arrangement, it will be provided with such anchorage points as are required by this regulation and such seat belts as are required by regulation 47;
- (i) a vehicle having a maximum speed not exceeding 16 m.p.h.;
- (j) a motor-cycle equipped with a driver's seat of a type requiring the driver to sit astride it, and which is constructed or assembled by a person not ordinarily engaged in the trade or business of manufacturing vehicles of that description; or
- (k) a locomotive.

(3) A vehicle which was first used before 1st April 1982 shall be equipped with anchorage points which are designed to hold securely in position on the vehicle seat belts for the driver's seat and specified passenger's seat (if any).

(4) Subject to paragraphs (5) and (6) a vehicle which is first used on or after 1st April 1982 shall be equipped with anchorage points which—

- (a) are designed to hold securely in position on the vehicle, seat belts for—
 - (i) in the case of a minibus, a motor ambulance or a motor caravan—
 - (A) if first used before 1st October 1990, the driver's seat and the specified passenger's seat (if any); or
 - (B) if first used on or after 1st October 1990, the driver's seat and any forward-facing front seat; and
 - (ii) in the case of any other passenger or dual-purpose vehicle every forward-facing seat constructed or adapted to accommodate one adult;
 - (iii) in any other case, every forward facing front seat and every non-protected seat; and
- (b) comply with the technical and installation requirements of Community Directive 76/115 or 81/575 or 82/318 or ECE Regulation 14 whether or not those instruments apply to the vehicle, so however, that the requirements in those instruments which relate to testing shall not apply.

(5) The requirements specified in paragraph (4) shall not apply to—

- (a) a goods vehicle first used on or after 1st October 1990 and having a maximum gross weight exceeding 3,500 kg, but any such vehicle shall be equipped with two belt anchorages designed to hold securely

in position on the vehicle, lap belts for the driver's seat and each forward-facing seat; or

- (b) a coach equipped with anchorage points which are designed to hold securely in position on the vehicle, seat belts for all exposed forward-facing seats and which—
 - (i) comply with the requirements in paragraph (4)(b); or
 - (ii) in any case where the anchorage points form part of a seat, do not when a forward horizontal force is applied to them, become detached from the seat of which they form part before that seat becomes detached from the vehicle.

(6) Instead of complying with the requirements in paragraph (4), a vehicle may comply with Community Directive 76/115 or 81/575 or 82/318 or ECE Regulation 14.

(7) Subject to paragraph (8), a vehicle of a type mentioned in paragraphs (4), (5) and (6) which is fitted with anchorage points other than those required by those paragraphs shall comply with the requirements in paragraph (4)(b) or, in the case of a coach, the requirements in paragraph (5)(b)(ii) in respect of any additional anchorage points as well as in respect of the anchorage points required by paragraph (4), (5) or (6) to be provided.

(8) The requirements in paragraph (7) shall not apply in respect of additional anchorage points first fitted before 1st April 1986 in the case of a vehicle of a type mentioned in paragraph (4)(a)(i)(A), or before 1st October 1990 in the case of a vehicle of any other type.

(9) In this regulation—

- (a) “exposed forward-facing seat”, “forward-facing front seat”, “lap belt”, “seat belt” and “specified passenger's seat” have the same meaning as in regulation 47(9); and
- (b) “non-protected seat” means a seat other than a front seat which does not satisfy the requirements of section 4.3.3 of Annex I to Community Directive 81/575.

Seat belts

47.—(1) This regulation applies to a vehicle to which regulation 46 applies.

(2) Subject to paragraph (5) a vehicle to which—

- (a) this regulation applies which was first used before 1st April 1981 shall be fitted with—
 - (i) a body-restraining belt, designed for use by an adult, for the driver's seat; and
 - (ii) a body-restraining belt for the specified passenger's seat (if any);
- (b) this regulation applies which is first used on or after 1st April 1981 shall be fitted with three-point belts for the driver's seat and for the specified passenger's seat (if any);
- (c) regulation 46(4)(a)(ii) or (iii) applies which is first used on or after 1st April 1987 shall be fitted with seat belts additional to those required by sub-paragraph (b) as follows—

- (i) for a forward-facing front seat alongside the driver's seat, not being a specified passenger's seat, a seat belt which is a three-point belt, or a lap belt installed in accordance with paragraph 3.1.2.1 of Annex I to Community Directive 77/541 or a disabled person's belt;
 - (ii) in the case of a passenger or dual-purpose vehicle having not more than two forward-facing seats behind the driver's seat with either—
 - (A) an inertia reel belt for at least one of those seats, or
 - (B) a three-point belt, a lap belt, a disabled person's belt or a child restraint for each of those seats;
 - (iii) in the case of a passenger or dual-purpose vehicle having more than two forward-facing seats behind the driver's seat, with either—
 - (A) an inertia reel belt for one of those seats nearest either side of the vehicle and a three-point belt, a lap belt, a disabled person's belt or a child restraint for at least one other of those seats;
 - (B) a three-point belt for one of those seats and either a child restraint or a disabled person's belt for at least one other of those seats; or
 - (C) a three-point belt, a lap belt, a disabled person's belt or a child restraint for each of those seats.
 - (d) regulation 46(4)(a)(i)(B) applies shall be fitted with seat belts as follows—
 - (i) for the driver's seat and the specified passenger's seat (if any) a three-point belt; and
 - (ii) for any forward-facing front seat which is not a specified passenger's seat, a three-point belt or a lap belt installed in accordance with the provisions of sub-paragraph (c)(i);
 - (e) regulation 46(5)(b) applies shall be equipped with seat belts which shall be three-point belts, lap belts or disabled person's belts.
- (3) Where a lap belt is fitted to a forward-facing front seat of a minibus, a motor ambulance or a motor caravan, or to an exposed forward-facing seat of a coach (other than the driver's seat) either—
- (i) there shall be provided padding to a depth of not less than 50 mm on the surface of any bar or partition which is, or any part of which is, forward of and within 1 m of the intersection of the back rest and the cushion of the seat in question and such padding shall extend for not less than 150 mm on either side of that point on the bar or partition which would be bisected by a prolongation of the longitudinal centreline of the seat; or
 - (ii) the technical and installation requirements of Annex 4 to ECE Regulation 21 shall be met.
- (4) A seat belt for an adult, other than a disabled person's belt, provided for a vehicle in accordance with paragraph (2)(b), (c), (d) or (e) shall, except as provided in paragraph (7), comply with the installation requirements

specified in paragraph 3.2.2 to 3.3.4 of Annex I to Community Directive 77/541 whether or not that Directive applies to the vehicle.

- (5) The requirements specified in paragraph (2) do not apply—
- (a) to a vehicle while it is being used under a trade licence issued under section 16 of the 1972 Act;
 - (b) to a vehicle, not being a vehicle to which the Northern Ireland Regulations apply, whilst it is being driven from premises of the manufacturer by whom it was made, or of a distributor of vehicles or dealer in vehicles—
 - (i) to premises of a distributor of or dealer in vehicles or of the purchaser of the vehicle, or
 - (ii) to premises of a person obtaining possession of the vehicle under a hiring agreement or hire-purchase agreement;
 - (c) in relation to any seat for which there is fitted—
 - (i) a seat belt which bears a mark including the specification number of the British Standard for Passive Belt Systems, namely BS AU 183: 1983 and including the registered certification trade mark of the British Standards Institution; or
 - (ii) a seat belt designed for use by an adult which is a harness belt comprising a lap belt and shoulder straps which bears a British Standard mark or a mark including the specification number for the British Standard for Seat Belt Assemblies for Motor Vehicles, namely BS 3254: 1960 or BS AU 160c and including the registered certification trade mark of the British Standards Institution, or the marking designated in item 16 in Schedule 2 to the Approval Marks Regulations;
 - (d) in relation to the driver's seat or the specified passenger's seat (if any) of a vehicle which has been specially designed and constructed, or specially adapted, for the use of a person suffering from some physical defect or disability, in a case where a disabled person's belt for an adult person is fitted for use for that seat;
 - (e) to a vehicle to which regulation 46(5)(a) applies.

(6) A seat belt provided in pursuance of paragraph (2) shall be properly secured to the anchorage points provided for it in accordance with regulation 46, or, in the case of a child restraint, to anchorages specially provided for it or, in the case of a disabled person's belt, secured to the vehicle or to the seat which is being occupied by the person wearing the belt.

(7) Paragraph (4), insofar as it relates to the second paragraph of paragraph 3.3.2 of the Annex there mentioned (which concerns the locking or releasing of a seat belt by a single movement) does not apply in respect of a seat belt fitted for—

- (a) a seat which is treated as a specified passenger's seat by virtue of the provisions of (ii) in the definition of "specified passenger's seat" in paragraph (9); or
- (b) any forward-facing seat for a passenger alongside the driver's seat of a goods vehicle which has an unladen weight of more than 915 kg and has more than one such seat, any such seats for passengers being joined together in a single structure; or

(c) any seat (other than the driver's seat) fitted to a coach.

(8) A seat belt, other than a disabled person's belt or a seat belt of a kind mentioned in paragraph 5(c)(i) or (ii), provided for any person in a vehicle to which this regulation applies shall be legibly and permanently marked—

(a) if the vehicle was first used before 1st April 1981 or if the belt is a child restraint, with a British Standard mark or a designated approval mark; or

(b) in any other case, with a designated approval mark.

Provided this paragraph shall not operate so as to invalidate the exception permitted in paragraph (7).

(9) In this regulation—

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

“British Standard mark” means a mark consisting of—

(i) the specification number of one of the following British Standards for Seat Belt Assemblies for Motor Vehicles, namely—

(a) if it is a seat belt for an adult, BS 3254: 1960 and BS AU 160a or 160b; or

(b) if it is a child restraint, BS 3254: 1960 or BS 3254: 1960 as amended by Amendment No. 16 published on 31st July 1986 under the number AMD 5210, BS AU 157 or 157a, BS AU 185, BS AU 186 or 186a, BS AU 202 and, in either case,

(ii) the registered certification trade mark of the British Standards Institution;

“child restraint” means a seat belt for the use of a young person which is designed either to be fitted directly to a suitable anchorage or to be used in conjunction with a seat belt for an adult and held in place by the restraining action of that belt.

Provided that for the purposes of paragraph (2)(c)(ii)(B) and (2)(c)(iii) it means only such seat belts fitted directly to a suitable anchorage and excludes belts marked with the specification numbers BS AU 185 and BS AU 186 or 186a;

“crew seat” means a seat fitted to a vehicle and intended for use by crew (other than the driver), including any arm rests and foot rests with which the vehicle is fitted in relation to the seat;

“designated approval mark” means—

(a) if it is a seat belt other than a child restraint, the marking designated as an approval mark by regulation 4 of the Approval Marks Regulations and shown at item 16 of Schedule 2 to those Regulations or the marking designated as an approval mark by regulation 5 of those Regulations and shown at items 23 and 23A(a) in Schedule 4 to those Regulations, and

- (b) if it is a child restraint, either of the markings designated as approval marks by regulation 4 of those Regulations and shown at items 44 and 44A(a) in Schedule 2 to those Regulations;
- “disabled person’s belt” means a seat belt which has been specially designed or adapted for use by an adult or young person suffering from some physical defect or disability and which is intended for use solely by such a person;
- “exposed forward-facing seat” means—
- (i) a forward-facing front seat (including any crew seat) and the driver’s seat; and
 - (ii) any other forward-facing seat which is not immediately behind and on the same horizontal plane as a forward-facing high-backed seat;
- “forward-facing front seat” means—
- (i) any forward-facing seat alongside the driver’s seat; or
 - (ii) if the vehicle normally has no seat which is a forward-facing front seat under sub-paragraph (i), each forward-facing seat for a passenger which is foremost in the vehicle;
- “forward-facing high-backed seat” means a forward-facing seat which is also a high-backed seat;
- “forward-facing seat” means a seat which is attached to a vehicle so that it faces towards the front of the vehicle in such a manner that a line passing through the centre of both the front and the back of the seat is at an angle of 30° or less to the longitudinal axis of the vehicle;
- “high-backed seat” means a seat the highest part of which is at least 1 m above the deck of the vehicle;
- “inertia reel belt” means a three-point belt of either of the types required for a front seating position nearest either side of the vehicle by paragraph 3.1.1 of Annex I to Community Directive 77/541;
- “lap belt” means a seat belt which passes across the front of the wearer’s pelvic region and which is designed for use by an adult;
- “seat” includes any part designed for the accommodation of one adult of a continuous seat designed for the accommodation of more than one adult;
- “seat belt” means a belt intended to be worn by a person in a vehicle and designed to prevent or lessen injury to its wearer in the event of an accident to the vehicle and includes, in the case of a child restraint, any special chair to which the belt is attached;
- “specified passenger’s seat” means—
- (i) in the case of a vehicle which has one forward-facing front seat alongside the driver’s seat, that seat, and in the case of a vehicle which has more than one such seat, the one furthest from the driver’s seat; or

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

“three-point belt” means a seat belt which—

- (i) restrains the upper and lower parts of the torso;
- (ii) includes a lap belt;
- (iii) is anchored at not less than three points; and
- (iv) is designed for use by an adult.

Maintenance of seat belts and anchorage points

48.—(1) This regulation applies to a seat belt with which a motor vehicle is required to be provided in accordance with regulation 47 and to the anchorages, fastenings, adjusting device and retracting mechanism (if any) of every such seat belt and also to every anchorage with which a goods vehicle is required to be provided in accordance with regulation 46(5)(a).

(2) For the purposes of this regulation the anchorages and anchorage points of a seat belt shall, in the case of a seat which incorporates integral seat belt anchorages, include the system by which the seat assembly itself is secured to the vehicle structure.

(3) The anchorage points provided for seat belts shall be used only as anchorages for the seat belts for which they are intended to be used or capable of being used.

(4) Subject to paragraph (5) below—

- (a) all load-bearing members of the vehicle structure or panelling within 30 cms of each anchorage point shall be maintained in a sound condition and free from serious corrosion, distortion or fracture;
- (b) the adjusting device and (if fitted) the retracting mechanism of the seat belt shall be so maintained that the belt may be readily adjusted to the body of the wearer, either automatically or manually, according to the design of the device and (if fitted) the retracting mechanism;
- (c) the seat belt and its anchorages, fastenings and adjusting device shall be maintained free from any obvious defect which would be likely to affect adversely the performance by the seat belt of the function of restraining the body of the wearer in the event of an accident to the vehicle;
- (d) the buckle or other fastening of the seat belt shall—
 - (i) be so maintained that the belt can be readily fastened or unfastened;
 - (ii) be kept free from any temporary or permanent obstruction; and
 - (iii) except in the case of a disabled person's seat belt, be readily accessible to a person sitting in the seat for which the seat belt is provided;

- (e) the webbing or other material which forms the seat belt shall be maintained free from cuts or other visible faults (as, for example, extensive fraying) which would be likely to affect adversely the performance of the belt when under stress;
- (f) the ends of a seat belt, other than a disabled person's seat belt shall be securely fastened to the anchorage points provided for them; and
- (g) the ends of a disabled person's seat belt shall, when the seat belt is being used for the purpose for which it was designed and constructed, be securely fastened either to some part of the structure of the vehicle or to the seat which is being occupied by the person wearing the belt so that the body of the person wearing the belt would be restrained in the event of an accident to the vehicle.

(5) A requirement specified in paragraph (4) does not apply if the vehicle is being used—

- (a) on a journey after the start of which the requirement ceased to be complied with; or
- (b) after the requirement ceased to be complied with and steps have been taken for such compliance to be restored with all reasonable expedition.

(6) Expressions used in this regulation and defined in regulation 47 have the same meaning in this regulation as they have in regulation 47.

Rear under-run protection

49.—(1) Subject to paragraph (2), this regulation applies to a wheeled goods vehicle being either—

- (a) a motor vehicle with a maximum gross weight which exceeds 3,500 kg and which was first used on or after 1st April 1984; or
- (b) a trailer manufactured on or after 1st May 1983 with an unladen weight which exceeds 1,020 kg.

(2) This regulation does not apply to—

- (a) a motor vehicle which has a maximum speed not exceeding 15 m.p.h.;
- (b) a motor car or a heavy motor car constructed or adapted to form part of an articulated vehicle;
- (c) an agricultural trailer;
- (d) engineering plant;
- (e) a fire engine;
- (f) an agricultural motor vehicle;
- (g) a vehicle fitted at the rear with apparatus specially designed for spreading material on a road;
- (h) a vehicle so constructed that it can be unloaded by part of the vehicle being tipped rearwards;
- (i) a vehicle owned by the Secretary of State for Defence and used for naval, military or air force purposes;

- (j) a vehicle to which no bodywork has been fitted and which is being driven or towed—
 - (i) for the purpose of a quality or safety check by its manufacturer or a dealer in, or distributor of, such vehicles; or
 - (ii) to a place where, by previous arrangement, bodywork is to be fitted or work preparatory to the fitting of bodywork is to be carried out; or
 - (iii) by previous arrangement to premises of a dealer in, or distributor of, such vehicles;
- (k) a vehicle which is being driven or towed to a place where by previous arrangement a device is to be fitted so that it complies with this regulation;
- (l) a vehicle specially designed and constructed, and not merely adapted, to carry other vehicles loaded onto it from the rear;
- (m) a trailer specially designed and constructed, and not merely adapted, to carry round timber, beams or girders, being items of exceptional length;
- (n) a vehicle fitted with a tail lift so constructed that the lift platform forms part of the floor of the vehicle and this part has a length of at least 1m measured parallel to the longitudinal axis of the vehicle;
- (o) a trailer of a kind specified in regulation 3(1)(n) of the Motor Vehicles (Rear Markings) Regulations (Northern Ireland) 1983(a);
- (p) a vehicle specially designed, and not merely adapted, for the carriage and mixing of liquid concrete;
- (q) a vehicle designed and used solely for the delivery of coal by means of a special conveyor which is carried on the vehicle and when in use is fitted to the rear of the vehicle so as to render its being equipped with a rear under-run protective device impracticable; or
- (r) an agricultural trailed appliance.

(3) Subject to paragraphs (4), (5) and (6), a vehicle to which this regulation applies shall be equipped with a rear under-run protective device.

(4) A vehicle to which this regulation applies and which is fitted with a tail lift, bodywork or other part which renders its being equipped with a rear under-run protective device impracticable shall instead be equipped with one or more devices which do not protrude beyond the overall width of the vehicle (excluding any part of the device or the devices) and which comply with the following requirements—

- (a) where more than one device is fitted, not more than 50cm shall lie between one device and the device next to it;
- (b) not more than 30cm shall lie between the outermost end of a device nearest to the outermost part of the vehicle to which it is fitted and a longitudinal plane passing through the outer end of the rear axle of the vehicle on the same side of the vehicle or, in a case where the vehicle is fitted with more than one rear axle, through the outer end of the widest

rear axle on the same side of the vehicle, and paragraph II.5.4.2 in the Annex to Community Directive 79/490 shall not have effect in a case where this requirement is met; and

(c) the device or, where more than one device is fitted, all the devices together, shall have the characteristics specified in paragraphs II.5.4.1 to II.5.4.5.2 in the Annex to the said Directive save—

(i) as provided in sub-paragraphs (a) and (b) above;

(ii) that for the reference in paragraph II.5.4.5.1 in that Annex to 30cm there is substituted a reference to 35cm; and

(iii) that the distance of 40cm specified in paragraph II.5.4.5 in that Annex may be measured exclusive of the said tail lift, bodywork or other part.

(5) Paragraph (3) shall have effect so that in the case of—

(a) a vehicle which is fitted with a demountable body, the characteristics specified in paragraph II.5.4.2 in the Annex to the said Directive have effect as if the reference to 10cm were a reference to 30cm and as if in paragraph II.5.4.5.1 the reference to 30cm were a reference to 35cm; and

(b) a trailer with a single axle or two close-coupled axles, the height of 55cm referred to in paragraph II.5.4.5.1 in that Annex is measured when the coupling of the trailer to the vehicle by which it is drawn is at the height recommended by the manufacturer of the trailer.

(6) Instead of complying with paragraphs (3) to (5) a vehicle may comply with Community Directive 79/490.

(7) In this regulation "rear under-run protective device" means a device within the description given in paragraph II.5.4 in the Annex to Community Directive 79/490.

Maintenance of rear under-run protective device

50. A device fitted to a vehicle in compliance with the requirements of regulation 49 shall at all times when the vehicle is on a road be maintained free from any obvious defect which would be likely to affect adversely the performance of the device in the function of giving resistance in the event of an impact from the rear.

Sideguards

51.—(1) Subject to paragraph (2), this regulation applies to a wheeled goods vehicle being—

(a) a motor vehicle first used on or after 1st April 1984 with a maximum gross weight which exceeds 3,500 kg; or

(b) a trailer manufactured on or after 1st May 1983 with an unladen weight which exceeds 1,020 kg; or

(c) a semi-trailer manufactured before 1st May 1983 which has a relevant plate showing a gross weight exceeding 26,000 kg and which forms part of an articulated vehicle with a relevant train weight exceeding 32,520 kg.

(2) This regulation does not apply to—

- (a) a motor vehicle which has a maximum speed not exceeding 15 m.p.h.;
- (b) an agricultural trailer;
- (c) engineering plant;
- (d) a fire engine;
- (e) an agricultural motor vehicle;
- (f) a vehicle so constructed that it can be unloaded by part of the vehicle being tipped sideways or rearwards;
- (g) a vehicle owned by the Secretary of State for Defence and used for naval, military or air force purposes;
- (h) a vehicle to which no bodywork has been fitted and which is being driven or towed—
 - (i) for the purpose of a quality or safety check by its manufacturer or a dealer in, or distributor of, such vehicles;
 - (ii) to a place where, by previous arrangement, bodywork is to be fitted or work preparatory to the fitting of bodywork is to be carried out; or
 - (iii) by previous arrangement to premises of a dealer in, or distributor of, such vehicles;
- (i) a vehicle which is being driven or towed to a place where by previous arrangement a sideguard is to be fitted so that it complies with this regulation;
- (j) a refuse vehicle;
- (k) a trailer specially designed and constructed, and not merely adapted, to carry round timber, beams or girders, being items of exceptional length;
- (l) a motor car or a heavy motor car constructed or adapted to form part of an articulated vehicle;
- (m) a vehicle specially designed and constructed, and not merely adapted, to carry other vehicles loaded onto it from the front or the rear;
- (n) a trailer with a load platform—
 - (i) no part of any edge of which is more than 60mm inboard from the tangential plane; and
 - (ii) the upper surface of which is not more than 750mm from the ground throughout that part of its length under which a sideguard would have to be fitted in accordance with paragraph (6)(d) to (g) if this exemption did not apply to it;
- (o) a trailer of a kind specified in regulation 3(1)(n) of the Motor Vehicles (Rear Markings) Regulations (Northern Ireland) 1983; or
- (p) an agricultural trailed appliance.

(3) This regulation also applies to a wheeled goods vehicle, whether of a description falling within paragraph (2) or not, which is a semi-trailer, some or all of the wheels of which are driven by the drawing vehicle.

(4) A vehicle to which this regulation applies shall be securely fitted with a sideguard to give protection on any side of the vehicle where—

- (a) if it is a semi-trailer, the distance between the transverse planes passing through the centre of its foremost axle and through the centre of its king pin or, in the case of a vehicle having more than one king pin, the rearmost one, exceeds 4.5m; or
- (b) if it is any other vehicle, the distance between the centres of any two consecutive axles exceeds 3m.

(5) Subject to paragraphs (7) and (8), a sideguard with which a vehicle is by this regulation required to be fitted shall comply with the specifications set out in paragraph (6).

(6) Those specifications are—

- (a) the outermost surface of every sideguard shall be smooth, essentially rigid and either flat or horizontally corrugated, save that—
 - (i) any part of the surface may overlap another part provided that the overlapping edges face rearwards or downwards;
 - (ii) a gap not exceeding 25mm measured longitudinally may exist between any two adjacent parts of the surface provided that the foremost edge of the rearward part does not protrude outboard of the rearmost edge of the forward part; and
 - (iii) domed heads of bolts or rivets may protrude beyond the surface to a distance not exceeding 10mm;
- (b) no part of the lowest edge of a sideguard shall be more than 550mm above the ground when the vehicle to which it is fitted is on level ground and, in the case of a semi-trailer, when its load platform is horizontal;
- (c) in a case specified in an item in column 2 of the Table the highest edge of a sideguard shall be as specified in that item in column 3;
- (d) the distance between the rearmost edge of a sideguard and a transverse plane passing through the foremost part of the tyre fitted to the wheel of the vehicle nearest to it shall not exceed 300mm;
- (e) the distance between the foremost edge of a sideguard fitted to a semi-trailer and a transverse plane passing through the centre of the vehicle's king pin or, if the vehicle has more than one king pin, the rearmost one, shall not exceed 3m;
- (f) the foremost edge of a sideguard fitted to a semi-trailer with landing legs shall, as well as complying with sub-paragraph (e), not be more than 250mm to the rear of a transverse plane passing through the centre of the leg nearest to that edge;
- (g) the distance between the foremost edge of a sideguard fitted to a vehicle other than a semi-trailer and a transverse plane passing through the rearmost part of the tyre fitted to the wheel of the vehicle nearest to the sideguard shall not exceed 300mm if the vehicle is a motor vehicle and 500mm if the vehicle is a trailer;
- (h) the external edges of a sideguard shall be rounded at a radius of at least 2.5mm;

- (i) no sideguard shall be more than 30mm inboard from the tangential plane;
- (j) no sideguard shall project beyond the longitudinal plane from which, in the absence of a sideguard, the vehicle's overall width would fall to be measured;
- (k) every sideguard shall cover an area extending to at least 100mm upwards from its lowest edge, 100mm downwards from its highest edge, and 100mm rearwards and inwards from its foremost edge, and no sideguard shall have a vertical gap measuring more than 300mm nor any vertical surface measuring less than 100mm; and
- (l) except in the case of a vehicle described in paragraph (1)(c) every sideguard shall be capable of withstanding a force of 2 kilonewtons applied perpendicularly to any part of its surface by the centre of a ram the face of which is circular and not more than 220mm in diameter, and during such application—
 - (i) no part of the sideguard shall be deflected by more than 150mm, and
 - (ii) no part of the sideguard which is less than 250mm from its rearmost part shall be deflected by more than 30mm.

TABLE

(regulation 51(6)(c))

1	2	3
<i>Item</i>	<i>Case</i>	<i>Requirement about highest edge of sideguard</i>
1	Where the floor of the vehicle to which the sideguard is fitted— <ul style="list-style-type: none"> (i) extends laterally outside the tangential plane; (ii) is not more than 1.85m from the ground; (iii) extends laterally over the whole of the length of the sideguard with which the vehicle is required by this regulation to be fitted; and (iv) is wholly covered at its edge by a side-rave the lower edge of which is not more than 150mm below the underside of the floor. 	Not more than 350mm below the lower edge of the side-rave.
2	Where the floor of the vehicle to which the sideguard is fitted— <ul style="list-style-type: none"> (i) extends laterally outside the tangential plane; and 	Not more than 350mm below the structure of the vehicle where it is

TABLE — (contd.)

(regulation 51(6)(c))

1	2	3
<i>Item</i>	<i>Case</i>	<i>Requirement about highest edge of sideguard</i>
2 (contd.)	(ii) does not comply with all of the provisions specified in subparagraphs (ii), (iii) and (iv) in item 1, and any part of the structure of the vehicle is cut within 1.85m of the ground by the tangential plane.	cut by the tangential plane.
3	Where— (i) no part of the structure of the vehicle is cut within 1.85m of the ground by the tangential plane; and (ii) the upper surface of the load carrying structure of the vehicle is less than 1.5m from the ground.	Not less than the height of the upper surface of the load carrying structure of the vehicle.
4	A vehicle specially designed, and not merely adapted, for the carriage and mixing of liquid concrete.	Not less than 1m from the ground.
5	Any other case.	Not less than 1.5m from the ground.

(7) Paragraph (5) applies—

- (a) in the case of an extendible trailer when it is, by virtue of the extending mechanism, extended to a length greater than its minimum, so as not to require, in respect of any additional distance solely attributable to the extension, compliance with the specifications mentioned in paragraph (6)(d) to (g);
- (b) in the case of a vehicle designed and constructed, and not merely adapted, to be fitted with a demountable body or to carry a container, when it is not fitted with a demountable body or carrying such a container as if it were fitted with such a body or carrying such a container; and
- (c) only so far as it is practicable in the case of—
 - (i) a vehicle designed solely for the carriage of a fluid substance in a closed tank which is permanently fitted to the vehicle and provided with valves and hose or pipe connections for loading or unloading; and

- (ii) a vehicle which requires additional stability during loading or unloading or while being used for operations for which it is designed or adapted and is fitted on one or both sides with an extendible device to provide such stability.
- (8) In the case of a motor vehicle to which this regulation applies—
- (a) if the bodywork of the vehicle covers the whole of the area specified as regards a sideguard in paragraph (6)(b), (c), (d) and (g) the other provisions of that paragraph shall not apply to that vehicle; and
 - (b) if the bodywork of the vehicle covers only part of that area the part of that area which is not so covered shall be fitted with a sideguard which complies with paragraph (6) save that there shall not be a gap between—
 - (i) the rearmost edge of the sideguard or the rearmost part of the bodywork (whichever is furthest to the rear) and the transverse plane mentioned in paragraph (6)(d) of more than 300mm;
 - (ii) the foremost edge of the sideguard or the foremost part of the bodywork (whichever is furthest to the front) and the transverse plane mentioned in paragraph (6)(g) of more than 300mm; or
 - (iii) any vertical or sloping edge of any part of the bodywork in question and the edge of the sideguard immediately forwards or rearwards thereof of more than 25mm.
- (9) In this regulation—
- “relevant plate” means a plate fitted in accordance with regulation 68;
 - “relevant train weight” means the maximum train weight shown at item 8 in Part I of Schedule 7 of the plate fitted in accordance with regulation 68; and
 - “tangential plane”, in relation to a sideguard, means the vertical plane tangential to the external face of the outermost part of the tyre (excluding any distortion caused by the weight of the vehicle) fitted to the outermost wheel at the rear and on the same side of the vehicle.

Maintenance of sideguards

52. A sideguard fitted to a vehicle in compliance with the requirements of regulation 51 shall at all times when the vehicle is on a road be maintained free from any obvious defect which would be likely to affect adversely its effectiveness.

Mascots

53.—(1) Subject to paragraph (2), a motor vehicle first used on or after 1st October 1937, shall not have fixed to it a mascot, emblem or other ornamental object in any position where it is likely to strike any person with whom the vehicle may collide unless the mascot, emblem or other ornamental object is not liable to cause injury to such person.

(2) Instead of complying with paragraph (1) a vehicle may comply with Community Directive 74/483 or 79/488 or ECE Regulation 26.01.

Strength of superstructure

54.—(1) This regulation applies to a coach which is—

- (a) a single-decked vehicle;
- (b) equipped with a compartment below the deck for the luggage of passengers; and
- (c) first used on or after 1st April 1990.

(2) A coach to which this regulation applies shall comply with ECE Regulation 66.

Additional exits from double-decked coaches

55.—(1) This regulation applies to a coach which is—

- (a) a double-decked vehicle; and
- (b) first used on or after 1st April 1990.

(2) Subject to paragraph (3) a vehicle to which this regulation applies shall be equipped with two staircases, one of which shall be located in one half of the vehicle and the other in the other half of the vehicle.

(3) Instead of being equipped with two staircases in accordance with paragraph (2), the vehicle may be equipped with a hammer or other similar device with which in case of emergency any side window of the vehicle may be broken.

(4) Where the vehicle is equipped with—

- (a) a staircase located in one half of the vehicle; and
- (b) an emergency exit complying with regulation 26(1)(d) of the Public Service Vehicles (Construction) Regulations 1960 located in the same half of the upper deck of the vehicle,

the hammer or the similar device shall be located in the other half of that deck.

(5) Any hammer or other similar device with which a vehicle is equipped pursuant to this regulation shall be located in a conspicuous and readily accessible position in the upper deck of the vehicle.

(6) There shall be displayed, in a conspicuous position in close proximity to the hammer or other similar device, a notice which shall contain in clear and indelible lettering—

- (a) in letters not less than 25mm high, the heading “IN EMERGENCY”;
and
- (b) in letters not less than 10mm high, instructions that in case of emergency the hammer or device is to be used first to break any side window by striking the glass near the edge of the window and then to clear any remaining glass from the window aperture.

(7) For the purposes of this regulation a staircase, emergency exit, hammer or other similar device (as the case may be) shall be considered to be located in the other half of the vehicle if the shortest distance between any part of that staircase, exit, hammer or device (as the case may be) and any part of any other staircase, emergency exit, hammer or device is not less than one half of the overall length of the vehicle.

K — CONTROL OF EMISSIONS

Silencers

56.—(1) Subject to paragraph (3) a vehicle propelled by an internal combustion engine shall be fitted with an exhaust system including a silencer and the exhaust gases from the engine shall not escape into the atmosphere without first passing through the silencer.

(2) Exhaust systems and silencers shall be maintained in good and efficient working order and shall not be altered so as to increase the noise made by the escape of exhaust gases.

(3) Instead of complying with paragraph (1) a vehicle may comply with Community Directive 77/212, 81/334, 84/372 or 84/424 or, in the case of a motor-cycle other than a moped, 78/1015.

(4) In this regulation “moped” has the meaning given to it in paragraph 7 of Schedule 8.

Noise limits — general

57.—(1) Subject to paragraph (2) and regulation 61, this regulation applies to every wheeled motor vehicle having at least three wheels and first used on or after 1st October 1983 which is—

(a) a vehicle, not falling within sub-paragraph (b) or (c), with or without bodywork;

(b) a vehicle not falling within sub-paragraph (c) which is—

(i) engineering plant;

(ii) a locomotive other than an agricultural motor vehicle;

(iii) a motor tractor other than an industrial tractor or an agricultural motor vehicle;

(iv) a public works vehicle;

(v) a works truck; or

(vi) a refuse vehicle; or

(c) a vehicle which—

(i) has a compression ignition engine;

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

(iii) falls within category I.1.1., I.1.2., or I.1.3. specified in Article 1 of Community Directive 77/212.

(2) This regulation does not apply to—

(a) a motor-cycle with a sidecar attached;

(b) an agricultural motor vehicle which is first used before 1st June 1986 or which is not driven at more than 20 m.p.h.;

(c) an industrial tractor;

(d) a road roller;

(e) a vehicle specially constructed, and not merely adapted, for the purposes of fighting fires, or salvage from fires, at or in the vicinity of airports, and having an engine power exceeding 220 kw;

- (f) a vehicle which runs on rails; or
- (g) a vehicle manufactured by Leyland Vehicles Ltd. and known as the Atlantean Bus, if first used before 1st October 1984.

(3) Subject to paragraphs (4) and (5), a vehicle to which this paragraph applies shall be so constructed that it complies with the requirements set out in item 1, 2, 3 or 4 of the Table. A vehicle complies with those requirements if—

- (a) its sound level does not exceed the relevant limit specified in column 2(a), (b) or (c), as the case may be, in the relevant item when measured under the conditions specified in column 3 in that item and by the method specified in column 4 using the apparatus prescribed in paragraph (6); and
- (b) in the case of a vehicle referred to in sub-paragraph (1)(a) (other than one having less than four wheels or a maximum speed not exceeding 25 km/h) or 1(c), the device designed to reduce the exhaust noise meets the requirements specified in column 5 in that item.

(4) Subject to paragraph (5), paragraph (3) applies to a vehicle to which this regulation applies and which is first used on or after 1st April 1990, unless it is equipped with 5 or more forward gears and has a maximum power to maximum gross weight ratio not less than 75kw per 1000 kg, and is of a type in respect of which a type approval certificate has been issued under the Northern Ireland Regulations as if, for the reference to item 1, 2, 3 or 4 of the Table there were substituted a reference to item 4 of the Table.

(5) Paragraph (4) does not apply to a vehicle in category 5.2.2.1.3. as defined in Annex 1 to Directive 84/424 and equipped with a compression ignition engine, a vehicle in category 5.2.2.1.4. as defined in that Annex, or a vehicle referred to in paragraph 1(b) unless it is first used on or after 1st April 1991.

(6) The apparatus prescribed for the purposes of paragraph (3)(a) and regulations 58(2)(a) and 59(2)(a) is a sound level meter of the type described in Publication No. 179 of the International Electrotechnical Commission, in either its first or second edition, a sound level meter complying with the specification for Type O or Type 1 in Publication No. 651 (1979) "Sound Level Meters" of the International Electrotechnical Commission, or a sound level meter complying with the specifications of the British Standard Number BS 5969: 1981 which came into effect on 29th May 1981.

(7) Instead of complying with the preceding provisions of this regulation a vehicle may comply at the time of its first use with Community Directive 77/212, or 81/334, or 84/372 or 84/424.

TABLE

(regulation 57(3))

1	2			3	4	5
Item	<i>Limits of sound level</i>			<i>Conditions of measurement</i>	<i>Method of measurement</i>	<i>Requirements for exhaust device</i>
	<i>(a) Vehicle referred to in sub-paragraph (1)(a)</i>	<i>(b) Vehicle referred to in sub-paragraph (1)(b)</i>	<i>(c) Vehicle referred to in sub-paragraph (1)(c)</i>			
1	Limits specified in paragraph 1.1 of the Annex to Community Directive 77/212.	89dB(A)	82dB(A)	Conditions specified in paragraph 1.3 of the Annex to Community Directive 77/212.	Method specified in paragraph 1.4.1 of the Annex to Community Directive 77/212.	Requirements specified in heading II of the Annex to Community Directive 77/212 (except paragraphs 11.2 and 11.5).
2	Limits specified in paragraph 5.2.2.1 of Annex I to Community Directive 81/334.	89dB(A)	82dB(A)	Conditions specified in paragraph 5.2.2.3 of Annex I to Community Directive 81/334.	Method specified in paragraph 5.2.2.4 of Annex I to Community Directive 81/334. Interpretation of results as specified in paragraph 5.2.2.5 of that Annex.	Requirements specified in section 3 and paragraphs 5.1 and 5.3.1 of Annex I to Community Directive 81/334.

3	Limits specified in paragraph 5.2.2.1 of Annex I to Community Directive 84/372.	89dB(A)	82dB(A)	Conditions specified in paragraph 5.2.2.3 of Annex I to Community Directive 84/372.	Method specified in paragraph 5.2.2.4 of Annex I to Community Directive 84/372, except that vehicles with 5 or more forward gears and a maximum power to maximum gross weight ratio not less than 75 kw per 1,000 kg may be tested in 3rd gear only. Interpretation of results as specified in paragraph 5.2.2.5 of that Annex.	Requirements specified in section 3 and paragraphs 5.1 and 5.3.1 of Annex I to Community Directive 84/372.
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TABLE — (contd.)

(regulation 57(3))

1	2			3	4	5
Item	<i>Limits of sound level</i>			<i>Conditions of measurement</i>	<i>Method of measurement</i>	<i>Requirements for exhaust device</i>
	<i>(a) Vehicle referred to in sub-paragraph (1)(a)</i>	<i>(b) Vehicle referred to in sub-paragraph (1)(b)</i>	<i>(c) Vehicle referred to in sub-paragraph (1)(c)</i>			
4	Limits specified in paragraph 5.2.2.1 of Annex I to Community Directive 84/424.	Vehicles with engine power— (i) less than 75kw— 84dB(A) (ii) not less than 75kw— 86dB(A)	Limits specified in paragraph 5.2.2.1 of Annex I to Community Directive 84/424.	Conditions specified in paragraph 5.2.2.3 of Annex I to Community Directive 84/424.	Method specified in paragraph 5.2.2.4 of Annex I to Community Directive 84/424, except that vehicles with 5 or more forward gears and a maximum gross weight ratio not less than 75kw per 1,000 kg may be tested in 3rd gear only. Interpretation of results as specified in paragraph 5.2.2.5 of that Annex.	Requirements specified in section 3 and paragraphs 5.1 and 5.3.1 of Annex I to Community Directive 84/424.

Noise limits — agricultural motor vehicles and industrial tractors

58.—(1) Subject to regulation 61, this regulation applies to every wheeled vehicle first used on or after 1st April 1983 being an agricultural motor vehicle or an industrial tractor, other than—

(a) an agricultural motor vehicle which is first used on or after 1st June 1986 and which is driven at more than 20 m.p.h.; or

(b) a road roller.

(2) A vehicle to which this regulation applies shall be so constructed—

(a) that its sound level does not exceed—

(i) if it is a vehicle with engine power of less than 65kw, 89dB(A);

(ii) if it is a vehicle with engine power of 65kw or more, and first used before 1st October 1991, 92dB(A); or

(iii) if it is a vehicle with engine power of 65kw or more, and first used on or after 1st October 1991, 89dB(A),

when measured under the conditions specified in paragraph 1.3 of Annex VI to Community Directive 74/151 by the method specified in paragraph 1.4.1 of that Annex using the apparatus prescribed in regulation 57(6); and

(b) that the device designed to reduce the exhaust noise meets the requirements specified in paragraph II.1 of that Annex and, if fibrous absorbent material is used, the requirements specified in paragraphs II.4.1 to II.4.3 of that Annex.

Noise limits — motor-cycles

59.—(1) Subject to regulation 61, paragraph (2) applies to every motor vehicle first used on or after 1st April 1983 which is—

(a) a moped; or

(b) a two-wheeled motor-cycle, whether or not with sidecar attached, which is not a moped.

(2) A vehicle to which this paragraph applies shall be so constructed that—

(a) its sound level does not exceed the relevant limit specified in column 2(a) or (b), as the case may be, in item 1 of the Table when measured under the conditions specified in column 3 in that item by the method specified in column 4 in that item using the apparatus prescribed in regulation 57(6); and

(b) the device designed to reduce the exhaust noise meets the requirements specified in column 5.

TABLE

(regulation 59(2)(a))

1	2		3	4	5
Item	<i>Limits of sound level</i>		<i>Conditions of measurement</i>	<i>Method of measurement</i>	<i>Requirements for exhaust device</i>
	<i>Vehicle referred to in sub-paragraph (1)(a)</i>	<i>Vehicle referred to in sub-paragraph (1)(b)</i>			
1	73dB(A)	Limits specified in paragraph 2.1.1 of Annex I to Community Directive 78/1015.	Conditions specified in paragraph 2.1.3 of Annex I to Community Directive 78/1015.	Method specified in paragraph 2.1.4 of Annex I to Community Directive 78/1015. Interpretation of results as in paragraphs 2.1.5.2, 2.1.5.3 and 2.1.5.4 of that Annex.	Requirements as specified in paragraph 3 of Annex I to Community Directive 78/1015 except for sub-paragraph 3.2.

(3) The silencer which forms part of the exhaust system of a motor-cycle first used on or after 1st January 1985 shall be either—

- (a) that with which the vehicle was fitted when it was manufactured; or
- (b) clearly and indelibly marked with either—
 - (i) the British Standard marking indicating that it has been tested in accordance with test 2; or
 - (ii) a reference to its make and type specified by the manufacturer of the vehicle.

(4) A motor-cycle shall not be used on a road if it is fitted with an exhaust system any part of which is marked with the words “NOT FOR ROAD USE” or words to the like effect.

(5) Instead of complying with the provisions of paragraph (2), a vehicle referred to in sub-paragraph (1)(b) may comply at the time it was first used with Community Directive 78/1015.

(6) In this regulation—

“British Standard marking” means a marking specified in paragraph 6.1 of the British Standard Specification for replacement motor-cycle and moped exhaust systems, which came into effect on 30th September 1983, issued by the British Standards Institution under reference number BS AU 193: 1983, and “test 2” means the test so described in that Specification and therein specified; and

“moped” has the meaning given to it in paragraph 7 of Schedule 8.

Noise limits — vehicles not subject to regulations 57 to 59, first used on or after 1st April 1970

60.—(1) Subject to paragraph (2) and regulation 61, a wheeled motor vehicle which was first used on or after 1st April 1970 and which is not subject to regulations 57, 58 or 59 shall be so constructed that the sound level (A weighting) in decibels does not exceed the maximum permitted level shown in column 3 of the Table for the relevant class of vehicle shown in column 2, when the noise emitted by it is measured under the specified conditions using the prescribed apparatus.

(2) A vehicle to which this regulation applies need not comply with paragraph (1) if at the time of its use it complied with Community Directive 70/157, or 73/350 or 77/212 or, in the case of an agricultural motor vehicle, 74/151, or if it is—

- (a) a road roller;
- (b) a vehicle specially constructed, and not merely adapted, for the purposes of fighting fires, or salvage from fires, at or in the vicinity of airports, and having an engine power exceeding 220 kw;
- (c) a vehicle propelled by a compression ignition engine and which is of a type in respect of which a type approval certificate has been issued under the Northern Ireland Regulations;
- (d) a motor-cycle first used on or after 1st October 1980, with an engine capacity not exceeding 50 cc which complies with the requirements specified in regulation 59(2); or

(e) an agricultural motor vehicle manufactured on or after 7th February 1975 which complies with the requirements specified in regulation 58(2).

(3) In paragraph (1)—

“Sound level (A weighting) in decibels” has the meaning given to that expression in clause 2 of the British Standard Specification for Sound Level Meters published by the British Standards Institution on 7th September 1962 under the number BS 3539: 1962, as amended by Amendment Slip No. 1, numbered AMD 22 and published on 1st July 1968.

“The specified conditions” means the method described by the British Standard Method for the Measurement of Noise Emitted by Motor Vehicles published on 24th June 1966 under the number BS 3425: 1966.

“The prescribed apparatus” means a noise meter—

- (i) which is in good working order and complies with the requirements laid down for vehicle noise meters in Part I of the said British Standard Specification numbered BS 3539: 1962, as amended by the said Amendment Slip No. 1;
- (ii) which has, not more than 12 months before the date of the measurement made in accordance with paragraph (1), undergone all the tests for checking calibration applicable in accordance with the Appendix to the said British Standard Specification; and
- (iii) in respect of which there has been issued by the National Physical Laboratory or the British Standards Institution a certificate recording the date on which as a result of those tests the meter was found to comply with the requirements of clauses 8 and 9 of the said British Standard Specification.

TABLE

(regulation 60(1))

1	2	3
<i>Item</i>	<i>Class of vehicle</i>	<i>Maximum permitted sound level in dB(A)</i>
1	Motor-cycle of which the cylinder capacity of the engine does not exceed 50 cc.	77
2	Motor-cycle of which the cylinder capacity of the engine exceeds 50 cc but does not exceed 125 cc.	82
3	Motor-cycle of which the cylinder capacity of the engine exceeds 125 cc.	86

TABLE — *contd.*)

(regulation 60(1))

1	2	3
<i>Item</i>	<i>Class of vehicle.</i>	<i>Maximum permitted sound level in dB(A)</i>
4	Goods vehicle to which regulation 68 applies and which is equipped with a plate complying with the requirements of regulation 68 and showing particulars of a maximum gross weight of more than 3,560 kg.	89
5	Motor car not being a goods vehicle of the kind described in item 4.	85
6	Motor tractor.	89
7	Locomotive.	89
8	Agricultural motor vehicle.	89
9	Works truck.	89
10	Engineering plant.	89
11	Passenger vehicle constructed for the carriage of more than 12 passengers exclusive of the driver.	89
12	Any other passenger vehicle.	84
13	Any other vehicle.	85

Exception to regulations 57 to 60

61. Regulations 57, 58, 59(2) and 60 do not apply to a vehicle which is—

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

(i) noise emitted by it is about to be measured for the purpose of ascertaining whether or not the vehicle complies with such of those provisions as apply to it; or

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

(b) returning from such a place immediately after the noise has been so measured.

Radio interference suppression

62.—(1) Subject to paragraph (2), a wheeled motor vehicle first used on or after 1st April 1974 which is propelled by a spark ignition engine shall comply at the time of its first use with Community Directive 72/245 or ECE Regulation 10 or 10.01 or, in the case of an agricultural motor vehicle, Community Directive 75/322.

(2) Paragraph (1) does not apply to a vehicle constructed or assembled by a person not ordinarily engaged in the trade or business of manufacturing vehicles of that description.

Emission of smoke, vapour, gases, oily substances etc.

63.—(1) Subject to paragraph (4), a vehicle shall be constructed so as not to emit avoidable smoke or avoidable visible vapour.

(2) A motor vehicle using solid fuel shall be fitted with—

(a) a tray or shield to prevent ashes or cinders from falling onto the road; and

(b) an efficient appliance to prevent any emission of sparks or grit.

(3) Subject to paragraph (4) and to the exemptions specified in an item in column 4 of the Table, wheeled vehicles of a class specified in that item in column 2 shall be constructed so as to comply with the requirements specified in that item in column 3.

(4) At the time of its first use instead of complying with paragraph (1) and items 1, 2 and 3 in the Table as apply to it, a vehicle may comply—

(a) if it is propelled by a compression ignition engine, with Community Directive 72/306 (or, in the case of an agricultural vehicle, 77/537) or ECE Regulation 24.01, 24.02 or 24.03; or

(b) if it is propelled by a spark ignition engine—

(i) in a case where the first use is before 1st April 1991, with Community Directive 78/665 or 83/351 or 88/76, or ECE Regulation 15.03 or 15.04; or

(ii) in any other case, with Community Directive 83/351 or 88/76, or ECE Regulation 15.04.

(5) A person shall not use, or cause or permit to be used, on a road a motor vehicle—

(a) from which smoke, visible vapour, grit, sparks, ashes, cinders or oily substance is emitted if that emission causes, or is likely to cause, damage to property or injury or danger to a person who is, or who may reasonably be expected to be, on the road;

(b) which is subject to the requirement in item 2 of the Table (whether or not it is deemed to comply with that requirement by virtue of paragraph (4)), if the fuel injection equipment, the engine speed governor or any other parts of the engine by which it is propelled have been altered or adjusted so as to increase the emission of smoke; or

(c) which is subject to the requirement in item 1 of the Table if the device mentioned in column 2 in that item is used while the vehicle is in motion.

(6) A person shall not use, or cause or permit to be used, on a road a motor vehicle to which item 3 of the Table applies unless it is so maintained that the means specified in column 3 of that item are in good working order.

TABLE

(regulation 63(4))

1	2	3	4
<i>Item</i>	<i>Class of vehicle</i>	<i>Requirements</i>	<i>Exemptions</i>
1	Vehicles propelled by a compression ignition engine and equipped with a device designed to facilitate starting the engine by causing it to be supplied with excess fuel.	Provision shall be made to ensure the device cannot readily be operated by a person inside the vehicle.	<p>(a) a works truck;</p> <p>(b) a vehicle on which the device is so designed and maintained that—</p> <ul style="list-style-type: none"> (i) its use after the engine has started cannot cause the engine to be supplied with excess fuel, or (ii) it does not cause any increase in the smoke or visible vapour emitted from the vehicle.
2	Vehicles first used on or after 1st April 1973 and propelled by a compression ignition engine.	The engine of the vehicle shall be of a type for which there has been issued by a person authorised by the Secretary of State for the Environment a type test certificate in accordance with the British Standard Specification for the Performance of Diesel Engines for Road Vehicles published on 19th May 1971 under number BS AU	<p>(a) a vehicle manufactured before 1st April 1973 and propelled by an engine known as the Perkins 6.354 engine;</p> <p>(b) a vehicle propelled by an engine having not more than 2 cylinders and being an agricultural motor vehicle (other than one which is first used on or after 1st June 1986</p>

		<p>141a: 1971. In the case of an agricultural motor vehicle (other than one which is first used after 1st June 1986 and is driven at more than 20 m.p.h.), an industrial tractor, a works truck or engineering plant, for the purposes of that Specification as to the exhaust gas opacity, measurements shall be made with the engine running at 80% of its full load over the speed range from maximum speed down to the speed at which maximum torque occurs as declared by the manufacturer of the vehicle for those purposes.</p>	<p>and which is driven at more than 20 m.p.h.), an industrial tractor, a works truck or engineering plant.</p>
3	<p>Vehicles first used on or after 1st January 1972 and propelled by a spark ignition engine other than a 2-stroke engine.</p>	<p>The engine shall be equipped with means sufficient to ensure that, while the engine is running, any vapours or gases in the engine crank case, or in any other part of the engine to which vapours or gases may pass from that case, are prevented, so far as is reasonably practicable, from escaping into the atmosphere otherwise than through the combustion chamber of the engine.</p>	<p>(a) a two-wheeled motor-cycle with or without a sidecar attached; (b) a vehicle to which item 4 applies.</p>

TABLE — (contd.)

(regulation 63(4))

1	2	3	4
<i>Item</i>	<i>Class of vehicle</i>	<i>Requirements</i>	<i>Exemptions</i>
4	Vehicles first used on or after 1st October 1982 and propelled by a spark ignition engine.	The vehicle shall comply at the time of its first use with Community Directive 78/665 or 83/351 or ECE Regulation 15.03 or 15.04.	<ul style="list-style-type: none"> (a) a vehicle with a maximum gross weight exceeding 3,500 kg; (b) a vehicle which has only two wheels; (c) a vehicle with an unladen weight of less than 400 kg; (d) a vehicle with less than 4 wheels and having a maximum speed not exceeding 30 m.p.h.

Closets, etc.

64.—(1) A wheeled vehicle first used after 15th January 1931 shall not be equipped with a closet or urinal which can discharge directly on to a road.

(2) A tank, into which a closet or urinal with which a vehicle is equipped empties, and every closet or urinal which does not empty into a tank, shall contain chemicals which are non-inflammable and non-irritant and provide an efficient germicide.

Wings

65.—(1) Subject to paragraph (4), this regulation applies to—

- (a) invalid carriages;
- (b) heavy motor cars, motor cars and motor-cycles, not being agricultural motor vehicles or pedestrian-controlled vehicles;
- (c) agricultural motor vehicles driven at more than 20 m.p.h.; and
- (d) trailers.

(2) Subject to paragraphs (3) and (5), a vehicle to which this regulation applies, shall be equipped with wings or other similar fittings to catch, so far as practicable, mud or water thrown up by the rotation of its wheels or tracks unless adequate protection is afforded by the body of the vehicle.

(3) The requirements specified in paragraph (2) apply, in the case of a trailer with more than two wheels, only in respect of the rearmost two wheels.

(4) Those requirements do not apply to—

- (a) a works truck;
- (b) a living van;
- (c) a water cart;
- (d) an agricultural trailer drawn by a motor vehicle which is not driven at a speed in excess of 20 m.p.h.;
- (e) an agricultural trailed appliance;
- (f) an agricultural trailed appliance conveyor;
- (g) a broken down vehicle;
- (h) a heavy motor car, motor car or trailer in an unfinished condition which is proceeding to a workshop for completion;
- (i) a trailer used for or in connection with the carriage of round timber and the rear wheels of any heavy motor car or motor car drawing a semi-trailer so used;
- (j) a trailer drawn by a motor vehicle the maximum speed of which is restricted to 20 m.p.h. or less by virtue of the provisions of the Motor Vehicles (Speed Limits) Regulations (Northern Ireland) 1989(a).

(5) Instead of complying with paragraph (2) a vehicle may comply with Community Directive 78/549.

Spray suppression devices

66.—(1) Subject to paragraph (2), this regulation applies to every wheeled goods vehicle which is—

(a) S.R. 1989 No. 203

- (a) a motor vehicle first used on or after 1st April 1986 having a maximum gross weight exceeding 12,000 kg;
- (b) a trailer manufactured on or after 1st May 1985 having a maximum gross weight exceeding 3,500 kg; or
- (c) a trailer, whenever manufactured, having a maximum gross weight exceeding 16,000 kg and two or more axles.
- (2) This regulation does not apply to—
- (a) a vehicle so constructed that the driving power of its engine is, or can be by use of its controls be, transmitted to all the wheels on at least one front axle and on at least one rear axle;
- (b) a motor vehicle of which no part which lies within the specified area is less than 400 mm vertically above the ground when the vehicle is standing on reasonably flat ground;
- (c) a works truck;
- (d) a works trailer;
- (e) a broken down vehicle;
- (f) a motor vehicle which has a maximum speed not exceeding 30 m.p.h.;
- (g) a vehicle of a kind specified in sub-paragraphs (b) to (h), (j), (k), (o) or (p) of regulations 51(2);
- (h) a vehicle specially designed, and not merely adapted, for the carriage and mixing of liquid concrete; or
- (i) a vehicle which is being driven or towed to a place where by previous arrangement a device is to be fitted so that it complies with the requirements specified in paragraph (3).

(3) A vehicle to which this regulation applies and which is of a class specified in an item in column 2 of the Table shall not be used on a road on or after the date specified in column 3 in that item, unless it is fitted in relation to the wheels on each of its axles, with such containment devices as satisfy the technical requirements and other provisions about containment devices specified in the British Standard Specification, provided that in the case of a containment device fitted before 1st January 1985 the said requirements shall be deemed to be complied with if that containment device substantially conforms to those requirements.

TABLE

(regulation 66(3))

1	2	3
<i>Item</i>	<i>Class of vehicle</i>	<i>Date</i>
1	A trailer manufactured before 1st January 1975.	1st April 1990
2	A trailer manufactured on or after 1st January 1975 but before 1st May 1985.	1st October 1990
3	A trailer manufactured on or after 1st May 1985.	1st April 1990
4	A motor vehicle.	1st April 1990

(4) In this regulation—

“the British Standard Specification” means—

- (a) in relation to a containment device fitted before 1st May 1987, Part 1a of the amended Specification and Part 2 of the original Specification; and
- (b) in relation to a containment device fitted on or after 1st May 1987, Part 1a and Part 2a of the amended Specification;

“the original Specification” means the British Standard Specification for Spray Reducing Devices for Heavy Goods Vehicles published under the reference BS AU 200: Part 1: 1984 and BS AU 200: Part 2: 1984;

“the amended Specification” means the original Specification as amended and published under the reference BS AU 200: Part 1a: 1986 and BS AU 200: Part 2a: 1986;

“containment device” means any device so described in the original Specification or the amended Specification;

“the specified area” means the area formed by the overall length of the vehicle and the middle 80% of the shortest distance between the inner edges of any two wheels on opposite sides of the vehicle (such distance being ascertained when the vehicle is fitted with suitable tyres inflated to a pressure recommended by the manufacturer, but excluding any bulging of the tyres near the ground).

(5) This regulation does not derogate from any requirement specified in regulation 65.

Maintenance of spray suppression devices

67. Every part of a containment device with which a vehicle is required to be fitted by regulation 66 shall when the vehicle is on a road be maintained free from obvious defects which would be likely to affect adversely the effectiveness of the device.

PART III

PLATES, MARKINGS, TESTING AND INSPECTION

Plates for goods vehicles and buses

68.—(1) This regulation applies to—

- (a) a wheeled heavy motor car or motor car first used on or after 1st January 1968 not being—
 - (i) a dual-purpose vehicle;
 - (ii) an agricultural motor vehicle;
 - (iii) a works truck;
 - (iv) a pedestrian-controlled vehicle; or
 - (v) save as provided in sub-paragraph (b), a passenger vehicle;
- (b) a bus first used on or after 1st November 1983;

- (c) a wheeled locomotive or motor tractor first used on or after 31st December 1976 not being—
- (i) an agricultural motor vehicle;
 - (ii) an industrial tractor;
 - (iii) a works truck;
 - (iv) engineering plant; or
 - (v) a pedestrian-controlled vehicle;
- (d) a wheeled trailer manufactured on or after 1st January 1968 which exceeds 1,020 kg in weight unladen not being—
- (i) a trailer not constructed or adapted to carry any load, other than plant or special appliances or apparatus which is a permanent or essentially permanent fixture, and not exceeding 2,290 kg in total weight;
 - (ii) a living van not exceeding 2,040 kg in weight unladen and fitted with pneumatic tyres;
 - (iii) a works trailer;
 - (iv) a trailer mentioned in regulation 14(3)(b) to (g); or
 - (v) a trailer which was manufactured and used outside the United Kingdom before it was first used in Northern Ireland; and
- (e) a converter dolly manufactured on or after 1st October 1990.
- (2) A vehicle to which this regulation applies shall be equipped with a plate securely attached to the vehicle in a conspicuous and readily accessible position which either—
- (a) contains the particulars required, in the case of a motor vehicle, by Part I of Schedule 7 or, in the case of a trailer, by Part II of that Schedule, and complies with Part III of that Schedule; or
 - (b) complies with the requirements specified in the Annex to Community Directive 78/507 or, in the case of a vehicle first used before 1st October 1982, in the Annex to Community Directive 76/114, such requirements being in any case modified as provided in paragraph (3).
- (3) Instead of the particulars required by items 2.1.4 to 2.1.7 of that Annex, the plate required by sub-paragraph (2)(b) shall show, for a vehicle of a class specified in column 2 of the Table against an item of that Annex so specified in column 1, the following particulars—
- (a) the maximum permitted weight for that class, if any, shown in column 3 of the Table;
 - (b) where the maximum weight shown in column 4 of the Table exceeds the maximum permitted weight, the maximum weight in a column on the plate to the right of the maximum permitted weight; and
 - (c) if no weight is shown in column 3 of the Table, the maximum weight shown in column 4 of the Table, in the right hand column of the plate.

TABLE

(regulation 68(3))

1	2	3	4
<i>Item in Annex to Directive</i>	<i>Class of vehicle</i>	<i>Maximum permitted weight</i>	<i>Maximum weight</i>
2.1.4 (Laden weight of vehicle)	(i) Motor vehicles. (ii) Trailers, other than semi-trailers. (iii) Semi-trailers.	The maximum gross weight in Great Britain referred to in item 10 in Part I of Schedule 7. The maximum gross weight in the United Kingdom referred to in item 8 in Part II of Schedule 7.	The maximum gross weight referred to in item 7 in Part I of Schedule 7. The maximum gross weight referred to in item 6 in Part II of Schedule 7. The maximum gross weight referred to in item 6 in Part II of Schedule 7.
2.1.5. (Train weight of motor vehicle)	Motor vehicles constructed to draw a trailer.	The lower of— (a) the maximum train weight referred to in item 8 in Part I of Schedule 7; and (b) the maximum laden weight specified in the case of vehicles constructed to form part of an articulated vehicle, in regulation 75, and in	The maximum train weight referred to in item 8 in Part I of Schedule 7.

TABLE — (contd.)

(regulation 68(3))

1	2	3	4
<i>Item in Annex to Directive</i>	<i>Class of vehicle</i>	<i>Maximum permitted weight</i>	<i>Maximum weight</i>
2.1.5 (<i>contd.</i>)		other cases, in regulation 74.	
2.1.6 (Axle weight of vehicle)	(i) Motor vehicles. (ii) Trailers.	The maximum weight in Great Britain for each axle, referred to in item 9 in Part I of Schedule 7. The maximum weight in the United Kingdom for each axle referred to in item 7 in Part II of Schedule 7.	The maximum weight for each axle, referred to in item 6 in Part I of Schedule 7. The maximum weight for each axle, referred to in item 4 in Part II of Schedule 7.
2.1.7 (Load imposed by semi-trailer)	Semi-trailers.		The maximum load imposed on the drawing vehicle, referred to in item 5 in Part II of Schedule 7.

(4) Part III of Schedule 7 applies for determining the relevant weights to be shown on a plate in accordance with this regulation.

Vehicle identification numbers

69.—(1) This regulation applies to a wheeled vehicle which is first used on or after 22nd June 1987 and to which the Northern Ireland Regulations apply.

(2) A vehicle to which this regulation applies shall be equipped with a plate which is in a conspicuous and readily accessible position, is affixed to a vehicle part which is not normally subject to replacement and shows clearly and indelibly—

(a) the vehicle identification number in accordance with the requirements specified—

- (i) in the case of a vehicle first used before 1st October 1991, in paragraphs 3.1.1 and 3.1.2 of the Annex to Community Directive 76/114/EEC;
 - (ii) in any case, in sections 3 and 4 of the Annex to Community Directive 78/507/EEC;
- (b) the name of the manufacturer; and
- (c) the approval reference number of either—
- (i) the type approval certificate which relates to the vehicle model or the model variant of the vehicle model, as the case may be, issued in accordance with regulation 9(1) of, and Part I or II of Schedule 3 to, the Northern Ireland Regulations; or
 - (ii) the Department's approval certificate which relates to the vehicle, issued in accordance with regulation 9(2) of, and Part I or II of Schedule 4 to, those Regulations.

Provided that the information required to be shown under sub-paragraph (c) may be shown clearly and indelibly on an additional plate which is fitted in a conspicuous and readily accessible position and which is affixed to a vehicle part which is not normally subject to replacement.

(3) The vehicle identification number of a vehicle to which this regulation applies shall be marked on the chassis, frame or other similar structure, on the offside of the vehicle, in a clearly visible and accessible position, and by a method such as hammering or stamping, in such a way that it cannot be obliterated or deteriorate.

Plates — agricultural trailed appliances

70.—(1) Subject to paragraph (3), a wheeled agricultural trailed appliance manufactured on or after 1st December 1985 shall be equipped with a plate which is affixed to the vehicle in a conspicuous and readily accessible position clearly and indelibly marked with the particulars specified in paragraph (2).

(2) Those particulars are—

- (a) the name of the manufacturer of the appliance;
- (b) the year in which the appliance was manufactured;
- (c) the maximum gross weight;
- (d) the unladen weight; and
- (e) the maximum load which would be imposed by the appliance on the drawing vehicle.

(3) In the case of a towed roller consisting of several separate rollers used in combination, a single plate shall satisfy the requirement specified in paragraph (2).

Plates — motor-cycles

71.—(1) This regulation applies to a motor-cycle first used on or after 1st August 1977 which is not—

- (a) propelled by an internal combustion engine with a cylinder capacity exceeding 150 cc if the vehicle was first used before 1st January 1982 or 125 cc if it was first used on or after 1st January 1982;
- (b) a mowing machine; or
- (c) a pedestrian-controlled vehicle.

(2) A vehicle to which this regulation applies shall be equipped with a plate which is securely affixed to the vehicle in a conspicuous and readily accessible position and which complies with the requirements of Schedule 8.

Marking of weights on certain vehicles

72.—(1) This regulation applies to a vehicle (other than an agricultural motor vehicle which is either a track-laying vehicle not exceeding 3,050 kg in unladen weight or a wheeled vehicle) which is—

- (a) a locomotive;
- (b) a motor tractor; or
- (c) an unbraked wheeled trailer, not being a vehicle mentioned in regulation 14(3)(b)(i), (iii), (iv) or (c) to (g).

(2) There shall be plainly marked in a conspicuous place on the outside of a vehicle to which this regulation applies, on its nearside—

- (a) if it is a vehicle falling in sub-paragraph (1)(a), (b) or (c), its unladen weight; and
- (b) if it is a vehicle falling in sub-paragraph (1)(c), its maximum gross weight.

PART IV — CONDITIONS RELATING TO USE.

A — LADEN WEIGHT

Maximum permitted laden weight of a vehicle

73.—(1) Subject to paragraph (2), the laden weight of a vehicle of a class specified in an item in column 2 of the Table shall not exceed the maximum permitted laden weight specified in that item in column 3.

(2) The maximum permitted laden weight of a vehicle first used before 1st June 1973 which falls in item 1 or 2 shall not be less than would be the case if the vehicle fell in item 9.

TABLE

(regulation 73(1))

1	2	3
<i>Item</i>	<i>Class of vehicle</i>	<i>Maximum permitted laden weight (kg)</i>
1	A wheeled heavy motor car or motor car which does not fall in items 2, 4 or 5 and which complies with the relevant braking requirement.	The weight specified in column (5) of Part I of Schedule 9 in the item which is appropriate, having regard to columns (2), (3) and (4) in that Part.
2	A wheeled heavy motor car or motor car (not being an agricultural motor vehicle) which forms part of an articulated vehicle and which complies with the relevant braking requirement.	The weight specified in column (5) in Part II of Schedule 9 in the item which is appropriate, having regard to columns (2), (3) and (4) in that Part.
3	A wheeled trailer, including a composite trailer but not including a semi-trailer, which is drawn by a motor tractor, heavy motor car or motor car which complies with the relevant braking requirement, other than a trailer which falls in items 6, 7, 8 or 11.	As in item 1.
4	A bus.	The weight specified in column (5) of Part I of Schedule 9 in the item which is appropriate having regard to columns (2), (3) and (4) in that Part, the laden weight of the bus being calculated in the manner described in regulation 76(3) to (5).
5	A wheeled agricultural motor vehicle.	As in item 1, but subject to a maximum of 24,390.

TABLE — (contd.)

(regulation 73(1))

1	2	3
<i>Item</i>	<i>Class of vehicle</i>	<i>Maximum permitted laden weight (kg)</i>
6	A balanced agricultural trailer, as defined in paragraph (4), which does not fall in items 8, 11 or 16.	As in item 1, but subject to a maximum of 18,290.
7	An unbalanced agricultural trailer, as defined in paragraph (4) which does not fall in items 8, 11 or 16.	18,290 inclusive of the weight imposed by the trailer on the drawing vehicle.
8	A wheeled trailer manufactured on or after 27th February 1977 and fitted with brakes which automatically come into operation on the overrun of the trailer (whether or not it is fitted with any other brake), except an agricultural trailer which is being drawn by an agricultural motor vehicle, which complies with the requirements specified in items 3, 14 and 17 in the Table in Schedule 2 and the brakes of which can be applied either by the driver of the drawing vehicle or by some other person on that vehicle or on the trailer.	3,500
9	A wheeled heavy motor car or motor car which does not fall in items 1, 2, 4 or 5— (a) with not more than 4 wheels, (b) with more than 4 but not more than 6 wheels, (c) with more than 6 wheels.	14,230 20,330 24,390

TABLE — (contd.)

(regulation 73(1))

1	2	3
<i>Item</i>	<i>Class of vehicle</i>	<i>Maximum permitted laden weight (kg)</i>
10	A wheeled trailer which does not fall in items 3, 6, 7, 8 or 11 having less than 6 wheels, and not forming part of an articulated vehicle; and an agricultural trailed appliance.	14,230
11	A trailer manufactured before 27th February 1977 and having no brakes other than— (i) a parking brake, and (ii) brakes which come into operation on the overrun of the trailer.	3,560
12	A wheeled locomotive, which does not fall in item 5, which is equipped with suitable and sufficient springs between each wheel and the vehicle's frame and with a pneumatic tyre or a tyre of soft or elastic material fitted to each wheel— (a) if having less than 6 wheels; (b) if having 6 wheels; (c) if having more than 6 wheels.	22,360 26,420 30,490
13	A track-laying locomotive with resilient material interposed between the rims of the weight-carrying rollers and the road so that the weight of the vehicle (other than that borne by any wheels and the portion of the track in contact with the road) is supported by the resilient material.	22,360

TABLE — (contd.)

(regulation 73(1))

1	2	3
<i>Item</i>	<i>Class of vehicle</i>	<i>Maximum permitted laden weight (kg)</i>
14	A locomotive which does not fall in items 5, 12 or 13.	20,830
15	A track-laying heavy motor car or motor car.	22,360
16	A track-laying trailer.	13,210

(3) The maximum total weight of all trailers, whether laden or unladen, drawn at any one time by a locomotive shall not exceed 40,650 kg.

(4) In this regulation and regulation 74—

“balanced agricultural trailer” means an agricultural trailer the whole of the weight of which is borne by its own wheels; and

“unbalanced agricultural trailer” means an agricultural trailer of which some, but not more than 35%, of the weight is borne by the drawing vehicle and the rest of the weight is borne by its own wheels.

Maximum permitted laden weight of a vehicle and trailer, other than an articulated vehicle

74.—(1) The total laden weight of a motor vehicle and the trailers (other than semi-trailers) drawn by it shall not, in a case specified in an item in column 2 of the Table, exceed the maximum permitted train weight specified in that item in column 3.

(2) In this regulation the expression ‘unbalanced agricultural trailer’ has the meaning given to it in regulation 73.

TABLE.

(regulation 74(1))

1	2	3
<i>Item</i>	<i>Vehicle combination</i>	<i>Maximum permitted train weight (kg)</i>
1	A wheeled trailer which is drawn by a wheeled motor tractor, heavy motor car or motor car, (not being in any case an agricultural motor vehicle) and which—	

TABLE — (contd.)

(regulation 74(1))

1	2	3
<i>Item</i>	<i>Vehicle combination</i>	<i>Maximum permitted train weight (kg)</i>
1 (contd.)	<p>(a) 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 its engine; and</p> <p>(b) is drawn by a vehicle which 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 deficiency or failure in the vacuum or pressure system.</p>	32,520
2	A wheeled agricultural motor vehicle drawing a wheeled unbalanced agricultural trailer, if the distance between the rearmost axle of the trailer and the rearmost axle of the drawing vehicle does not exceed 2.9m.	20,000
3	A wheeled trailer or trailers drawn by a wheeled motor tractor, heavy motor car, motor car or agricultural motor vehicle, not being a combination of vehicles mentioned in items 1 or 2.	24,390
4	A track-laying trailer drawn by a motor tractor, heavy motor car or motor car, whether wheeled or track-laying and a wheeled trailer,	

TABLE—(contd.)

(regulation 74(1))

1	2	3
<i>Item</i>	<i>Vehicle combination</i>	<i>Maximum permitted train weight (kg)</i>
4 (contd.)	drawn by a track-laying vehicle being a motor tractor, heavy motor car or motor car.	22,360

Maximum permitted laden weight of an articulated vehicle

75.—(1) Subject to paragraph (2), the laden weight of an articulated vehicle of a class specified in an item in column 2 of the Table shall not exceed the weight specified in column 3 in that item.

TABLE

(regulation 75(1))

1	2	3
<i>Item</i>	<i>Class of vehicle</i>	<i>Maximum permitted laden weight (kg)</i>
1	An articulated vehicle which complies with the relevant braking requirement.	Whichever is the lower of— (a) the weight specified in column (3) of Part III of Schedule 9 in the item in which the spacing between the rearmost axles of the motor vehicle and the semi-trailer is specified in column (2), provided that the weights in items 13 to 18 shall not apply unless the overall length of the articulated vehicle is at least that specified in column (4) in those items; and (b) if the vehicle is of a type specified in an item in column (2) of Part IV of Schedule 9, the weight specified in column (3) of that item.

TABLE — (contd.)

(regulation 75(1))

1	2	3
<i>Item</i>	<i>Class of vehicle</i>	<i>Maximum permitted laden weight (kg)</i>
2	An articulated vehicle which does not comply with the relevant braking requirement if the trailer has— (a) less than 4 wheels, (b) 4 wheels or more.	20,330 24,390

(2) This regulation does not apply to an agricultural motor vehicle, an agricultural trailer or an agricultural trailed appliance.

Maximum permitted wheel and axle weights

76.—(1) The weight transmitted to the road surface by one or more wheels of a vehicle in the manner indicated in an item to which column 2 of the Table applies shall not exceed the maximum permitted weight specified in that item in column 3.

(2) The Parts of the Table have the following application—

- (a) Part I applies to wheeled heavy motor cars, motor cars and trailers which comply with the relevant braking requirement and to wheeled agricultural motor vehicles, agricultural trailers and agricultural trailed appliances; items 1(b) and 2 also apply to buses;
- (b) Part II applies to wheeled heavy motor cars, motor cars and trailers which do not fall in Part I;
- (c) Part III applies to wheeled locomotives; and
- (d) Part IV applies to track-laying vehicles.

TABLE

(regulation 76(1))

PART I

(wheeled heavy motor cars, motor cars and trailers which comply with the relevant braking requirement and wheeled agricultural motor vehicles, agricultural trailers and agricultural trailed appliances; and, in respect of items 1(b) and 2, buses)

1	2	3
<i>Item</i>	<i>Manner in which wheels transmit weight to road</i>	<i>Maximum permitted weight (kg)</i>
1	<p>Two wheels in line transversely each of which is fitted with a wide tyre or with two pneumatic tyres having the centres of their areas of contact with the road not less than 300 mm apart, measured at right angles to the longitudinal axis of the vehicle—</p> <p>(a) if the wheels are on the sole driving axle of a motor vehicle not being a bus;</p> <p>(b) if the vehicle is a bus which has 2 axles and of which the weight transmitted to the road surface by its wheels is calculated in accordance with regulation 76(5); and</p> <p>(c) in any other case.</p>	<p>10,500</p> <p>10,500</p> <p>10,170</p>
2	Two wheels in line transversely otherwise than as mentioned in item 1.	9,200
3	<p>More than two wheels in line transversely—</p> <p>(a) in the case of a vehicle manufactured before 1st May 1983 if the wheels are on one axle</p>	

TABLE — (contd.)

(regulation 76(1))

1	2	3
<i>Item</i>	<i>Manner in which wheels transmit weight to road</i>	<i>Maximum permitted weight (kg)</i>
3 (contd.)	<p>of a group of two closely spaced axles or on one of three adjacent axles as mentioned in regulation 77(4);</p> <p>(b) in the case of a vehicle manufactured on or after 1st May 1983; and</p> <p>(c) in any other case.</p>	<p>10,170</p> <p>10,170</p> <p>11,180</p>
4	<p>One wheel not transversely in line with any other wheel—</p> <p>(a) if the wheel is fitted as described in item 1; and</p> <p>(b) in any other case.</p>	<p>5,090</p> <p>4,600</p>

PART II

(wheeled heavy motor cars, motor cars and trailers not falling in Part I)

1	2	3
<i>Item</i>	<i>Manner in which wheels transmit weight to road</i>	<i>Maximum permitted weight (kg)</i>
5	<p>More than two wheels transmitting weight to a strip of the road surface on which the vehicle rests contained between two parallel lines at right angles to the longitudinal axis of the vehicle—</p> <p>(a) less than 1.02m apart:</p> <p>(b) 1.02m or more apart but less than 1.22m apart:</p> <p>or</p> <p>(c) 1.22m or more apart but less than 2.13 m apart.</p>	<p>11,180</p> <p>16,260</p> <p>18,300</p>

1	2	3
<i>Item</i>	<i>Manner in which wheels transmit weight to road</i>	<i>Maximum permitted weight (kg)</i>
6	Two wheels in line transversely.	9,200
7	One wheel, where no other wheel is in the same line transversely.	4,600

PART III
(wheeled locomotives)

1	2	3
<i>Item</i>	<i>Manner in which wheels transmit weight to road</i>	<i>Maximum permitted weight (kg)</i>
8	Two wheels in line transversely (except in the case of a road roller, or a vehicle with not more than four wheels first used before 1st June 1955).	11,180
9	Any two wheels in the case of a wheeled locomotive having not more than four wheels first used before 1st June 1955 (not being a road roller or an agricultural motor vehicle which is not driven at more than 20 m.p.h.).	Three quarters of the total weight of the locomotive.

PART IV
(track-laying vehicles)

1	2	3
<i>Item</i>	<i>Manner in which wheels transmit weight to road</i>	<i>Maximum permitted weight (kg)</i>
10	The weight of a heavy motor car, motor car or trailer transmitted to any strip of the road surface on which the vehicle rests contained between two parallel lines 0.6 m apart at right angles to the longitudinal axis of the vehicle.	10,170
11	Two wheels in line— (a) heavy motor cars or motor cars with 2 wheels, (b) heavy motor cars or motor cars with more than 2 wheels.	8,130 7,630
12	One wheel, where no other wheel is in the same line transversely, on a heavy motor car or a motor car.	4,070

(3) Subject to paragraph (4), in the case of a bus first used before 1st October 1991, the laden weight, for the purposes of item 4 of the Table in regulation 73, and the weight transmitted to the road surface by wheels of the vehicle, for the purposes of items 1 and 2 of the Table in this regulation, shall be calculated with reference to the vehicle when it is complete and fully equipped for service with—

(a) a full supply of water, oil and fuel; and

(b) weights of 63.5 kg for each person (including crew)—

(i) for whom a seat is provided, in the position in which he may be seated; and

(ii) who may under any enactment be carried standing, the total of such weights being reasonably distributed in the space in which such persons may be carried, save that, in the case of a bus, only the number of such persons exceeding 8 shall be taken into account.

(4) The weights for the purposes referred to in paragraph (3) may, in the case of a bus to which that paragraph applies, be calculated in accordance with paragraph (5) instead of paragraph (3).

(5) In the case of a bus first used on or after 1st October 1991, the weights for the purposes referred to in paragraph (3) shall be calculated with reference to the vehicle when it is complete and fully equipped for service with—

- (a) a full supply of water, oil and fuel;
- (b) a weight of 65 kg for each person (including crew)—
 - (i) for whom a seat is provided, in the position in which he may be seated; and
 - (ii) who may under any enactment be carried standing, the total of such weights being reasonably distributed in the space in which such persons may be so carried, save that, in the case of a bus, only the number of such persons exceeding 4 shall be taken into account;
- (c) all luggage space within the vehicle but not within the passenger compartment loaded at the rate of 100 kg per m³ or 10 kg per person mentioned in sub-paragraph (b), whichever is the less; and
- (d) any area of the roof of the vehicle constructed or adapted for the storage of luggage loaded with a uniformly distributed load at the rate of 75 kg per m².

Maximum permitted weights for certain closely-spaced axles, etc.

77.—(1) This regulation applies to—

- (a) a wheeled motor vehicle which complies with the relevant braking requirement;
- (b) a wheeled trailer which is drawn by such a vehicle; and
- (c) an agricultural motor vehicle, an agricultural trailer and an agricultural trailed appliance.

(2) Subject to paragraph (5), where two closely-spaced axles of a vehicle to which this regulation applies are spaced at a distance specified in an item in column 2 of Part V of Schedule 9, the total weight transmitted to the road surface by all the wheels of those axles shall not exceed in a case—

- (a) where the weight transmitted to the road surface by all the wheels of either of the axles does not in either case exceed one half of the weight specified in that item in column 3, the weight so specified;
- (b) where the weight transmitted to the road surface by all the wheels of one of the axles exceeds one half of the weight shown in that item in column 3 of that Part but does not exceed 10,170 kg, the weight specified in that item in column 4; or
- (c) other than one mentioned in sub-paragraph (a) or (b) above, the weight specified in that item in column 5.

(3) Subject to paragraphs (5) and (6), where any two adjoining axles of three closely-spaced axles of a vehicle to which this regulation applies are spaced at such a distance apart as is specified in an item in column 2 of Part VI

of Schedule 9, the weight transmitted to the road surface by all the wheels of each of those axles shall not exceed the weight shown in that item in column 3.

(4) Subject to paragraphs (5) and (6), where—

- (a) the weight transmitted to the road surface by all the wheels of any one of three adjacent axles of a semi-trailer to which this regulation applies exceeds 7,500 kg;
- (b) the foremost and rearmost of the three adjacent axles are spaced at a distance specified in an item in column 2 of Part VII of Schedule 9; and
- (c) the weight transmitted to the road surface by all the wheels of the intermediate axle does not exceed the weight shown in column 3 in that item,

the total weight transmitted to the road surface by all the wheels of those axles shall not exceed the weight shown in column 4 in that item.

(5) The prohibition in paragraphs (2), (3) and (4) shall not apply to a vehicle, first used before 1st June 1973, being used on a road at a weight at which as respects those axles it could be used if it fell within item 5 in the Table in regulation 76.

(6) Paragraphs (3) and (4) shall not apply so as to prevent a semi-trailer being used on a road if—

- (a) it is a semi-trailer to which this paragraph applies; and
- (b) the weight transmitted to the road surface by all the wheels of any axle of the semi-trailer does not exceed the relevant weight.

(7) Paragraph (6) applies to a semi-trailer if—

- (a) it has a total of three axles;
- (b) the outermost axles are spaced at a distance apart of at least 0.7m but not more than 3.25m, such distances being obtained as provided in regulation 2(9);
- (c) each axle is fitted with suspension devices in which air springs are used to support a substantial part of the weight borne on that axle; and
- (d) the devices are so interconnected and maintained that under any relevant condition of load the weight transmitted to the road surface by all the wheels of any one axle does not exceed the total weight transmitted to the road surface by all the wheels of any other axle by more than 500 kg.

(8) For the purposes of paragraphs (6) and (7), in relation to a semi-trailer any two adjoining axles of which are spaced at such a distance apart as is specified in an item in column 2 of Part VI of Schedule 9—

- (a) “air spring” means a spring operated by means of air or other compressible fluid under pressure;
- (b) “relevant condition of load” means a condition of load which causes the weight transmitted to the road surface by all the wheels of any one axle to exceed the weight shown in column 3 of that item;
- (c) “relevant weight” means the weight shown in column 4 of that item.

Over-riding weight restrictions

78.—(1) Subject to paragraph (2), a person shall not use, or cause or permit to be used, on a road a vehicle—

- (a) fitted with a plate in accordance with regulation 68, if any of the weights shown on the plate is exceeded; or
- (b) required by regulation 70 to be fitted with a plate, if the maximum gross weight referred to in paragraph (2)(c) of that regulation is exceeded.

(2) Where any two or more axles are fitted with a compensating arrangement in accordance with regulation 21(3) the sum of the weights shall not be exceeded.

(3) Nothing in regulations 73 to 77 shall permit any weight referred to in paragraphs (1) and (2) to be exceeded and nothing in this regulation shall permit any weight prescribed by regulation 73 to 77 in relation to a vehicle to be exceeded.

B — DIMENSIONS OF LADEN VEHICLES

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

79.—(1) For the purposes of this regulation and Schedule 10—

- (a) “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 the longitudinal planes passing through the extreme projecting point of the vehicle on that side on which the projection lies and that part of the projection furthest from that point;
- (c) references to a special appliance or apparatus, in relation to a vehicle, are references to any crane or other special appliance or apparatus fitted to the vehicle which is a permanent or essentially permanent fixture;
- (d) “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 Schedule 10 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 transverse planes passing—
- (i) in the case of a forward projection, through the foremost point of the vehicle and that part of the projection furthest from that point; and
 - (ii) in the case of a rearward projection, through the rearmost point of the vehicle and that part of the projection furthest from that point.

In this sub-paragraph and sub-paragraph (d)(i) and (ii) “vehicle” does not include any special appliance or apparatus or any part thereof which is a forward projection or a rearward projection;

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

For the purposes of this sub-paragraph, in determining the nearest point of two vehicles any part of either vehicle designed primarily for use as a means of attaching one vehicle to the other and 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 trailers drawn thereby, including any other motor vehicle which is used for the purpose of assisting in the propulsion of 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 is the point from which the overall width of the vehicle is calculated in accordance with the definition of overall width in regulation 2(1);
- (j) without prejudice to sub-paragraph (e) the foremost or, as the case may be, the rearmost point of a vehicle is the foremost or rearmost point from which the overall length of the vehicle is calculated in accordance with the definition of overall length in regulation 2(1); and
- (k) an agricultural, horticultural or forestry implement rigidly but not permanently mounted on an agricultural motor vehicle, agricultural trailer or agricultural trailed appliance, whether or not part of its weight is supported by one or more of its own wheels, shall not be treated as a load, or special appliance, on that vehicle.

(2) A load shall not be carried on a vehicle so that the overall width of the vehicle together with the width of any lateral projection or projections of its load exceeds 4.3m.

(3) Subject to paragraphs (4) to (14) a load shall not be carried on a vehicle so that—

- (a) the load has a lateral projection on either side exceeding 305mm; or
- (b) the overall width of the vehicle and of any lateral projection of its load exceeds 2.9m.

(4) Paragraph (3) does not apply to the carriage of—

- (i) loose agricultural produce not baled or crated; or
- (ii) an indivisible load if—

(A) it is not reasonably practicable to comply with this paragraph and the conditions specified in paragraph 1 of Schedule 10 are complied with; and

(B) where the overall width of the vehicle together with the width of any lateral projection of its load exceeds 3.5m, the conditions specified in paragraph 2 of Schedule 10 are complied with.

(5) Where a load is carried so that its weight rests on a vehicle the length specified in paragraph (7) shall not exceed 27.4m.

(6) Where a load is so carried and either—

(a) the length specified in paragraph (7) exceeds 18.3m; or

(b) the load rests on a trailer and the length specified in paragraph (8) exceeds 25.9m,

the conditions specified in paragraphs 1 and 2 of Part I of Schedule 10 shall be complied with.

(7) The length referred to in paragraphs (5) and (6)(a) is—

(a) where the load rests on a single vehicle, the overall length of the vehicle together with the length of any forward and rearward projection of the load;

(b) where the load rests on a motor vehicle and one trailer, whether or not forming an articulated vehicle, the overall length of the trailer together with the length of any projection of the load in front of the foremost point of the trailer and of any rearward projection of the load; and

(c) in any other case, the overall length of all the vehicles on which the load rests, together with the length of any distance between them and of any forward or rearward projection of the load.

(8) The length referred to in paragraph (6)(b) is the overall length of the combination of vehicles, together with the length of any forward or rearward projection of the load.

(9) Subject to paragraphs (10) to (14) a person shall not use, or cause or permit to be used, on a road a vehicle, not being a straddle carrier, carrying a load or fitted with a special appliance or apparatus if the load, appliance or apparatus has a forward projection of a length specified in an item in column 2 of the Table, or rearward projection of a length specified in an item in column 3, unless the conditions in the paragraphs specified in that item in column 4 are complied with.

TABLE

(regulation 79(9))

1	2	3	4	
<i>Item</i>	<i>Length of forward projection</i>	<i>Length of rearward projection</i>	<i>Conditions to be complied with</i>	
			(a) if the load consists of a racing boat propelled solely by oars.	(b) in any other case.
1	Exceeding 1 m but not exceeding 2 m.	—	Para 4 of Schedule 10	—
2	Exceeding 2 m but not exceeding 3.05 m.	—	Para 4 of Schedule 10	Paras 2 and 3 of Schedule 10
3	Exceeding 3.05 m.	—	Paras 1 and 4 of Schedule 10	Paras 1, 2 and 3 of Schedule 10
4	—	Exceeding 1 m but not exceeding 2 m.	Para 4 of Schedule 10	Para 4 of Schedule 10
5	—	Exceeding 2 m but not exceeding 3.05 m.	Para 4 of Schedule 10	Para 3 of Schedule 10
6	—	Exceeding 3.05 m.	Paras 1 and 4 of Schedule 10	Paras 1, 2 and 3 of Schedule 10

(10) Subject to paragraphs (11) to (14) a person shall not use, or cause or permit to be used, on a road a straddle carrier carrying a load if—

(a) the load has rearward projection exceeding 1m unless the conditions specified in paragraph 4 of Schedule 10 are met;

- (b) the load has a forward projection exceeding 2m or a rearward projection exceeding 3m; or
- (c) the overall length of the vehicle together with the length of any forward projection and of any rearward projection of its load exceeds 12.2m.

(11) (a) sub-paragraph (10)(a) does not apply to a vehicle being used in passing from one part of private premises to another part thereof or to other private premises in the immediate neighbourhood;

(b) sub-paragraph (10)(b) and (c) do not apply to a vehicle being used as mentioned in sub-paragraph (a) if—

- (i) the vehicle is not being driven at a speed exceeding 12 m.p.h.; and
- (ii) where the overall length of the vehicle together with the length of any forward projection and of any rearward projection of its load exceeds 12.2m, the conditions specified in paragraphs 1 and 2 of Schedule 10 are complied with.

(12) Where another vehicle is attached to that end of a vehicle from which a projection extends, then for the purposes of any requirement in this regulation to comply with paragraph 3 or 4 of Schedule 10, that projection shall be treated as a forward or rearward projection only if, and to the extent that, it extends beyond the foremost point or, as the case may be, the rearmost point, of that other vehicle, measured when the longitudinal axis of each vehicle lies in the same vertical plane.

(13) In the case of a vehicle 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 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, that provision does not apply to that vehicle while it is being so used.

(14) A person shall not use, or cause or permit to be used, on a road an agricultural, horticultural or forestry implement rigidly, but not permanently, mounted on a wheeled agricultural motor vehicle, agricultural trailer, or agricultural trailed appliance, whether or not part of its weight is supported by one or more of its own wheels, if—

(a) the overall width of the vehicle together with the lateral projection of the implement exceeds 2.5m; or

(b) the implement projects more than 1m forwards or rearwards of the vehicle.

so however, that this restriction shall not apply in a case where—

- (i) part of the weight of the implement is supported by one or more of its own wheels; and
- (ii) the longitudinal axis of the greater part of the implement is capable of articulating in the horizontal plane in relation to the longitudinal axis of the rear portion of the vehicle.

C — TRAILERS AND SIDECARS

Number of trailers

80.—(1) A person shall not use, or cause or permit to be used, on a road a wheeled vehicle of a class specified in an item in column 2 of the Table drawing a trailer, subject to any exceptions which may be specified in that item in column 3.

TABLE

(regulation 80(1))

1	2	3
<i>Item</i>	<i>Class of vehicle</i>	<i>Exceptions</i>
1	A straddle carrier.	—
2	An invalid carriage.	—
3	A bus not being a mini-bus.	(a) 1 broken-down bus where no person other than the driver is carried in either vehicle or (b) 1 trailer having an overall length, including the draw-bar, not exceeding 5 m provided that the overall length of the combination does not exceed 15 m.
4	A locomotive.	3 trailers.
5	A motor tractor.	1 trailer if laden, 2 trailers if neither is laden.
6	A heavy motor car or a motor car not described in item 1 or 3.	2 trailers if one of them is a towing implement and part of the other is secured to and either rests on or is suspended from that implement. 1 trailer in any other case.
7	An agricultural motor vehicle.	(a) in respect of trailers other than agricultural trailers and agricultural trailed appliances, such trailers as are permitted under items 4, 5, or 6 as the case may be; or (b) in respect of agricultural trailers and agricultural trailed appliances— (i) 2 unladen agricultural trailers, or

TABLE — (contd.)

(regulation 80(1))

1	2	3
7 (contd.)		(ii) 1 agricultural trailer and 1 agricultural trailed appliance, or (iii) 2 agricultural trailed appliances.

(2) For the purposes of items 4, 5 and 6 of the Table—

- (a) an unladen articulated vehicle, when being drawn by another motor vehicle because it has broken down, shall be treated as a single trailer; and
- (b) a towed roller used for the purposes of agriculture, horticulture or forestry and consisting of several separate rollers shall be treated as one agricultural trailed appliance.

(3) No track-laying motor vehicle which exceeds 8 m in overall length shall draw a trailer other than a broken-down vehicle which is being drawn in consequence of the breakdown.

(4) For the purposes of this regulation, the word “trailer” does not include a vehicle which is drawn by a steam powered vehicle and which is used solely for carrying water for the purpose of the drawing vehicle.

Trailers drawn by motor-cycles

81.—(1) Subject to paragraph (2), a person shall not use, or cause or permit to be used, on a road a motor-cycle—

- (a) drawing behind it more than one trailer;
- (b) drawing behind it any trailer carrying a passenger;
- (c) drawing behind it a trailer with an unladen weight exceeding 254kg;
- (d) with not more than 2 wheels, without a sidecar, and with an engine capacity which does not exceed 125 cc, drawing behind it any trailer; or
- (e) with not more than 2 wheels, without a sidecar and with an engine capacity exceeding 125 cc, drawing behind it any trailer unless—
 - (i) the trailer has an overall width not exceeding 1m;
 - (ii) the distance between the rear axle of the motor-cycle and the rearmost part of the trailer does not exceed 2.5 m;
 - (iii) the motor-cycle is clearly and indelibly marked in a conspicuous and readily accessible position with its kerbside weight;
 - (iv) the trailer is clearly and indelibly marked in a conspicuous and readily accessible position with its unladen weight; and
 - (v) the laden weight of the trailer does not exceed 150 kg or two thirds of the kerbside weight of the motor-cycle, whichever is the less.

(2) Paragraph (1)(b), (d) and (e) do not apply if the trailer is a broken-down motor-cycle and one passenger is riding it.

Trailers drawn by agricultural motor vehicles

82.—(1) A person shall not use, or cause or permit to be used, on a road a wheeled agricultural motor vehicle drawing one or more wheeled trailers if the weight of the drawing vehicle is less than a quarter of the weight of the trailer or trailers, unless the brakes fitted to each trailer in compliance with regulation 13 or 14 are operated directly by the service braking system fitted to the motor vehicle.

(2) A person shall not use, or cause or permit to be used, on a road, any motor vehicle drawing an agricultural trailer of which—

- (a) more than 35% of the weight is borne by the drawing vehicle; or
- (b) the gross weight exceeds 14,230 kg, unless it is fitted with brakes as mentioned in paragraph (1).

(3) A person shall not use, or cause or permit to be used, on a road an agricultural trailer manufactured on or after 1st December 1985 which is drawn by a motor vehicle first used on or after 1st June 1986 unless the brakes fitted to the trailer—

- (a) in accordance with regulation 13 can be applied progressively by the driver of the drawing vehicle, from his normal driving position and while keeping proper control of that vehicle, using a means of operation mounted on the drawing vehicle; or
- (b) automatically come into operation on the over-run of the trailer.

Distance between motor vehicles and trailers

83.—(1) Where a trailer is attached to the vehicle immediately in front of it solely by means of a rope or chain, the distance between the trailer and that vehicle shall not in any case exceed 4.5 m, and shall not exceed 1.5 m unless the rope or chain is made clearly visible to any other person using the road within a reasonable distance from either side.

(2) For the purpose of determining the said distance any part of either vehicle designed primarily for use as a means of attaching one vehicle to the other and any fitting designed for use in connection with any such part shall be disregarded.

Unbraked trailers

84.—(1) Subject to paragraph (2), a person shall not use, or cause or permit to be used, on a road an unbraked wheeled trailer if—

- (a) its laden weight exceeds its maximum gross weight; or
- (b) it is drawn by a vehicle of which the kerbside weight is less than twice the sum of the unladen weight of the trailer and the weight of any load which the trailer is carrying.

(2) This regulation does not apply to—

- (a) an agricultural trailer;
- (b) a trailer mentioned in regulation 14(3)(b) (excluding sub-paragraph (ii)) to (g).

Use of bridging plates between motor vehicles and trailers

85.—(1) Subject to paragraph (2), a person shall not use, or cause or permit to be used, on a road a motor vehicle constructed for the purpose of carrying other vehicles or any trailer constructed for that purpose so that while such vehicle or trailer is on a road any part of the weight of any vehicle which is being carried rests on a plate of a kind mentioned in paragraph (h) in the definition in regulation 2(1) of “overall length”.

(2) Paragraph (1) does not apply—

- (a) while the motor vehicle or trailer constructed for the purpose of carrying other vehicles is being loaded or unloaded; or
- (b) if the plate is folded or withdrawn so that it does not bridge the gap between the motor vehicle and the trailer.

Leaving trailers at rest

86. A person in charge of a motor vehicle, or trailer drawn by it, shall not cause or permit such trailer to stand on a road when detached from the drawing vehicle unless one at least of the wheels of the trailer is (or, in the case of a track-laying trailer, its tracks are) prevented from revolving by the setting of the brake or the use of a chain, chock or other efficient device.

Passengers in trailers

87.—(1) Subject to paragraph (2), a person shall not use, or cause or permit to be used, on a road any trailer for the carriage of passengers for hire or reward.

(2) Paragraph (1) does not apply to a wheeled trailer which is, or is carrying, a broken-down motor vehicle if—

- (a) the trailer is drawn at a speed not exceeding 30 m.p.h.; and
- (b) where the trailer is, or is carrying, a broken-down bus, it is attached to the drawing vehicle by a rigid draw bar.

(3) Subject to paragraph (4), a person shall not use, or cause or permit to be used, on a road a wheeled trailer in which a person is carried and which is a living van having either—

- (a) less than 4 wheels; or
- (b) 4 wheels consisting of two close-coupled wheels on each side.

(4) Paragraph (3) does not apply in respect of a trailer which is being tested by—

- (a) its manufacturer;
- (b) a person by whom it has been, or is being, repaired; or
- (c) a distributor of, or dealer in, trailers.

Attendants on trailers and certain other vehicles

88.—(1) Two persons shall be employed in driving or attending a locomotive while it is being driven on a road, and where a locomotive is drawing trailers on a road, one or more additional persons 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 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.

(3) The provisions of the foregoing paragraphs shall not apply in respect of the following vehicles—

- (a) an articulated vehicle;
- (b) an agricultural motor vehicle drawing an agricultural trailer or an agricultural trailed appliance;
- (c) a trailer with not more than two wheels drawn by a motor car or a motor-cycle or a four-wheeled trailer having two close-coupled wheels on each side drawn by a motor car;
- (d) a motor tractor drawing a—
 - (i) 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) machine or implement used for the purpose of the maintenance, repair or cleansing of roads; or
 - (iii) refuse vehicle;
- (e) a works truck drawing any works trailer where the unladen weight of each vehicle does not exceed 1525 kg;
- (f) a motor vehicle drawing a trailer which has no brakes other than a parking brake and brakes which automatically come into operation on the overrun of the trailer;
- (g) a road roller;
- (h) a motor vehicle belonging to the Secretary of State for Defence and being used for naval, military or air force purposes drawing a trailer fitted with brakes which can be applied by the driver of the drawing vehicle;
- (i) a motor vehicle 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;
- (j) a motor vehicle drawing another vehicle in the exercise of a statutory power of removal in such a manner that the vehicle being so drawn cannot be steered by its own steering gear;
- (k) a motor vehicle which is drawing a towing implement not attached to any other vehicle; or
- (l) a motor vehicle drawing a trailer or trailers where every such trailer is fitted with power-assisted or power-operated brakes which can be operated by the driver of the drawing vehicle and are not rendered ineffective by the non-rotation of the engine of the drawing vehicle—
 - (i) where one such trailer is drawn; or
 - (ii) where two or more such trailers are drawn, if one attendant is carried on either the drawing vehicle or a trailer for the purpose of attending to the trailers.

(4) The requirements of this regulation with regard to the employment of persons to drive or attend a locomotive whilst being driven on a highway shall not apply in the case of a locomotive propelled by the combustion of liquid fuel or by electrical power, whether or not the locomotive is drawing a trailer.

(5) This regulation shall not prejudice the operation of any provision of regulation 79 insofar as it provides, in relation to the use of a vehicle on a road, for compliance with the conditions specified in paragraph 2 of Part I of Schedule 10 (which relates to the employment of persons in attending to vehicles and their load).

(6) For the purposes of this regulation the expression "trailer" does not include a vehicle used solely for carrying water for the purposes of the drawing vehicle or an agricultural vehicle not constructed to carry a load.

Attachment of sidecars

89. A sidecar fitted to a motor-cycle shall be so attached that the wheel of the sidecar is not wholly outside the space between transverse planes passing through the extreme projecting points at the front and at the rear of the motor-cycle.

Use of sidecars

90. A person shall not use, or cause or permit to be used, on a road a two-wheeled motor-cycle registered on or after 1st August 1981, not being a motor-cycle brought temporarily into Northern Ireland by a person resident abroad, if there is a sidecar attached to the right (or off) side of the motor-cycle.

D — USE OF GAS PROPULSION SYSTEMS AND GAS-FIRED APPLIANCES

Use of gas propulsion systems

91.—(1) A person shall not use, or cause or permit to be used, on a road a vehicle with a gas propulsion system unless the whole of such system is in a safe condition.

(2) A person shall not use, or cause or permit to be used, in any gas supply system for the propulsion of a vehicle when the vehicle is on a road, any fuel except liquefied petroleum gas.

(3) A person shall not use, or cause or permit to be used, on a road a vehicle which is propelled by gas unless the gas container in which such fuel is stored is on the motor vehicle, and not on any trailer, and in the case of an articulated vehicle, on the portion of the vehicle to which the engine is fitted.

(4) In this regulation and in regulation 92 "liquefied petroleum gas" means—

- (a) butane gas in any phase which meets the requirements contained in the specification of commercial butane and propane issued by the British Standards Institution under the number BS4250: 1975 and published on 29th August 1975; or
- (b) propane gas in any phase which meets the requirements contained in the said specification; or

(c) any mixture of such butane gas and such propane gas.

Use of gas-fired appliances — general

92.—(1) A person shall not use, or cause or permit to be used, in or on a vehicle on a road a gas-fired appliance unless the whole of such appliance and the gas system attached thereto is in an efficient and safe condition.

(2) A person shall not use, or cause or permit to be used, in a gas-fired appliance in or on a vehicle on a road any fuel except liquefied petroleum gas as defined in regulation 91(4).

(3) A person shall not use, or cause or permit to be used, in or on a vehicle on a road a gas-fired appliance unless the vehicle is so ventilated that—

- (a) an ample supply of air is available for the operation of the appliance;
- (b) the use of the appliance does not adversely affect the health or comfort of a person using the vehicle; and
- (c) any unburnt gas is safely disposed of to the outside of the vehicle.

(4) A person shall not use, or cause or permit to be used, on a road a vehicle in or on which there is—

- (a) one gas-fired appliance unless the gas supply for such appliance is shut off at the point where it leaves the container at all times when the appliance is not in use;
- (b) more than one gas-fired appliance each of which has the same supply of gas unless the gas supply for such appliances is shut off at the point where it leaves the container at all times when none of such appliances is in use; or
- (c) more than one gas-fired appliance each of which does not have the same supply of gas unless each gas supply for such appliances is shut off at the point where it leaves the container at all times when none of such appliances which it supplies is in use.

Use of gas-fired appliances when a vehicle is in motion

93.—(1) Subject to paragraph (2), this regulation applies to motor vehicles and trailers.

(2) Paragraphs (3) and (4) do not apply to a vehicle constructed or adapted for the conveyance of goods under controlled temperatures.

(3) A person shall not use, or cause or permit to be used, in a vehicle to which this paragraph applies, while the vehicle is in motion on a road, a gas-fired appliance except—

- (a) a gas-fired appliance which is fitted to engineering plant while the plant is being used for the purposes of the engineering operations for which it was designed;
- (b) a gas-fired appliance which is permanently attached to a bus, provided that any appliance for heating or cooling the interior of the bus for the comfort of the driver and passengers does not expose a naked flame on the outside of the appliance; or

(c) in any other vehicle, a refrigerating appliance or an appliance which does not expose a naked flame on the outside of the appliance and which is permanently attached to the vehicle and designed for the purpose of heating any part of the interior of the vehicle for the comfort of the driver and passengers.

(4) A person shall not use, or cause or permit to be used, in a vehicle to which this paragraph applies, while the vehicle is in motion on a road, a gas-fired appliance to which—

(a) sub-paragraph (3)(a) refers, unless the appliance complies with the requirements specified in paragraphs 12 and 13 of Schedule 4 and the gas system to which it is attached complies with the requirements specified in paragraphs 2 to 9 and 15 of Schedule 4; or

(b) sub-paragraph (3)(b) refers, unless the appliance complies with the requirements specified in paragraphs 12, 13 and 14 of Schedule 4 and the gas system to which it is attached complies with the requirements specified in paragraphs 2 to 9, 11 and 15 of Schedule 4; or

(c) sub-paragraph (3)(c) refers, unless the appliance complies—

(i) if it is fitted to a motor vehicle, with the requirements specified in paragraphs 12, 13 and 14 of Schedule 4; and

(ii) in any other case, with the requirements specified in paragraphs 12 and 13 of Schedule 4;

and the gas system to which the appliance is attached complies with the requirements specified in paragraphs 2 to 9 and 15 of Schedule 4.

(5) A person shall not use, or cause or permit to be used, in a vehicle to which this regulation applies which is in motion on a road, a gas-fired appliance unless it is fitted with a valve which stops the supply of gas to the appliance if the appliance fails to perform its function and causes gas to be emitted.

E — CONTROL OF NOISE

Avoidance of excessive noise

94. A motor vehicle shall not be used on a road in such manner as to cause excessive noise which could have been avoided by the exercise of reasonable care on the part of the driver.

Stopping of engine when stationary

95.—(1) Subject to paragraph (2), the driver of a vehicle shall, when the vehicle is stationary, 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.

(2) Paragraph (1) does not apply—

(a) when the vehicle is stationary owing to the necessities of traffic;

(b) so as to prevent the examination or working of the machinery where the examination is necessitated by any failure or derangement of the machinery or where the machinery is required to be worked for a purpose other than driving the vehicle; or

- (c) in respect of a vehicle propelled by gas produced in plant carried on the vehicle, to such plant.

Use of audible warning instruments

96.—(1) Subject to paragraphs (1) to (6), a person shall not sound, or cause or permit to be sounded, a horn, gong, bell or siren fitted to or carried on a vehicle which is—

- (a) stationary on a road, at any time, other than at times of danger due to another moving vehicle on or near the road; or
(b) in motion on a restricted road, between 23.30 hours and 07.00 hours in the following morning.

(2) Paragraph (1)(a) does not apply to the sounding of a reversing alarm when the vehicle to which it is fitted is about to move backwards and its engine is running.

(3) A person shall not sound, or cause or permit to be sounded, on a road a reversing alarm fitted to a vehicle—

- (a) unless the vehicle is a goods vehicle which has a maximum gross weight not less than 2,000 kg, a bus, engineering plant, a refuse vehicle, or a works truck; or
(b) if the sound of the alarm is likely to be confused with a sound emitted in the operation of a pedestrian crossing established, or having effect as if established, under Article 27 of the 1981 Order.

(4) Subject to paragraphs (5) and (6), a person shall not sound, or cause or permit to be sounded, a gong, bell, siren or two-tone horn, fitted to or otherwise carried on a vehicle (whether it is stationary or not).

(5) Paragraphs (1) and (4) do not apply to the sounding of—

- (a) an instrument or apparatus fitted to, or otherwise carried on, a vehicle at a time when the vehicle is being used for one of the purposes specified in regulation 35(5) and it is necessary or desirable to do so either to indicate to other road users the urgency of the purposes for which the vehicle is being used, or to warn other road users of the presence of the vehicle on the road; or
(b) a horn (not being a two-tone horn), bell, gong or siren—
(i) to raise alarm as to the theft or attempted theft of the vehicle or its contents; or
(ii) in the case of a bus, to summon help for the driver, the conductor or an inspector.

(6) Subject to Article 42 of the Pollution Control and Local Government (Northern Ireland) Order 1978(a) and notwithstanding paragraphs (1) and (4), a person may, between 12.00 hours and 19.00 hours, sound or cause or permit to be sounded an instrument or apparatus, other than a two-tone horn, fitted to or otherwise carried on a vehicle, being an instrument or apparatus designed to emit a sound for the purpose of informing members of the public that the

vehicle is conveying goods for sale, if, when the apparatus or instrument is sounded, it is sounded only for that purpose.

(7) For the purposes of their interpretation in this regulation the expressions referred to in regulation 35(10) have the meanings there given to them.

F — AVOIDANCE OF DANGER

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

97.—(1) A motor vehicle, a trailer drawn by it 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 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 a person in or on the vehicle or trailer or on a road.

(2) The load carried by a motor vehicle or trailer shall at all times be so secured, if necessary by physical restraint other than its own weight, and be in such a position, that neither danger nor nuisance is likely to be caused to any person or property by reason of the load or part of it falling or being blown from the vehicle or by reason of any other movement of the load or part of it in relation to the vehicle.

(3) A motor vehicle or trailer shall not be used for a purpose for which it is so unsuitable as to cause or be likely to cause danger or nuisance to a person in or on the vehicle or trailer or on a road.

Parking in darkness

98.—(1) Subject to paragraph (2) a person shall not, except with the permission of a police officer in uniform, cause or permit a motor vehicle to stand on a road between the hours of darkness unless the near side of the vehicle is as close as may be to the edge of the carriageway.

(2) Paragraph (1) does not apply to a motor vehicle—

- (a) being used for fire brigade, ambulance or police purposes or for defence purposes (including civil defence purposes) if compliance with that paragraph would hinder or be likely to hinder the use of the vehicle for the purpose for which it is being used on that occasion;
- (b) being used in connection with—
 - (i) building operation or demolition;
 - (ii) the repair of another vehicle;
 - (iii) the removal of obstructions to traffic;
 - (iv) the maintenance, repair or reconstruction of a road; or
 - (v) the laying, erection, alteration or repair in or near to a road of any sewer, main, pipe or apparatus for the supply of gas, water or electricity, of telecommunication apparatus as defined in paragraph 1(1) of Schedule 2 to the Telecommunication Act 1984(a) or of the apparatus of an electric transport undertaking,

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

- (c) on a road in which vehicles are allowed to proceed in one direction only;
- (d) standing on a part of a road set aside for the parking of vehicles or as a stand for taxis or for buses or as a place at which such vehicles may stop for a longer time than is necessary for the taking up and setting down of passengers where compliance with paragraph (1) would conflict with the provisions of any order, regulation or byelaw governing the use of such part of a road for that purpose; or
- (e) waiting to set down or pick up passengers in accordance with instructions or directions given by the Chief Constable in regard to such setting down or picking up.

Passengers on motor-cycles

99. If a person in addition to the driver is carried astride a two-wheeled motor-cycle on a road (whether a sidecar is attached to it or not) suitable supports or rests for the feet shall be available on the motor-cycle for that person.

Driver's control

100. A person shall not drive, or cause or permit any other person to drive, a motor vehicle on a road if he is in such a position that he cannot have proper control of the vehicle or have a full view of the road and traffic ahead.

Opening of doors

101. A person shall not open, or cause or permit to be opened, any door of a vehicle on a road so as to injure or endanger anyone.

Reversing

102. A person shall not drive, or cause or permit to be driven, a motor vehicle backwards on a road further than may be requisite for the safety or reasonable convenience of the occupants of the vehicle or other traffic, unless it is a road roller or is engaged in the construction, maintenance or repair of the road.

Leaving motor vehicles unattended

103.—(1) Subject to paragraph (2), a person shall not leave, or cause or permit to be left, on a road a motor vehicle which is not attended by a person licensed to drive it unless the engine is stopped and any parking brake with which the vehicle is required to be equipped is effectively set.

(2) The requirement specified in paragraph (1) as to the stopping of the engine shall not apply to a vehicle—

- (a) being used for ambulance, fire brigade or police purposes; or
- (b) in such a position and condition as not to be likely to endanger persons or property and engaged in an operation which requires its engine to be used to—

- (i) drive machinery forming part of, or mounted on, the vehicle and used for purposes other than driving the vehicle; or
- (ii) maintain the electrical power of the batteries of the vehicle at a level required for driving that machinery.

(3) In this regulation "parking brake" means a brake designed and constructed in accordance with requirements 16 and 18 in the Table in Schedule 2.

Securing of suspended implements

104. Where a vehicle is fitted with any apparatus or appliance designed for lifting and part of the apparatus or appliance consists of a suspended implement, 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 a person on the vehicle or on the road.

Television sets

105.—(1) A person shall not drive, or cause or permit to be driven on a road, a motor vehicle, if the driver is in such a position as to be able to see, whether directly or by reflection, a television receiving apparatus or other cinematographic apparatus used to display anything other than information—

- (a) about the state of the vehicle or its equipment;
- (b) about the location of the vehicle and the road on which it is located;
- (c) to assist the driver to see the road adjacent to the vehicle; or
- (d) to assist the driver to reach his destination.

(2) In this regulation "television receiving apparatus" means any cathode ray tube carried on a vehicle and on which there can be displayed an image derived from a television broadcast, a recording or a camera or computer.

G — REVOCATION

Revocation

106. The Regulations specified in Schedule 12 are revoked.

Sealed with the Official Seal of the Department of Environment on 27th July 1989.

(L.S.)

Trevor Pearson

Assistant Secretary

SCHEDULE 1

(see regulation 2(2))

No. 299

Community Directives and ECE Regulations

TABLE I
Community Directives

Road Traffic and Vehicles

1559

1	2	3			4
<i>Item</i>	<i>Reference No.</i>	<i>Community Directives</i>			<i>Item No. in Schedule 1 to the Northern Ireland Regulations</i>
		<i>(a) Date</i>	<i>(b) Official Journal Reference</i>	<i>(c) Subject matter</i>	<i>(d) Previous Directives included</i>
1	70/157	6.2.70	L42, 23.2.70, p. 16	The permissible sound level and the exhaust system of motor vehicles	
2	70/220	20.3.70	L76, 6.4.70, p. 1	Measures to be taken against air pollution by gases from spark ignition engines of motor vehicles	
3	70/221	20.3.70	L76, 6.4.70, p. 23	Liquid fuel tanks and rear protective devices for motor vehicles and their trailers	
4	70/388	27.7.70	L176, 10.8.70, p. 12	Audible warning devices for motor vehicles	
5	71/127	1.3.71	L68, 22.3.71, p. 1	The rear-view mirrors of motor vehicles	10
6	71/320	26.9.71	L202, 6.9.71, p. 37	The braking devices of certain categories of motor vehicles and their trailers	

TABLE I — (contd.)

1	2	3				4
<i>Item</i>	<i>Reference No.</i>	<i>Community Directives</i>				<i>Item No. in Schedule 1 to the Northern Ireland Regulations</i>
		<i>(a) Date</i>	<i>(b) Official Journal Reference</i>	<i>(c) Subject matter</i>	<i>(d) Previous Directives included</i>	
7	72/245	20.6.72	L152, 6.7.72, p. 15	The suppression of radio interference produced by spark ignition engines fitted to motor vehicles		2A
8	72/306	2.8.72	L190, 20.8.72, p. 1	The emission of pollutants from diesel engines for use in vehicles		5
9	73/350	7.11.73	L321, 22.11.73, p. 33	The permissible sound level and the exhaust system of motor vehicles	70/157	
10	74/132	11.2.74	L74, 19.3.74, p. 7	The braking devices of certain categories of motor vehicles and their trailers	71/320	
11	74/151	4.3.74	L84, 28.3.74, p. 25	Parts and characteristics of agricultural motor vehicles (see Note 1)		
12	74/290	28.5.74	L159, 15.6.74, p. 61	Measures to be taken against air pollution by gases from spark ignition engines for motor vehicles	70/220	
13	74/346	25.6.74	L191, 15.7.74, p. 1	Rear view mirrors for agricultural motor vehicles (see Note 1)		
14	74/347	25.6.74	L191, 15.7.74, p. 5	Field of vision and windscreen wipers for agricultural motor vehicles (see Note 1)		
15	74/483	17.9.74	L266, 2.10.74, p. 4	External projections of motor vehicles		19

16	75/322	20.5.75	L147, 9.6.75, p. 28	Suppression of radio interference from spark ignition engines of agricultural motor vehicles (see Note 1)		
17	75/443	26.6.75	L196, 26.7.75, p. 1	Reverse and speedometer equipment of motor vehicles		20
18	75/524	25.7.75	L236, 8.9.75, p. 3	The braking devices of certain categories of motor vehicles and their trailers	71/320 as amended by 74/132	
19	76/114	18.12.75	L24, 30.1.76, p. 1	Statutory plates and inscriptions for motor vehicles and trailers		
20	76/115	18.12.75	L24, 30.1.76, p. 6	Anchorage for motor vehicle seat belts		12A
21	76/432	6.4.76	L122, 8.5.76, p. 1	Braking devices of agricultural vehicles (see Note 1)		
22	77/102	30.11.76	L32, 3.2.77, p. 32	Measures to be taken against air pollution by gases from spark ignition engines of motor vehicles	70/220 as amended by 74/290	
23	77/212	8.3.77	L66, 12.3.77, p. 33	The permissible sound level and the exhaust system of motor vehicles	70/157 as amended by 73/350	
24	77/537	28.6.77	L220, 29.8.77, p. 38	Emission of pollution from diesel engines for agricultural motor vehicles (see Note 1)		
25	77/541	28.6.77	L220, 29.8.77, p. 95	Seat belts and restraint systems for motor vehicles		12A
26	77/649	27.9.77	L267, 19.10.77, p. 1	Field of vision of motor vehicle drivers		
27	78/318	21.12.77	L81, 28.3.78, p. 49	Wiper and washer systems of motor vehicles		22
28	78/507	19.5.78	L155, 13.6.78, p. 31	Statutory plates and inscriptions for motor vehicles and trailers	76/114	

TABLE I — (contd.)

1	2	3				4
Item	Reference No.	Community Directives				Item No. in Schedule I to the Northern Ireland Regulations
		(a) Date	(b) Official Journal Reference	(c) Subject matter	(d) Previous Directives included	
29	78/549	12.6.78	L168, 26.6.78, p. 45	Wheel guards of motor vehicles		
30	78/665	14.7.78	L223, 14.8.78, p. 48	Measures to be taken against air pollution by gases from spark ignition engines of motor vehicles	70/220 as amended by 74/290 and 77/102	4B, 4C
31	78/1015	23.11.78	L349, 13.12.78, p. 21	The permissible sound level and exhaust system of motor-cycles		
32	79/488	18.4.79	L128, 26.5.79, p. 1.	External projections of motor vehicles	74/483	19A
33	79/489	18.4.79	L128, 26.5.79, p. 12	The braking devices of certain categories of motor vehicles and their trailers	71/320 as amended by 74/132 and 75/524	13B
34	79/490	18.4.79	L128, 26.5.79, p. 22	Liquid fuel tanks and rear under-run protection	70/221	
35	79/795	20.7.79	L239, 22.9.79, p. 1	The rear-view mirrors of motor vehicles	71/127	10A
36	79/1073	22.11.79	L331, 27.12.79, p. 20	Field of vision and windscreen wipers for agricultural motor vehicles	74/347	

37	80/780	22.7.80	L229, 30.8.80, p. 49	Rear view mirrors for motor-cycles		
38	80/1269	16.12.80	L375, 31.12.80, p. 46	The engine power of motor vehicles		
39	81/334	13.4.81	L131, 18.5.81, p. 6	The permissible sound level and exhaust system of motor vehicles	70/157 as amended by 73/350 and 77/ 212	14C
40	81/575	29.7.81	L209, 29.7.81, p. 30	Anchorage for motor vehicle seat belts	76/115	12A
41	81/576	29.7.81	L209, 29.7.81, p. 32	Seat belts and restraint systems for motor vehicles	77/541	12A
42	81/643	29.7.81	L231, 15.8.81, p. 41	Field of vision of motor vehicle drivers	77/649	
43	82/318	2.4.82	L139, 19.5.82, p. 9	Anchorage for motor vehicle seat belts	76/115 as amended by 81/575	12A
44	82/319	2.4.82	L139, 19.5.82, p. 17	Seat belts and restraint-systems for motor vehicles	77/541 as amended by 81/576	12A
45	82/890	17.12.82	L378, 31.12.82, p. 45	Agricultural motor vehicles		
46	83/351	16.6.83	L197, 20.7.83, p. 1	Air pollution by gases from positive ignition engines of motor vehicles	70/220 as amended by 74/290, 77/ 102 and 78/ 665	4C
47	84/372	3.7.84	L196, 26.7.84, p. 47	The permissible sound level and exhaust system of motor vehicles	70/157 as amended by 73/350, 77/ 212 and 81/ 334	

1	2	3				4
<i>Item</i>	<i>Reference No.</i>	<i>Community Directives</i>				<i>Item No. in Schedule 1 to the Northern Ireland Regulations</i>
		<i>(a) Date</i>	<i>(b) Official Journal Reference</i>	<i>(c) Subject matter</i>	<i>(d) Previous Directives included</i>	
48	84/424	3.9.84	L238, 6.9.84, p. 31	The permissible sound level and exhaust system of motor vehicles	70/157 as amended by 73/350, 77/212, 81/334 and 84/372	10B
49	85/205	18.2.85	L90, 29.3.85, p. 1	Mirrors	71/127 as amended by 79/795	
49A	85/210	20.3.85	L96, 3.4.85, p. 25	The lead content of petrol		
50	85/647	23.12.85	L380, 31.12.85, p. 1	The braking devices of certain motor vehicles and their trailers	71/320 as amended by 74/132, 75/524 and 79/489	
51	86/562	6.11.86	L327, 27.11.86, p. 49	Mirrors	71/127 as amended by 79/795 and 85/205	
52	88/76	3.12.87	L36, 9.2.88, p. 1	Measures to be taken against air pollution by gases from the engines of motor vehicles	70/220 as amended by 74/290, 77/102, 78/665, and 83/35	

NOTE 1. This item is to be interpreted as including reference to the amendments made by Community Directive 82/890

TABLE II
ECE Regulations

1	2	3				4
Item	Reference No.	ECE Regulations				Item No. in Schedule I to the Northern Ireland Regulations
		(a) Number	(b) Date	(c) Subject matter	(d) Date of amendment	
1	10	10	17.12.68	Radio interference suppression	—	2
2	10.01	10	17.12.68	Radio interference suppression	19. 3.78	2A
3	13.03	13	29. 5.69	Brakes	4. 1.79	13C, 13D
4	13.04	13	29. 5.69	Brakes	11. 8.81	13C, 13D
5	13.05	13	29. 5.69	Brakes	26.11.84	—
6	14.01	14	30. 1.70	Anchorages for seat belts	28. 4.76	12A
7	15.03	15	11. 3.70	Emission of gaseous pollutants	6. 3.78	4B
8	15.04	15	11. 3.70	Emission of gaseous pollutants	20.10.81	4C
9	16.03	16	14. 8.70	Seat belts and restraint systems	9.12.79	12A
10	24.01	24	23. 8.71	Emission of pollutants by a diesel engine	11. 9.73	5
11	24.02	24	23. 8.71	Emission of pollutants by a diesel engine	11. 2.80	5A
12	24.03	24	23. 8.71	Emission of pollutants by a diesel engine	20. 4.86	—
13	26.01	26	28. 4.72	External projections	11. 9.73	19
14	34	34	25. 7.75	Prevention of fire risks	—	—
15	34.01	34	25. 7.75	Prevention of fire risks	18. 1.79	—
16	36	36	12.11.75	Construction of public service vehicles	—	—
17	39	39	11. 7.78	Speedometers	—	20
18	43	43	15. 9.80	Safety glass and glazing materials	—	15B
19	43.01	43	15. 9.80	Safety glass and glazing materials	14.11.82	15B
20	44	44	1. 2.81	Child restraints	—	—
21	44.01	44	1. 2.81	Child restraints	1. 2.84	—
22	64	64	1. 8.85	Vehicles with temporary-use spare wheels/ tyres	—	—

No. 299

Road Traffic and Vehicles

1565

SCHEDULE 2 (see regulation 14(3) and (4))

Braking Requirements

1. The braking requirements referred to in regulation 14(4) are set out in the Table and are to be interpreted in accordance with paragraphs 2 to 5 of this Schedule.

2. In this Schedule a "multi-pull means of operation" means a device forming part of a braking system which causes the muscular energy of the driver to apply the brakes of that system progressively as a result of successive applications of that device by the driver.

TABLE

(Schedule 2)

<i>Number</i>	<i>Requirement</i>
1	<p>The vehicle shall be equipped with—</p> <ul style="list-style-type: none"> (a) one efficient braking system having two means of operation; (b) one efficient split braking system having one means of operation; or (c) two efficient braking systems each having a separate means of operation, <p>and in the case of a vehicle first used on or after 1st January 1968, no account shall be taken of a multi-pull means of operation unless, at first application, it operates a hydraulic, electric or pneumatic device which causes the application of brakes with total braking efficiency not less than 25%.</p>
2	<p>The vehicle shall be equipped with—</p> <ul style="list-style-type: none"> (a) one efficient braking system having two means of operation; or (b) two efficient braking systems each having a separate means of operation.
3	<p>The vehicle shall be equipped with an efficient braking system.</p>
4	<p>The braking system shall be so designed that in the event of 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, brakes sufficient under the most adverse conditions to bring the vehicle to rest within a reasonable distance. The brakes so available shall be applied to—</p> <ul style="list-style-type: none"> (a) in the case of a track-laying vehicle, one track on each side of the vehicle; (b) in the case of a wheeled motor vehicle, one wheel if the vehicle has 3 wheels and otherwise to at least half the wheels; and (c) in the case of a wheeled trailer, at least one wheel if it has only 2 wheels and otherwise at least 2 wheels. <p>This requirement applies to the braking systems of both a trailer and the vehicle by which it is being drawn except that if the drawing</p>

TABLE — (contd.)

(Schedule 2)

Number	Requirement
4 (contd.)	vehicle complies with regulation 13, Community Directive 79/489 or 85/647 or ECE Regulation 13.03, 13.04 or 13.05, the requirement applies only to the braking system of the drawing vehicle. It does not apply to vehicles having split braking systems (which are subject to regulation 16(3)(b)) or to road rollers. (The expressions 'part' and 'half the wheels' are to be interpreted in accordance with paragraphs 4 and 5 respectively).
5	The braking system shall be so designed and constructed that, in the event of the failure of any part thereof, there shall still be available for application by the driver a brake sufficient under the most adverse conditions to bring the vehicle to rest within a reasonable distance.
6	The braking system of a vehicle, when drawing a trailer which complies with regulation 13, Community Directive 79/489 or 85/647 or ECE Regulation 13.03, 13.04 or 13.05, shall be so constructed that, in the event of a failure of any part (other than a fixed member or brake shoe anchor pin) of the service braking system of the drawing vehicle (excluding the means of operation of a split braking system) the driver can still apply brakes to at least one wheel of the trailer, if it has only 2 wheels, and otherwise to at least 2 wheels, by using the secondary braking system of the drawing vehicle. (The expression 'part' is to be interpreted in accordance with paragraph 4).
7	The application of any means of operation of a braking system shall not affect or operate the pedal or hand lever of any other means of operation.
8	The braking system shall not be rendered ineffective by the non-rotation of the engine of the vehicle or, in the case of a trailer, the engine of the drawing vehicle (steam-propelled vehicles, other than locomotives and buses, are excluded from this requirement).
9	At least one means of operation shall be capable of causing brakes to be applied directly, and not through the transmission gear, to at least half the wheels of the vehicle. This requirement does not apply to a works truck with an unladen weight not exceeding 7370 kg, or to an industrial tractor; and it does not apply to a vehicle with more than 4 wheels if— <ul style="list-style-type: none"> (a) 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; and (b) the brakes applied by one means of operation apply directly to 2 driving wheels on opposite sides of the vehicle; and (c) the brakes applied by another means of operation act directly on all the other driving wheels. (The expression 'half the wheels' is to be interpreted in accordance with paragraph 5).

TABLE — (contd.)

(Schedule 2)

Number	Requirement
10	The brakes of a trailer shall come into operation automatically on its overrun or, in the case of a track-laying trailer drawn by a vehicle having steerable wheels at the front or a wheeled trailer, the driver of, or some other person on, the drawing vehicle or on the trailer shall be able to apply the brakes on the trailer.
11	The brakes of a trailer shall come into operation automatically on its overrun or the driver of the drawing vehicle shall be able to apply brakes to all the wheels of the trailer, using the means of operation which applies the service brakes of the drawing vehicle.
12	The brakes of the vehicle shall apply to all wheels other than the steering wheels.
13	The brakes of the vehicle shall apply to at least 2 wheels.
14	The brakes of the vehicle shall apply in the case of a wheeled vehicle to at least 2 wheels if the vehicle has no more than 4 wheels and to at least half the wheels if the vehicle has more than 4 wheels; and in the case of a track-laying vehicle to all the tracks.
15	The brakes shall apply to all the wheels.
16	<p>The parking brake shall be so designed and constructed that—</p> <ul style="list-style-type: none"> (a) in the case of a wheeled heavy motor car or motor car, its means of operation is independent of the means of operation of any split braking system with which the vehicle is fitted; (b) in the case of a motor vehicle other than a motor-cycle or an invalid carriage, either— <ul style="list-style-type: none"> (i) it is capable of being applied by direct mechanical action without the intervention of any hydraulic, electric or pneumatic device; or (ii) the vehicle complies with requirement 15; and (c) it can at all times when the vehicle is not being driven or is left unattended be set so as— <ul style="list-style-type: none"> (i) in the case of a track-laying vehicle, to lock the tracks; and (ii) in the case of a wheeled vehicle, to prevent the rotation of at least one wheel in the case of a three wheeled vehicle and at least two wheels in the case of a vehicle with more than three wheels.
17	The parking brake shall be capable of being set so as effectively to prevent two at least of the wheels from revolving when the trailer is not being drawn.
18	<p>The parking brake shall be so designed and constructed that—</p> <ul style="list-style-type: none"> (a) in the case of a motor vehicle, its means of operation (whether multi-pull or not) is independent of the means of operation of any braking system required by regulation 16 to have a total braking efficiency of not less than 50%; and

TABLE — (contd.)

(Schedule 2)

Number	Requirement
18 (contd.)	<p>(b) in the case of a trailer, its brakes can be applied and released by a person standing on the ground by a means of operation fitted to the trailer; and</p> <p>(c) in either case, its braking force, when the vehicle is not being driven or is left unattended (and in the case of a trailer, whether the braking force is applied by the driver using the service brakes of the drawing vehicle or by a person standing on the ground in the manner indicated in sub-paragraph(b)) can at all times be maintained in operation by direct mechanical action without the intervention of any hydraulic, electric or pneumatic device and, when so maintained, can hold the vehicle stationary on a gradient of at least 16% without the assistance of stored energy.</p>

3. For the purposes of requirement 3 in the Table, in the case of a motor car or heavy motor car propelled by steam and not used as a bus, 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 vehicle first used on or after 1st January 1927, is incapable of being disconnected from any of the driving wheels of the vehicle except by the sustained effort of the driver.

4. For the purpose of requirements 4 and 6 in the Table, in the case of a wheeled motor car and of a vehicle first used on or after 1st October 1938 which is a locomotive, a motor tractor, a heavy motor car or a track-laying motor car, every moving shaft which is connected to or supports any part of a braking system shall be deemed to be part of the system.

5. For the purpose of requirements 4, 9 and 14 in the Table, in determining whether brakes apply to at least half the wheels of a vehicle, not more than one front wheel shall be treated as a wheel to which brakes apply unless the vehicle is—

- (a) a locomotive or motor tractor with more than 4 wheels;
- (b) a heavy motor car or motor car first used before 1st October 1938;
- (c) a motor car with an unladen weight not exceeding 1020 kg;
- (d) a motor car which is a passenger vehicle but is not a bus;
- (e) a works truck;
- (f) a heavy motor car or motor car with more than 3 wheels which is equipped in respect of all its wheels with brakes which are operated by one means of operation; or
- (g) a track-laying vehicle.

Gas Containers

PART 1

Definitions relating to gas containers

1. In this Schedule, the following expressions have the meanings hereby assigned to them respectively, that is to say—

“gas container” means a container fitted to a motor vehicle or a trailer and intended for the storage of gaseous fuel for the purpose of the propulsion of the vehicle or the drawing vehicle, as the case may be;

“gas cylinder” means a container fitted to a motor vehicle or a trailer and intended for the storage of compressed gas for the purpose of the propulsion of the vehicle or the drawing vehicle, as the case may be;

“compressed gas” means gaseous fuel under a pressure exceeding 1.0325 bar above atmospheric pressure;

“pipe line” means all pipes connecting a gas container—

(a) to the engine, or to the mixing device for the supply of a mixture of gas and air to the engine; and

(b) to the filling point on the vehicle;

“pressure pipe line” means any part of a pipe line intended for the conveyance of compressed gas; and

“reducing valve” means an apparatus which automatically reduces the pressure of the gas passing through it.

Gas containers

2. A gas container shall—

(a) be securely attached to the vehicle in such a manner as not to be liable to displacement or damage due to vibration or other cause; and

(b) be so placed or insulated as not to be adversely affected by the heat from the exhaust system.

Pipe lines

3.—(1) A pipe line shall be supported in such manner as to be protected from excessive vibration and strain.

(2) No part of a pipe line shall be in such a position that it may be subjected to undue heat from the exhaust system.

(3) A pressure pipe line shall be made of steel solid drawn.

(4) The maximum unsupported length of a pressure pipe line shall not exceed 920 mm.

Unions

4.—(1) A union shall be so constructed and fitted that it will—

(a) not be liable to work loose or develop leakage when in use; and

(b) be readily accessible for inspection and adjustment.

(2) A union on a pressure pipe line or on a gas cylinder shall not contain a joint other than a metal to metal joint.

Reducing valves

5. A reducing valve shall be—

- (a) so fitted as to be readily accessible; and
- (b) so constructed that there can be no escape of gas when the engine is not running.

Valves and cocks

6.—(1) A valve or cock intended to be subjected to a pressure exceeding 6.8948 bar shall be of forged steel or of brass or bronze complying with the specification contained in Part II of this Schedule.

(2) A valve or cock shall be fitted to the pipe line to enable the supply of gas from the container to the mixing device to be shut off.

(3) (a) In the case of a pressure pipe line the valve or cock shall be placed between the reducing valve and the container and shall be readily visible and accessible from the outside of the vehicle and a notice indicating its position and method of operation shall be affixed in a conspicuous position on the outside of the vehicle carrying the gas container.

(b) In other cases, if the valve or cock is not so visible and accessible as aforesaid, a notice indicating its position shall be affixed in a conspicuous position on the outside of the vehicle carrying the container.

Pressure gauges

7. A pressure gauge connected to a pressure pipe line shall be so constructed as not to be liable to deterioration under the action of the particular gases employed and shall be so constructed and fitted that—

- (a) in the event of failure of the pressure gauge no gas can escape into any part of the vehicle;
- (b) it is not possible owing to leakage of gas into the casing of the pressure gauge for pressure to increase therein to such extent as to be liable to cause a breakage of the glass thereof; and
- (c) in the event of failure of the pressure gauge the supply of gas to it may be readily cut off.

Charging connections

8.—(1) A connection for charging a gas container shall be outside the vehicle and in the case of a public service vehicle the connection shall not be within 610 mm of an entrance or exit.

(2) An efficient shut-off valve shall be fitted as near as practicable to the filling point but where compressed gas is not used a cock or an efficient non-return valve may be fitted instead.

(3) Where compressed gas is used an additional emergency shut-off valve shall be fitted adjacent to the valve referred to in sub-paragraph (2).

(4) A cap shall be fitted to the gas filling point on the vehicle and where compressed gas is used this cap shall be made of steel with a metal to metal joint.

Trailers

9.—(1) Where a trailer is used for the carriage of a gas cylinder, a reducing valve shall be fitted on the trailer.

(2) A pipe used for conveying gas from a trailer to the engine of a vehicle shall not contain compressed gas.

Construction, etc., of system

10. A gas container propulsion system shall be—

- (a) so placed or protected as not to be exposed to accidental damage and shall be soundly and properly constructed of suitable and well-finished materials capable of withstanding the loads and stresses likely to be met with in operation and shall be maintained in an efficient, safe and clean condition; and
- (b) so designed and constructed that leakage of gas is not likely to occur under normal working conditions, whether or not the engine is running.

PART II

SPECIFICATION FOR BRASS OR BRONZE VALVES

Manufacture of valves

1. The stamping or pressing from which a valve is manufactured shall be made from bars produced by (a) extrusion, (b) rolling, (c) forging, (d) extrusion and drawing, or (e) rolling and drawing.

Heat treatment

2. Stamping or pressing shall be heat treated so as to produce an equiaxed microstructure in the material.

Freedom from defects

3. Stampings, pressings and the bars from which they are made shall be free from cracks, laminations, hard spots, segregated materials and variations in composition.

Tensile test

4. Tensile tests shall be made on samples of stampings and pressings taken at random from any consignment. The result of the tensile test shall conform to the following conditions—

Yield Stress. — Not less than 231.6 N/mm².

Ultimate Tensile Stress. — Not less than 463.3 N/mm².

Elongation on 50 mm gauge length. — Not less than 25%.

Note. — When the gauge length is less than 50 mm the required elongation shall be proportionately reduced.

The fractured test piece shall be free from piping and other defects (see paragraph 3).

SCHEDULE 4 (see regulations 40 and 93(4))

Gas Systems*Definitions*

1. In this Schedule—

- “check valve” means a device which permits the flow of gas in one direction and prevents the flow of gas in the opposite direction;
- “design pressure” means the pressure which a part of a gas system has been designed and constructed safely to withstand;
- “double-check valve” means a device which consists of two check valves in series and which permits the flow of gas in one direction and prevents the flow of gas in the opposite direction;
- “excess flow valve” means a device which automatically and instantaneously reduces to a minimum the flow of gas through the valve when the flow rate exceeds a set value;
- “fixed gas container” means a gas container which is attached to a vehicle permanently and in such a manner that the container can be filled without being moved;
- “gas container” means a container, not being a container for the carriage of gas as goods, which is fitted to or carried on a motor vehicle or trailer and is intended for the storage of gas for either—
- (a) the propulsion of the motor vehicle, or
 - (b) the operation of a gas-fired appliance;
- “high pressure” means a pressure exceeding 1.0325 bar absolute;
- “high pressure pipeline” means a pipeline intended to contain gas at high pressure;
- “pipeline” means a pipe or passage connecting any two parts of a gas propulsion system of a vehicle or of a gas-fired appliance supply system on a vehicle or any two points on the same part of that system;
- “portable gas container” means a gas container which may be attached to a vehicle but which can readily be removed;
- “pressure relief valve” means a device which opens automatically when the pressure in the part of the gas system to which it is fitted exceeds a set value, reaches its maximum flow capacity when the set value is exceeded by 10% and closes automatically when the pressure falls below a set value; and
- “reducing valve” means a device which automatically reduces the pressure of the gas passing through it, and includes regulator devices.

Gas containers

2.—(1) A gas container shall—

- (a) be capable of withstanding the pressure of the gas which may be stored in the container at the highest temperature which the gas is likely to reach,
- (b) if fitted inside the vehicle, be so arranged as to prevent, so far as is practicable, the possibility of gas entering the engine, passenger or living compartments due to leaks or venting from the container or valves, connections and gauges immediately adjacent to it, and the space containing these components shall be so ventilated and drained as to prevent the accumulation of gas,
- (c) be securely attached to the vehicle in such a manner as not to be liable to displacement or damage due to vibration or other cause, and
- (d) be so placed and so insulated or shielded as not to suffer adverse effect from the heat of the exhaust system of an engine or other source of heat.

- (2) A portable gas container shall be either—
- (a) hermetically sealed, or
 - (b) fitted with a valve or cock to enable the flow of gas from the container to be stopped.
- (3) A fixed gas container shall—
- (a) be fitted with—
 - (i) at least one pressure relief valve, and
 - (ii) at least one manually operated valve which may be extended by an internal dip tube inside the gas container so as to indicate when the container has been filled to the level corresponding to the filling ratio specified in the British Standards Institution Specification for Filling Ratios and Developed Pressure for Liquefiable and Permanent Gases (as defined, respectively, in paragraphs 3.2 and 3.5 of the said Specification) published in May 1976 under the number BS 5355, and
 - (b) be conspicuously and permanently marked with its design pressure.
- (4) If a fixed gas container is required to be fitted in a particular attitude or location, then it shall be conspicuously and permanently marked to indicate that requirement.
- (5) If the operation of a pressure relief valve referred to in sub-paragraph (3) may cause gas to be released from the gas container, an outlet shall be provided to lead the gas to the outside of the vehicle so that the outlet shall not suffer any adverse effect from the heat of the exhaust system of an engine or other source of heat, and that outlet from the pressure relief valve shall not be fitted with any other valve or cock.

Filling systems for fixed gas containers

3.—(1) A connection for filling a fixed gas container shall be on the outside of the vehicle.

- (2) There shall be fitted to a fixed gas container either—
- (a) a manually operated shut-off valve and an excess flow valve, or
 - (b) a manually operated shut-off valve and a single check valve, or
 - (c) a double-check valve,

and all parts of those valves in contact with gas shall be made entirely of suitable metal except that they may contain non-metal washers and seals provided that such washers and seals are supported and constrained by metal components.

(3) Where a pipe is attached to a gas container for the purpose of filling the gas container there shall be fitted to the end of the pipe furthest from the gas container a check valve or a double-check valve.

- (4) There shall be fitted over a gas filling point on a vehicle a cap which shall—
- (a) prevent leakage of gas from the gas filling point,
 - (b) be secured to the vehicle by a chain or some other suitable means,
 - (c) be made of suitable material, and
 - (d) be fastened to the gas filling point by either a screw thread or other suitable means.

Pipelines

4.—(1) A pipeline shall be fixed in such a manner and position that—

- (a) it will not be adversely affected by the heat of the exhaust system of any engine or any other source of heat,

- (b) it is protected from vibration and strain in excess of that which it can reasonably be expected to withstand, and
 - (c) in the case of a high pressure pipeline it is so far as is practicable accessible for inspection.
- (2) Subject to sub-paragraph (4) a high pressure pipeline shall be—
- (a) a rigid line of steel, copper or copper alloy of high pressure hydraulic grade, suitable for service on road vehicles and designed for a minimum service pressure rating of not less than 75 bar absolute, and
 - (b) effectively protected against, or shielded from, or treated so as to be resistant to, external corrosion throughout its length unless it is made from material which is corrosion resistant under the conditions which it is likely to encounter in service.
- (3) No unsupported length of any high pressure pipeline shall exceed 600 mm.
- (4) Flexible hose may be used in a high pressure pipeline if—
- (a) it is reinforced either by stainless steel wire braid or by textile braid,
 - (b) its length does not exceed 500 mm, and
 - (c) save in the case of a pipeline attached to a gas container for the purpose of filling that container the flexibility which it provides is necessary for the construction or operation of the gas system of which it forms a part.
- (5) If a high pressure pipeline or part of such a pipeline is so constructed or located that it may, in the course of its normal use (excluding the supply of fuel from a gas container), contain liquid which is prevented from flowing, a relief valve shall be incorporated in that pipeline.

Unions and joints

5.—(1) Unions and joints on a pipeline or gas container shall be so constructed and fitted that they will—

- (a) not be liable to work loose or leak when in use, and
- (b) be readily accessible for inspection and maintenance.

(2) A union on a high pressure pipeline or on a gas container shall be made of suitable metal but such a union may contain non-metal washers and seals provided that such washers and seals are supported and constrained by metal components.

Reducing valves

6. A reducing valve shall be made of suitable materials and be so fitted as to be readily accessible for inspection and maintenance.

Pressure relief valves

7.—(1) A pressure relief valve which is fitted to a part of a gas system (including a gas container) shall—

- (a) be made entirely of suitable metal and so constructed and fitted as to ensure that the cooling effect of the gas during discharge shall not prevent its effective operation,
- (b) be capable, under the most extreme temperatures likely to be met (including exposure to fire), of a discharge rate which prevents the pressure of the contents of the gas system from exceeding its design pressure,
- (c) have a maximum discharge pressure not greater than the design pressure of the gas container,

- (d) be so designed and constructed as to prevent unauthorised interference with the relief pressure setting during service, and
- (e) have outlets which are—
 - (i) so sited that so far as is reasonably practicable in the event of an accident the valve and its outlets are protected from damage and the free discharge from such outlets is not impaired, and
 - (ii) so designed and constructed as to prevent the collection of moisture and other foreign matter which could adversely affect their performance.

(2) The pressure at which a pressure relief valve is designed to start lifting shall be clearly and permanently marked on such valve.

(3) A pressure relief valve which is fitted to a gas container shall communicate with the vapour space in the gas container and not with any liquefied gas.

Valves and cocks

8.—(1) A valve or cock shall be fitted to a supply pipeline as near as practicable to a fixed gas container and such valve or cock shall by manual operation enable the supply of gas from the gas container to the gas system to be stopped, and subject to sub-paragraph (2), shall—

- (a) if fitted on the outside of the vehicle, be readily visible and accessible from the outside of the vehicle, or
- (b) if fitted inside the vehicle be readily accessible for operation and be so arranged as to prevent so far as is practicable the possibility of gas entering the engine, passenger or living compartments due to leaks, and the space containing the valve or cock shall be so ventilated and drained as to prevent the accumulation of gas in that space.

(2) Where a fixed gas container supplies no gas system other than a gas propulsion system and the gas container is so located that it is not practicable to make the valve or cock referred to in sub-paragraph (1) readily accessible there shall be fitted an electrically-operated valve which shall either be incorporated in the valve or cock referred to in sub-paragraph (1) or be fitted immediately downstream from it and shall—

- (a) be constructed so as to open when the electric power is applied and to close when the electric power is cut off,
- (b) be so fitted as to shut off the supply of gas from the gas container to the gas system when the engine is not running, and
- (c) if fitted inside the vehicle be so arranged as to prevent as far as is practicable the possibility of gas entering the engine, passenger or living compartments due to leaks, and the space containing the valve shall be so ventilated and drained as to prevent the accumulation of gas in that space.

(3) A notice clearly indicating the position, purpose and method of operating a valve or cock referred to in sub-paragraphs (1) and (2) shall be fixed—

- (a) in a conspicuous position on the outside of the vehicle, and
- (b) where the valve or cock is located inside the vehicle in a conspicuous position adjacent to the gas container.

(4) In the case of a high pressure pipeline for the conveyance of gas from the gas container an excess flow valve shall be fitted as near as practicable to the gas container and such valve shall operate in the event of a fracture of the pipeline or other similar failure.

(5) All parts of every valve or cock referred to in this sub-paragraph which are in

contact with gas shall be made of suitable metal, save that they may contain non-metal washers and seals if such washers and seals are supported and constrained by metal components.

Gauges

9.—(1) Subject to sub-paragraph (2) a gauge connected to a gas container or to a pipeline shall be so constructed as to be unlikely to deteriorate under the action of the gas used or to be used and shall be so constructed and fitted that—

- (a) no gas can escape into any part of the vehicle as a result of any failure of the gauge, and
- (b) in the event of a failure of the gauge the supply of gas to the gauge can be readily stopped.

(2) Sub-paragraph (b) shall not apply to a gauge fitted as an integral part of a gas container.

Propulsion systems

10.—(1) A gas propulsion system shall be so designed and constructed that—

- (a) the supply of gas to the engine is automatically stopped by the operation of a valve when the engine is not running at all or is not running on the supply of gas, and
- (b) where a reducing valve is relied on to comply with sub-paragraph (a), the supply of gas to the engine is automatically stopped by the operation of an additional valve when the engine is switched off.

(2) Where the engine of a vehicle is constructed or adapted to run on one or more fuels as alternatives to gas, the safety and efficiency of the engine and any fuel system shall not be impaired by the presence of any other fuel system.

Special requirements for buses

11. In the case of a bus there shall be fitted as near as practicable to the gas container a valve which shall stop the flow of gas into the gas supply pipeline in the event of—

- (a) the angle of tilt of the vehicle exceeding that indicated in regulation 5 of the Public Service Vehicles (Construction) Regulations 1960(a), and
- (b) the deceleration of the vehicle exceeding 5g.

Gas-fired appliances

12. All parts of a gas-fired appliance shall be—

- (a) so designed and constructed that leakage of gas is unlikely to occur, and
- (b) constructed of materials which are compatible both with each other and with the gas used.

13. A gas-fired appliance shall be—

- (a) so located as to be easily inspected and maintained,
- (b) so located and either insulated or shielded that its use shall not cause or be likely to cause danger due to the presence of flammable material,
- (c) so constructed and located as not to impose undue stress on pipes or fittings, and
- (d) so fastened or located as not to work loose or move in relation to the vehicle.

(a) S.R. & O. (N.I.) 1960 No. 91, to which there are amendments not relevant to these Regulations

14. With the exception of catalytic heating appliances, an appliance of the kind described in regulation 93(3)(b) or (c) which is fitted to a motor vehicle shall be fitted with a flue which shall be—

- (a) connected to an outlet which is on the outside of the vehicle,
- (b) constructed and located so as to prevent expelled matter from entering the vehicle, and
- (c) located so that it will not cause adverse effect to, or suffer adverse effect from, the exhaust outlet of the engine or other source of heat.

General requirements

15. All parts of a gas propulsion system or a gas-fired appliance system, excluding the appliance itself, shall be—

- (a) so far as is practicable so located or protected as not to be exposed to accidental damage,
- (b) soundly and properly constructed of materials which are compatible with one another and with the gas used or to be used and which are capable of withstanding the loads and stresses likely to be met in operation, and
- (c) so designed and constructed that leakage of gas is unlikely to occur.

Construction Requirements of Minibuses*Definitions*

In this Schedule—

“driver’s door” means a door for use by the driver;

“emergency door” means a door for use by passengers in an emergency; and

“service door” means a door for use by passengers in normal circumstances.

Exhaust pipes

1. The outlet of an exhaust pipe fitted to a minibus shall be either at the rear or on the off side of the vehicle.

Doors — number and position

2.—(1) A minibus shall be fitted with as least—

(a) one service door on the near side of the vehicle; and

(b) one emergency door either at the rear or on the off side of the vehicle so, however, that an emergency door fitted on the off side of the vehicle shall be in addition to the driver’s door and there shall be no requirement for an emergency door on a minibus if it has a service door at the rear in addition to the service door on the near side.

(2) A minibus shall not be fitted with any door on its off side other than a driver’s door and an emergency door.

Emergency doors

3. An emergency door fitted to a minibus, whether or not required pursuant to these Regulations, shall—

(a) be clearly marked, in letters not less than 25 mm high, on both the inside and the outside, “EMERGENCY DOOR” or “FOR EMERGENCY USE ONLY”, and the means of its operation shall be clearly indicated on or near the door;

(b) if hinged, open outwards;

(c) be capable of being operated manually; and

(d) when fully opened, given an aperture in the body of the vehicle not less than 1210 mm high nor less than 530 mm wide.

Power-operated doors

4.—(1) A power-operated door fitted to a minibus shall—

(a) incorporate transparent panels so as to enable a person immediately inside the door to see a person immediately outside the door;

(b) be capable of being operated by a mechanism controlled by the driver of the vehicle when in the driving seat;

(c) be capable, in the event of an emergency or a failure of the supply of power for the operation of the door, of being opened from both inside and outside the vehicle by controls which—

(i) over-ride all other controls,

(ii) are placed on, or adjacent to, the door, and

(iii) are accompanied by markings which clearly indicate their position and method of operation and state that they may not be used by passengers except in an emergency;

- (d) have a soft edge so that a trapped finger is unlikely to be injured; and
- (e) be controlled by a mechanism by virtue of which if the door, when closing, meets a resistance exceeding 150 Newtons, either
 - the door will cease to close and begin to open, or
 - the closing force will cease and the door will become capable of being opened manually.

(2) A minibus shall not be equipped with a system for the storage or transmission of energy in respect of the opening or closing of a door which, either in normal operation or if the system fails, is capable of adversely affecting the operation of the vehicle's braking system.

Locks, handles and hinges of doors

5. A minibus shall not be fitted with—

- (a) a door which can be locked from the outside unless, when so locked, it is capable of being opened from inside the vehicle when stationary;
- (b) a handle or other device for opening a door, other than the driver's door, from inside the vehicle unless the handle or other device is designed so as to prevent, so far as is reasonably practicable, the accidental opening of the door, and is fitted with a guard or transparent cover or so designed that it must be raised to open the door;
- (c) a door which is not capable of being opened, when not locked, from inside and outside the vehicle by a single movement of the handle or other device for opening the door;
- (d) a door in respect of which there is not a device capable of holding the door closed so as to prevent a passenger falling through the doorway;
- (e) a side door which opens outwards and is hinged at the edge nearest the rear of the vehicle except in the case of a door having more than one rigid panel;
- (f) a door, other than a power-operated door, in respect of which there is not either—
 - (i) a slam lock of the two-stage type; or
 - (ii) a device by means of which the driver, when occupying the driver's seat, is informed if the door is not securely closed, such device being operated by movement of the handle or other device for opening the door or, in the case of a handle or other device with a spring-return mechanism, by movement of the door as well as of the handle or other device.

Provided that sub-paragraphs (a), (c), (d) and (f) shall not apply to a near side rear door forming part of a pair of doors fitted at the rear of a vehicle if that door is capable of being held securely closed by the other door of that pair.

View of doors

6.—(1) Subject to sub-paragraph (2), a minibus shall be fitted with mirrors or other means so that the driver, when occupying the driver's seat, can see clearly the area immediately inside and outside the service doors of the vehicle.

(2) Sub-paragraph (1) shall be deemed to be satisfied in respect of a rear service door if a person 1.3 m tall standing 1 m behind the vehicle is visible to the driver when occupying the driver's seat.

Access to doors

7.—(1) Subject to sub-paragraph (2), there shall be unobstructed access from every passenger seat in a minibus to at least two doors one of which must be on the

near side of the vehicle and one of which must be either at the rear or on the offside of the vehicle.

(2) Access to one only of the doors referred to in sub-paragraph (1) may be obstructed by either or both—

- (a) a seat which when tilted or folded does not obstruct access to that door; and
- (b) a lifting platform or ramp which—
 - (i) does not obstruct the handle or other device on the inside for opening the door with which the platform or ramp is associated, and
 - (ii) when the door is open, can be pushed or pulled out of the way from the inside so as to leave the doorway clear for use in an emergency.

Grab handles and hand rails

8. A minibus shall be fitted as respects every side service door with a grab handle or a handrail to assist passengers to get on or off the vehicle.

Seats

9.—(1) A seat shall not be fitted to a door of a minibus.

(2) Seats and wheelchair anchorages fitted to a minibus shall be fixed to the vehicle.

(3) A seat, other than a wheelchair, fitted to a minibus shall not be less than 400 mm wide, and in ascertaining the width of a seat no account shall be taken of arm-rests, whether or not they are folded back or otherwise put out of use.

(4) A minibus shall not be fitted with an anchorage for a wheelchair in such a manner that a wheelchair secured to the anchorage would face either side of the vehicle.

(5) A minibus shall not be fitted with a seat—

- (a) facing either side of the vehicle and immediately forward of a rear door unless the seat is fitted with an arm-rest or similar device to guard against a passenger on that seat falling through the doorway; or
- (b) so placed that a passenger on it would, without protection, be liable to be thrown through a doorway which is provided with a power-operated door or down steps, unless the vehicle is fitted with a screen or guard which affords adequate protection against that occurrence.

Electrical equipment and wiring

10.—(1) Subject to sub-paragraph (2) a minibus shall not be fitted with any—

- (a) electrical circuit which is liable to carry a current exceeding that for which it was designed;
- (b) cable for the conduct of electricity unless it is suitably insulated and protected from damage;
- (c) electrical circuit, other than a charging circuit, which includes equipment other than—
 - (i) a starter motor,
 - (ii) a glow plug,
 - (iii) an ignition circuit, and
 - (iv) a device to stop the vehicle's engine,
 unless it includes a fuse or circuit breaker so, however, that one fuse or circuit breaker may serve more than one circuit: or

- (d) electrical circuit with a voltage exceeding 100 volts unless there is connected in each pole of the main supply of electricity which is not connected to earth a manually-operated switch which is—
- (i) capable of disconnecting the circuit, or, if there is more than one, every circuit, from the main supply,
 - (ii) not capable of disconnecting any circuit supplying any lamp with which the vehicle is required to be fitted, and
 - (iii) located inside the vehicle in a position readily accessible to the driver.

(2) Sub-paragraph (1) does not apply to a high tension ignition circuit or a circuit within a unit of equipment.

Fuel tanks

11. A minibus shall not be fitted with a fuel tank or apparatus for the supply of fuel which is in the compartments or other spaces provided for the accommodation of the driver or passengers.

Lighting of steps

12. A minibus shall be provided with lamps to illuminate every step at a passenger exit or in a gangway.

General construction and maintenance

13. A minibus, including all bodywork and fittings, shall be soundly and properly constructed of suitable materials and maintained in good and serviceable condition, and shall be of such design as to be capable of withstanding the loads and stresses likely to be met in the normal operation of the vehicle.

SCHEDULE 6

Fire Extinguishing Apparatus and First Aid Equipment for Minibuses

PART I

(see regulation 42(1))

FIRE EXTINGUISHING APPARATUS

A fire extinguisher which complies in all respects with the specification for portable fire extinguishers issued by the British Standards Institution numbered BS 5423: 1980 as amended by Amendment No. 1 (reference number AMD 4110 published on 31st December 1982) and Amendment No. 2 (reference number AMD 4544 published on 30th April 1984) and which—

- (a) contains water with a minimum test fire rating of 8A, or
- (b) contains foam with a minimum test fire rating of 8A and 21B.

PART II

(see regulation 43(1))

FIRST AID EQUIPMENT

- (i) Ten antiseptic wipes, foil packed;
- (ii) One conforming disposable bandage (not less than 7.5 cm wide);
- (iii) Two triangular bandages;
- (iv) One packet of 24 assorted adhesive dressings;
- (v) Three large sterile unmedicated ambulance dressings (not less than 15.0 cm x 20.0 cm);
- (vi) Two sterile eye pads, with attachments;
- (vii) Twelve assorted safety pins; and
- (viii) One pair of rustless blunt-ended scissors.

SCHEDULE 7

(see regulation 68(a))

Plates for certain vehicles

PART I

PARTICULARS TO BE SHOWN ON PLATE FOR MOTOR VEHICLES (INCLUDING MOTOR VEHICLES FORMING PART OF ARTICULATED VEHICLES)

1. Manufacturer's name.
 2. Vehicle type.
 3. Engine type and power (a).
 4. Chassis or serial number.
 5. Number of axles.
 6. Maximum axle weight for each axle (b).
 7. Maximum gross weight (c).
 8. Maximum train weight (d).
 9. Maximum weight in Great Britain for each axle (b) (e).
 10. Maximum gross weight in Great Britain (c) (e).
- (a) The power need not be shown in the case of a motor vehicle manufactured before 1st October 1972 (in this Schedule referred to as "an excepted vehicle") and shall not be shown in the case of any motor vehicle which is propelled otherwise than by a compression ignition engine.
- (b) This weight as respects each axle is the sum of the weights to be transmitted to the road surface by all the wheels of that axle.
- (c) This weight is the sum of the weights to be transmitted to the road surface by all the wheels of the motor vehicle (including any load imposed by a trailer, whether forming part of an articulated vehicle or not, on the motor vehicle).
- (d) This weight is the sum of the weights to be transmitted to the road surface by all the wheels of the motor vehicle and of any trailer drawn, but this item need not be completed where the motor vehicle is not constructed to draw a trailer.
- (b),(c), (d) References to the weights to be transmitted to the road surface by all or any of the wheels of the vehicle or of any trailer drawn are references to the weights so to be transmitted both of the vehicle or trailer and of any load or persons carried by it.
- (e) This item need not be completed in the case of an excepted vehicle or in the case of a vehicle which is a locomotive or motor tractor.

PART II

PARTICULARS TO BE SHOWN ON PLATE FOR TRAILERS (INCLUDING TRAILERS FORMING PART OF ARTICULATED VEHICLES)

1. Manufacturer's name.
 2. Chassis or serial number.
 3. Number of axles.
 4. Maximum weight for each axle (a).
 5. Maximum load imposed on drawing vehicle (b).
 6. Maximum gross weight (c).
 7. Maximum weight in the United Kingdom for each axle (a) (e).
 8. Maximum gross weight in the United Kingdom (c) (f).
 9. Year of manufacture (d).
- (a) This weight as respects each axle is the sum of the weights to be transmitted to the road surface by all the wheels of that axle.
- (b) Only for trailers forming part of articulated vehicles or where some of the weight of the trailer or its load is to be imposed on the drawing vehicle. This item need not be completed in the case of a converter dolly.

- (c) This weight is the sum of the weights to be transmitted to the road surface by all the wheels of the trailer, including any weight of the trailer to be imposed on the drawing vehicle.
- (a), (b), (c) References to the weights to be transmitted to the road surface by all or any of the wheels of the trailer are references to the weight so to be transmitted both of the trailer and of any load or persons carried by it and references to the weight to be imposed on the drawing vehicle are references to the weights so to be imposed both of the trailer and of any load or persons carried by it except where only the load of the trailer is imposed on the drawing vehicle.
- (d) This item need not be completed in the case of a trailer manufactured before 1st April 1970.
- (e) This item need not be completed in the case of a trailer manufactured before 1st October 1972.
- (f) This item need not be completed in the case of a trailer manufactured before 1st October 1972 or which forms part of an articulated vehicle.

PART III

1. The power of an engine, which is to be shown only in the case of a compression ignition engine on the plate in respect of item 3 in Part I of this Schedule, shall be the amount in kilowatts equivalent to the installed power output shown in a type test certificate issued—

- (a) by a person authorised by the Secretary of State for the Environment for the type of engine to which the engine conforms; and
- (b) in accordance with either—
 - (i) the provisions relating to the installed brake power output specified in the British Standard Specification for the Performance of Diesel Engines for Road Vehicles published on 19th May 1971 under the number BS AU 141a: 1971;
 - (ii) the provisions relating to the net power specified in Community Directive 80/1269 but after allowance has been made for the power absorbed by such equipment, at its minimum power setting, driven by the engine of the vehicle as is fitted for the operation of the vehicle (other than its propulsion) such power being measured at the speed corresponding to the engine speed at which maximum engine power is developed; or
 - (iii) the provisions of Annex 10 of ECE Regulation 24.02 as further amended with effect from 15th February 1984 relating to the method of measuring internal combustion engine net power, but after allowance has been made for the power absorbed by any disconnectable or progressive cooling fan, at its maximum setting, and by any other such equipment, at its minimum power setting, driven by the engine of the vehicle as is fitted for the operation of the vehicle (other than its propulsion), such power being measured at the speed corresponding to the engine speed at which maximum engine power is developed.

2.—(1) Subject to sub-paragraph (2) the weights to be shown on the plate in relation to items 6, 7 and 8 in Part I and in relation to items 4, 5 and 6 in Part II shall be the weight limits at or below which the vehicle is considered by the manufacturer fit for use, having regard to its design, construction and equipment and the stresses to which it is likely to be subject in use.

(2) Where alterations are made to a vehicle which may render the vehicle fit for use at weights which exceed those referred to in sub-paragraph (1) and shown on the plate—

- (a) there may be shown on the plate, in place of any of those weights, such new weights as the manufacturer of the vehicle or any person carrying on business as a manufacturer of motor vehicles or trailers (or a person duly authorised on behalf of that manufacturer or any such person) or a person authorised by the Secretary of State for the Environment, considers to represent the weight limits at or below which the vehicle will then be fit for use, having regard to its design, construction and equipment and to those alterations and to the stresses to which it is likely to be subject in use; and
- (b) the name of the person who has determined the new weights shall be shown on the plate as having made that determination and, where he is a person authorised by the Secretary of State for the Environment, his appointment shall be so shown.

(3) In relation to a vehicle manufactured on or after 1st October 1972, in sub-paragraph (2)—

- (a) the references to equipment shall not be treated as including a reference to the type of tyres with which the vehicle is equipped; and
- (b) for the words “weight limits at or below” in both places where they occur there shall be substituted the words “maximum weights at”.

3. The weights to be shown on the plate in respect of—

- (a) item 9 in Part I shall be the weights shown at item 6 in that Part and in respect of item 7 in Part II shall be the weights shown at item 4 in that Part, in each case reduced so far as necessary to indicate the maximum weight applicable to each axle of the vehicle, if the vehicle is not to be used in contravention of regulations 21, 73, 76 or 77, and if the tyres with which the vehicle is equipped are not, as respects strength, to be inadequate to support the weights to be so shown at item 9 and item 7;
- (b) item 10 in Part I shall be the weight shown at item 7 in that Part and in respect of item 8 in Part II shall be the weight shown at item 6 in that Part, in each case reduced so far as necessary to indicate the maximum permissible weight applicable if the vehicle is not to be used in contravention of regulation 73 if the tyres with which the vehicle is equipped are not, as respects strength, to be inadequate to support the weights to be so shown at item 10 and item 8.

4.—(1) Subject to sub-paragraph (2) weights on plates first affixed to a vehicle on or after 31st December 1976 shall be shown in kilograms, and weights on plates first so affixed before that date may be shown in—

- (i) kilograms; or
- (ii) tons and decimals thereof together with the equivalent weight in kilograms; or
- (iii) tons and decimals thereof.

(2) Where a new weight is first shown on a plate by virtue of paragraph 2(2) the weight shall be shown as if it was on a plate first affixed to a vehicle on the date it was first shown.

5. All letters and figures shown on the plate shall be not less than 6 mm in height.

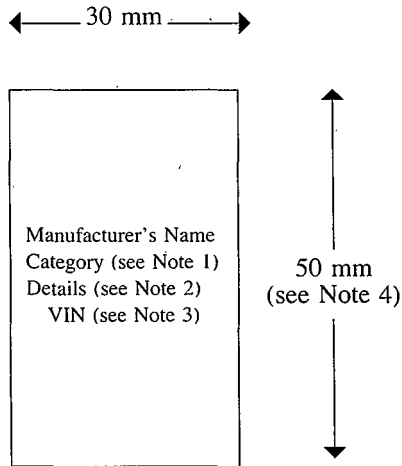
6. In this Schedule references to the manufacturer of a motor vehicle or trailer are in relation to—

- (a) a motor vehicle or a trailer constructed with a chassis which has not previously formed part of another vehicle, references to the person by whom that chassis was made;
- (b) any other motor vehicle or trailer, references to the person by whom that vehicle was constructed.

Plates for Motor-cycles

1. The plate required by regulation 71(2) shall be firmly attached to a part of the motor-cycle which is not normally subject to replacement during the life of the motor-cycle.

2. The plate shall be in the form shown in the diagram below, shall have dimensions not less than those shown in that diagram and shall show the information provided for in that diagram and detailed in the Notes below.

Diagram of Plate**Notes:**

1. The categories are "standard motor-cycle" and "moped".

2. The details are—

(a) for standard motor-cycles—

- (i) the engine capacity,
- (ii) the maximum engine power, and
- (iii) the power to weight ratio,

provided that the details under (ii) and (iii) need not be shown for a vehicle first used before 1st January 1982;

(b) for mopeds—

- (i) the engine capacity,
- (ii) the kerbside weight, and
- (iii) the maximum speed.

3. The vehicle identification number (VIN) shall be marked in the form used by the manufacturer to identify any one individual vehicle.

4. In the case of a plate fitted to a vehicle first used before 1st January 1982 or to a moped this dimension shall be 40 mm.

5. The information on the plate shall be shown in characters not less than 4 mm in height and in the positions on the plate indicated in the diagram.

6. No information, other than that provided for in the diagram, shall be marked within the rectangle which is shown in that diagram.

7. In this Schedule—

“maximum engine power” means the maximum net power the motor-cycle engine will develop, in kilowatts, when measured in accordance with the test conditions specified in the International Standard number ISO 4106 developed by the technical committee of the International Organisation for Standardisation, and approved by member bodies, including the United Kingdom, and published under the reference ISO 1978 4106-09-01;

“moped” means a motor-cycle which—

- (a) has a kerbside weight not exceeding 250 kg, and
- (b) if propelled by an internal combustion engine, has an engine with a cylinder capacity which does not exceed 50 cc, and
- (c) is designed to have a maximum speed not exceeding 30 m.p.h. when driven under the conditions set out in paragraph 8.

“power to weight ratio” means the ratio of the maximum engine power to the kerbside weight of the vehicle measured, as regards the maximum engine power, in kilowatts and, as regards the kerbside weight, in 1000 kg;

“standard motor-cycle” means a motor-cycle which is not a moped.

8. A motor-cycle shall be regarded as complying with paragraph (c) of the definition of “moped” in paragraph 7 if it cannot exceed 35 m.p.h. when tested under the following conditions—

- (a) the surface on which it is tested shall be dry asphalt or concrete;
- (b) the rider shall be a person not exceeding 75 kg in weight;
- (c) no passenger or load shall be carried;
- (d) the test route shall be so located that acceleration to, and deceleration from, maximum speed can take place elsewhere than on the test route itself;
- (e) the test route shall not have a gradient exceeding 5%;
- (f) the motor-cycle shall be ridden in opposite directions along the test route and the speed recorded for the purpose of the test shall (in order to minimise the effect of wind resistance and gradient) be the average of speeds shown for each direction;
- (g) when being driven along the test route, the motor-cycle shall be driven in such manner and in such gear as to achieve the maximum speed of which it is capable; and
- (h) if the motor-cycle is fitted with a device which can, without the use of specialist tools or equipment, be readily modified or removed so as to increase its maximum speed, the test shall be carried out with the device in the modified condition or, as the case may be, without the device.

SCHEDULE 9

(see regulations 73(2),
(3) and (4))

Maximum permitted weights, etc

PART I

(see regulation 73(2))

MAXIMUM PERMITTED LADEN WEIGHTS FOR HEAVY MOTOR CARS AND MOTOR CARS
AND TRAILERS IN EACH CASE NOT FORMING PART OF ARTICULATED VEHICLES

1	2	3	4	5
<i>Item</i>	<i>No. of axles</i>	<i>Distance between foremost and rearmost axles (metres)</i>	<i>Weight not exceeded by any axle (kg)</i>	<i>Maximum permitted laden weight (kg)</i>
1	2	Less than 2.65	The maximum weight permitted by regulation 76	14,230 (unless item 2 applies)
2	2	Closely spaced on a trailer where the distance between the foremost axle of the trailer and the rear axle of the drawing vehicle is at least 4.2		16,260 16,260
3	2	At least 2.65		
4	2	At least 3.0 if the vehicle is a bus the laden weight of which is calculated in accordance with regulation 76(5) or a goods vehicle		
5	2	At least 3.0 if the vehicle is a trailer		17,000
6	3	Less than 3.0	10,170	18,000 16,260
7	3	At least 3.0	10,170	18,290
8	3	At least 3.2	8,130	20,330
9	3	At least 3.9	10,170	20,330
10	3	At least 3.9	8,640	22,360
11	3	At least 4.6	10,170	22,360
12	3	At least 4.9	9,400	24,390
13	3	At least 5.1	10,170	24,390
14	4 or more	Less than 3.7	10,170	18,290
15	4 or more	At least 3.7	8,640	20,330
16	4 or more	At least 4.6	8,640	22,360
17	4 or more	At least 4.7	8,640	24,390
18	4 or more	At least 5.0	9,150	24,390
19	4 or more	At least 5.6	9,150	26,420
20	4 or more	At least 6.0	9,660	26,420
21	4 or more	At least 5.9	9,150	28,450
22	4 or more	At least 6.3	9,660	28,450
23	4 or more	At least 6.3	9,400	30,490
24	4 or more	At least 6.5	9,660	30,490

PART II

(see regulation 73(2))

MAXIMUM PERMITTED LADEN WEIGHTS FOR HEAVY MOTOR CARS AND MOTOR CARS
FORMING PART OF ARTICULATED VEHICLES

1	2	3	4	5
Item	No. of axles	Distances between foremost and rearmost axles (metres)	Weight not exceeded by any axle not being the foremost or rearmost (kg)	Maximum permitted laden weight (kg)
1	2	At least 2.0	—	14,230
2	2	At least 2.4	—	16,260
3	2	At least 2.7	—	17,000
4	3 or more	At least 3.0	8,390	20,330
5	3 or more	At least 3.8	8,640	22,360
6	3 or more	At least 4.0	10,500	22,500
7	3 or more	At least 4.3	9,150	24,390
8	3 or more	At least 4.9	10,500	24,390

PART III

(see regulation 75(1))

MAXIMUM PERMITTED LADEN WEIGHT OF ARTICULATED VEHICLES

I	2		3	4
Item	Relevant axle spacing (metres)		Maximum weight (kg)	Minimum overall length (metres)
	(a) Where motor vehicle has 2 axles	(b) Where motor vehicle has more than 2 axles		
1	At least 2.0	At least 2.0	20,330	—
2	At least 2.2	At least 2.2	22,360	—
3	At least 2.6	At least 2.6	23,370	—
4	At least 2.9	At least 2.9	24,390	—
5	At least 3.2	At least 3.2	25,410	—
6	At least 3.5	At least 3.5	26,420	—
7	At least 3.8	At least 3.8	27,440	—
8	At least 4.1	At least 4.1	28,450	—
9	At least 4.4	At least 4.4	29,470	—
10	At least 4.7	At least 4.7	30,490	—
11	At least 5.0	At least 5.0	31,500	—
12	At least 5.3	At least 5.3	32,520	—
13	At least 5.5	At least 5.4	33,000	10.0
14	At least 5.8	At least 5.6	34,000	10.3
15	At least 6.2	At least 5.8	35,000	10.5
16	At least 6.5	At least 6.0	36,000	11.0
17	At least 6.7	At least 6.2	37,000	11.5
18	At least 6.9	At least 6.3	38,000	12.0

PART IV

(see regulation 75(1))

MAXIMUM PERMITTED LADEN WEIGHT OF ARTICULATED VEHICLES

1	2	3
<i>Item</i>	<i>Type of articulated vehicle</i>	<i>Maximum permitted weight (kg)</i>
1	Motor vehicle and semi-trailer having a total of 3 axles	24,390
2	Motor vehicle and semi-trailer having a total of 4 axles or motor vehicle first used before 1st April 1973 and semi-trailer having a total of 5 or more axles	32,520
3	Motor vehicle first used on or after 1st April 1973 and semi-trailer having a total of 5 or more axles	38,000

PART V

(see regulation 77(2))

MAXIMUM PERMITTED WEIGHTS OF TWO CLOSELY-SPACED AXLES

1	2	3	4	5
<i>Item</i>	<i>Distance between axles (metres)</i>	<i>Maximum permitted weight when weight of neither axle exceeds one half of the specified weight (kg)</i>	<i>Maximum permitted weight in cases not within column (3) when weight of neither axle exceeds 10170kg (kg)</i>	<i>Maximum permitted weight in cases not within column (3) or (4) (kg)</i>
1	At least 1.02	16,260	12,200	10,500
2	At least 1.05	17,280	15,260	10,500
3	At least 1.20	18,300	16,270	15,260
4	At least 1.35	18,800	17,280	16,500
5	At least 1.50	19,320	18,300	18,000
6	At least 1.80	20,000	19,000	19,000
7	At least 1.85	20,340	19,320	19,320

PART VI

(see regulation 77(3))

MAXIMUM PERMITTED WEIGHTS OF THREE CLOSELY-SPACED AXLES, AND
SEMI-TRAILER AXLES WHERE REGULATION 77(6) APPLIES

1	2	3	4
<i>Item</i>	<i>Smallest distance between any adjoining axles (metres)</i>	<i>Maximum permitted weight of each axle in the case of three closely-spaced axles where regulation 77(6) does not apply (kg)</i>	<i>Maximum permitted weight of each axle in the case of a semi-trailer to which regulation 77(6) applies (kg)</i>
1	At least 0.70	6,000	6,000
2	At least 0.80	6,200	6,200
3	At least 0.90	6,400	6,400
4	At least 1.00	6,600	6,600
5	At least 1.10	6,900	7,000
6	At least 1.20	7,100	7,300
7	At least 1.30	7,500	8,000

PART VII

(see regulation 77(4))

MAXIMUM PERMITTED WEIGHT OF THREE ADJACENT AXLES

1	2	3	4
<i>Item</i>	<i>Distance between foremost and rearmost axles (metres)</i>	<i>Maximum intermediate axle weight (kg)</i>	<i>Maximum permitted total weight (kg)</i>
1	Less than 3.0	10,170	18,290
2	At least 3.0	8,390	20,330
3	At least 3.8	8,640	22,360
4	At least 4.6	9,150	24,390

SCHEDULE 10

(see regulation 79(1),
(4), (6) and (9) to (12))**Conditions to be complied with in relation to the use of vehicles carrying wide or long loads or vehicles carrying loads or having fixed appliances or apparatus which project**

PART I

Advance notice to Police

1. The conditions referred to in regulation 79(4)(ii)(A), (6), (9) and 11(b)(ii) are—

- (a) Before using on a road a vehicle to which this Schedule applies, the owner shall give at least two clear working days notice in writing of the intended use to the Chief Constable of the Royal Ulster Constabulary, and the notice shall include the following details—
- (i) time, date and route of the proposed journey, and
 - (ii) in a case to which regulation 79(3) applies, the overall length and width of the vehicle by which the load is carried and the width of the lateral projection of its load,
 - (iii) in a case to which regulation 79(6)(a) applies, the overall length and width of each vehicle by which the load is carried, the length of any forward or rearward projection and, where the load rests on more than one vehicle, the distance between the vehicles,
 - (iv) in a case to which regulation 79(6)(b) applies, the overall length of the combination of vehicles and the length of any forward or rearward projection of the load, and
 - (v) in a case to which regulation 79(9) and (10) applies, the overall length of the vehicle and the length of any forward or rearward projection of the load or special appliance or apparatus.

The Chief Constable of the Royal Ulster Constabulary may, at his discretion, accept a shorter period of notice or fewer details.

- (b) The vehicle shall be used only in accordance with the details specified in sub-paragraph (a) subject to any variation in the time, date or route which may be directed by—
- (i) the Chief Constable of the Royal Ulster Constabulary to the owner of the vehicle, or
 - (ii) a constable to the driver in the interests of road safety or in order to avoid undue traffic congestion by halting the vehicle in a place on or adjacent to the road on which the vehicle is travelling.

In this paragraph—

- (i) “working day” means a day which is not a Sunday, a bank holiday, Christmas Day or Good Friday, and
- (ii) “bank holiday” means a day which is a bank holiday under Section 1 of the Banking and Financial Dealings Act 1971(a).

Attendants

2. The conditions referred to in regulation 79(4)(ii)(B), (6), (9) and 11(b)(ii) are—

(a) 1971 c. 80

(1) Subject to sub-paragraph (2) at least one person in addition to the person employed in driving the vehicle shall be employed—

- (a) in attending to that vehicle and its load and any other vehicle drawn by that vehicle and the load carried on the vehicle so drawn, and
- (b) to give warning to the driver of the motor vehicle and to any person of any danger likely to be caused to him by reason of the presence of the said vehicle on the road.

(2) Where three or more vehicles are travelling together in convoy, it shall be sufficient compliance with this paragraph if only the foremost and rearmost vehicles in the convoy are attended as prescribed in sub-paragraph (1).

(3) When a motor vehicle is drawing a trailer—

- (i) any person employed in pursuance of regulation 88 in attending that vehicle or trailer shall be treated as being an attendant required by this paragraph so long as he is also employed to discharge the duties mentioned in sub-paragraph (1); and
- (ii) when another motor vehicle is used for the purpose of assisting in their propulsion on the road, the person employed in driving that other motor vehicle shall not be treated as a person employed in attending to the first-mentioned vehicle or any vehicle drawn by it.

Marking of longer projections

3. The conditions referred to in regulation 79(9) and (12) are—

(a) A forward and rearward projection shall be fitted with—

- (i) an end marker, except in the case of a rearward projection which is fitted with a rear marking in accordance with the Motor Vehicles (Rear Markings) Regulations (Northern Ireland) 1983, and
- (ii) where required by sub-paragraphs (c) and (d) two or more side markers which shall be of the size, shape and colour described in Part II.

(b) the end marker shall be so fitted that—

- (i) it is as near to the projection as is practicable in a transverse plane,
- (ii) it is not more than 0.5m from the extreme end of the projection,
- (iii) the vertical distance between the lowest point of the marker and the road surface is not more than 2.5m,
- (iv) it, and any means by which it is fitted to the projection impedes the view of the driver as little as possible, and
- (v) it is clearly visible within a reasonable distance to a person using the road at the end of the vehicle from which the projection extends;

(c) where the forward projection exceeds 2 m or the rearward projection exceeds 3 m, one side marker shall be fitted on the right hand side and one on the left hand side of the projection so that—

- (i) each marker is as near to the projection as is practicable in a longitudinal plane,
- (ii) no part extends beyond the end of the projection,
- (iii) the vertical distance between the lowest part of each marker and the surface of the road is not more than 2.5m,
- (iv) the horizontal distance between each marker and the end marker or, as the case may be, the rear marking carried in accordance with the Motor Vehicles (Rear Markings) Regulations (Northern Ireland) 1983 does not exceed 1 m, and

- (v) each marker is clearly visible within a reasonable distance to a person using the road on that side of the projection;
- (d) where—
- (i) a forward projection exceeds 4.5 m, or
 - (ii) a rearward projection exceeds 5 m
- extra side markers shall be fitted on either side of the projection so that the horizontal distance between the extreme projecting point of the vehicle from which the projection extends and the nearest point on any side marker from that point, and between the nearest points of any adjacent side markers on the same side does not exceed—
- 2.5 m in the case of a forward projection, or
 - 3.5 m in the case of a rearward projection.
- For the purpose of this sub-paragraph the expression “the vehicle” shall not include any special appliance or apparatus or any part of them which is a forward projection or a rearward projection within the meaning given to those expressions in regulation 79;
- (e) the extra side markers required by this sub-paragraph shall also meet the requirements of (i), (iii) and (v) of sub-paragraph (c);
- (f) every marker fitted in accordance with this paragraph shall be kept clean and unobscured and during the hours of darkness be illuminated by a lamp which renders it readily visible from a reasonable distance and which is so shielded that its light, except as reflected from the marker, is not visible to other persons using the road.

Marking of shorter projections

4. The conditions referred to in regulation 79(9), (10)(a) and (12) are that a projection shall be rendered 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.

PROJECTION MARKERS

(See paragraph 3(a) of this Schedule)

Diagram of end marker surface

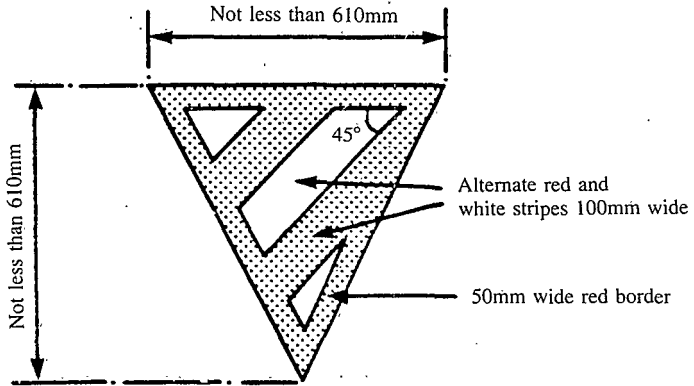
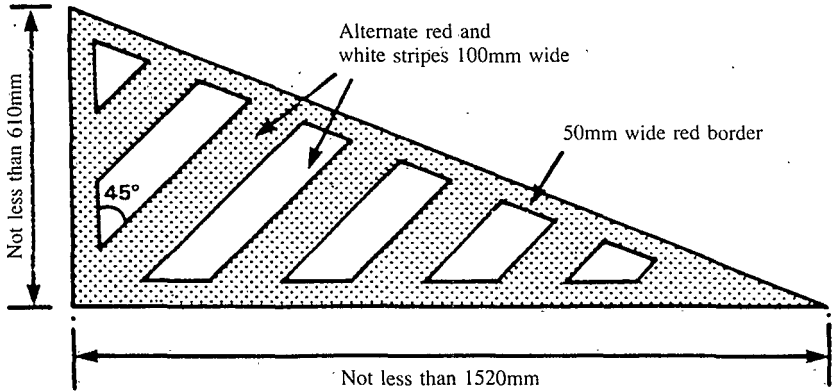


Diagram of side marker surface



Exclusion of certain vehicles from the application of regulation 38

PART I

1.—(1) In this Part—

“EEC type approval certificate” means a certificate issued by a member State of the European Economic Community in accordance with Community Directive 70/220 as originally made or with any amendments which have from time to time been made before 5th September 1988;

“engine capacity” means in the case of a reciprocating engine, the nominal swept volume and, in the case of a rotary engine, double the nominal swept volume;

“off-road vehicle” has the meaning given by Annex 1 to Council Directive 70/156/EEC of 6th February 1970(a) as amended on 5th September 1988;

“relevant authority” means—

(a) in relation to an EEC type approval certificate issued by the United Kingdom, the Secretary of State for the Environment, and

(b) in relation to an EEC type approval certificate issued by any other member State of the European Economic Community, the authority having power under the law of that State to issue that certificate.

(2) The reference in this Schedule to a M1 category vehicle is a reference to a vehicle described as M1 in Council Directive 70/156/EEC of 6th February 1970 as amended at 5th September 1988.

3. A vehicle of a description specified in column 2 of the Table is excluded from the application of regulation 38 if it is first used before the date specified in column 3 and the conditions specified in paragraph 4 are satisfied in respect to it on that date.

4. The conditions referred to in paragraph 3 are—

(a) that the vehicle is a model in relation to which there is in force an EEC type approval certificate issued before 1st October 1989;

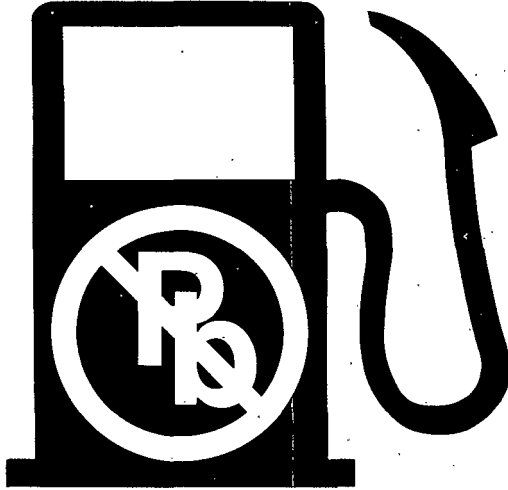
(b) that the manufacturer of the vehicle has supplied to the relevant authority which issued the EEC type approval certificate, a certificate stating that adapting vehicles of that model to the fuel requirements specified in the Annexes to Community Directive 88/76 would entail a change in material specification of the inlet or exhaust valve seats or a reduction in the compression ratio or an increase in the engine capacity to compensate for loss of power; and

(c) that the relevant authority has accepted the certificate referred to in sub-paragraph (b).

(a) O.J. No. L42, 23.2.70, p. 1: relevant amending instrument is Council Directive 87/403/EEC (O.J. No. L220, 8.8.87, p. 44)

PART II

SYMBOL INDICATING THAT VEHICLE CAN RUN ON UNLEADED PETROL



TABLE

1	2	3
<i>Item</i>	<i>Description of vehicle</i>	<i>Date before which vehicle must be first used</i>
1.	Vehicles with an engine capacity of less than 1400cc.	1.4.92
2.	Vehicles with an engine capacity of not less than 1400cc and not more than 2000cc.	1.4.92
3.	M1 category vehicles with an engine capacity of more than 2000cc and which— (a) are constructed or adapted to carry not more than 5 passengers excluding the driver, or (b) have a maximum gross weight of not more than 2500kg; not being in either case, an off-road vehicle.	1.4.93

SCHEDULE 12

Regulations revoked by regulation 106

<i>Title</i>	<i>Year and Number</i>
The Motor Vehicles (Use and Construction) (Track Laying Vehicles) Regulations (Northern Ireland) 1956	S.R. & O. (N.I.) 1956 No. 149
The Motor Vehicles (Use and Construction) (Track Laying Vehicles) (Amendment) Regulations (Northern Ireland) 1958	S.R. & O. (N.I.) 1958 No. 8
The Motor Vehicles (Use and Construction) (Track Laying Vehicles) (Amendment) Regulations (Northern Ireland) 1960	S.R. & O. (N.I.) 1960 No. 120
Motor Vehicles (Construction and Use) Regulations (Northern Ireland) 1976	S.R. 1976 No. 320
Motor Vehicles (Construction and Use) (Amendment) Regulations (Northern Ireland) 1978	S.R. 1978 No. 208
Motor Vehicles (Construction and Use) (Amendment) Regulations (Northern Ireland) 1980	S.R. 1980 No. 164
Motor Vehicles (Construction and Use) (Amendment) Regulations (Northern Ireland) 1982	S.R. 1982 No. 336
Motor Vehicles (Construction and Use) (Amendment) Regulations (Northern Ireland) 1983	S.R. 1983 No. 62
Motor Vehicles (Construction and Use) (Amendment No. 2) Regulations (Northern Ireland) 1983	S.R. 1983 No. 137
Motor Vehicles (Construction and Use) (Amendment No. 3) Regulations (Northern Ireland) 1983	S.R. 1983 No. 389
Motor Vehicles (Construction and Use) (Amendment) Regulations (Northern Ireland) 1987	S.R. 1987 No. 227
Motor Vehicles (Construction and Use) (Amendment) Regulations (Northern Ireland) 1988	S.R. 1988 No. 111
Motor Vehicles (Construction and Use) (Amendment) Regulations (Northern Ireland) 1988	S.R. 1988 No. 404

EXPLANATORY NOTE

(This note is not part of the Regulations.)

1. These Regulations consolidate (with amendments) the Motor Vehicles (Construction and Use) Regulations (Northern Ireland) 1976 (the 1976 Regulations) as amended and the Motor Vehicles (Use and Construction) Track Laying Vehicles Regulations 1956 (the 1956 Regulations) as amended. The Statutory Rules specified in Schedule 12 are revoked and re-enacted in a new presentation with more extensive use of tabulations, more logical arrangement of material and, as far as possible, simplified language.

Substantive changes in the requirements.

2. The principal new provisions (including withdrawals of exemptions) are listed and explained in sub-paragraphs (i) to (xxv) below—

- (i) regulation 6 — to conform to the requirements of EC Directive 85/3, (O.J.L2, 3.1.85, p. 15) vehicles normally used on international journeys are exempted from the semi-trailer length limit of 12.2 metres;
- (ii) regulation 7 — an increase in the maximum permitted width of refrigerated lorries is provided for;
- (iii) regulation 8 — the height limit in paragraph (1), applicable to public service vehicles whenever first used and to large passenger-carrying vehicles first used on or after 1st April 1982, is extended to all buses (the term “bus” replaces “large passenger-carrying vehicle”);
- (iv) regulation 9 — the requirement for height notices in cabs, since it is easily complied with and does not require modification of the vehicle, is extended to track-laying vehicles;
- (v) regulation 16(4)(b) — the interpretation of the requirements as to braking efficiency in the sense that they must be met by a goods vehicle when operated at its maximum design weight is made explicit in relation to goods vehicles which are not plated;
- (vi) regulations 22 and 24 — the use of temporary use spare tyres on passenger cars is permitted in certain circumstances;
- (vii) regulation 23 — goods vehicles and buses are required to be fitted with tyres designed and maintained to support the vehicle’s maximum axle weights at the vehicle’s maximum permitted speed;
- (viii) regulation 26 — the separate provision in relation to tracks for agricultural motor vehicles first used before 1st January 1936 is omitted, as being out of date;
- (ix) regulation 30(6) — this provision regarding safety glazing or specified safety glass (1980), previously proposed for mini-buses, is extended to all buses;
- (x) regulation 30(9) — the special provision in relation to French approved glass (1980) is limited to vehicles first used before 1st October 1986;
- (xi) regulation 31 — new provisions as to mirrors recognising the requirements of EC Directive 85/205 for heavy goods vehicles are introduced;

- (xii) regulation 38 and Schedule 11 — requires vehicles with petrol engines first used on or after 1st April 1991 to be designed and constructed for running on unleaded petrol. It also prohibits the use of such a vehicle on a road if it has been altered or adjusted for running on leaded petrol if as a result it is rendered incapable of running on unleaded petrol;
- (xiii) regulation 39 and Schedule 11 — provides that such vehicles must be incapable of being readily filled from a petrol pump nozzle with a diameter of 23.6 mm or greater, or (if certain conditions are met) be clearly marked (in the prescribed manner) so as to indicate that unleaded petrol can be used;
- (xiv) regulations 40 and 91 to 93 — in the interests of safety the requirements of Schedule 4 as to gas systems are extended to track-laying vehicles;
- (xv) regulations 41 to 44 and Schedules 5 and 6 — new construction to requirements are introduced for vehicles with between 9 and 16 passenger seats first used on or after 1st April 1988;
- (xvi) regulation 65 — the exemption of wings for trailer pumps used for fire brigade purposes has been omitted;
- (xvii) regulation 69 — the option for vehicles fitted with plates complying with Directive 76/114 is limited to vehicles first used before 1st April 1987; vehicles first used on or after that date are required to comply with Directive 78/507;
- (xviii) regulation 73 Table, items 13 to 15, regulation 74 Table, item 4, and regulation 76 Table, item 11 — special provisions for winding gear and for gas equipment, in the case of track-laying vehicles are omitted as being out of date;
- (xix) regulation 77 and Schedule 9 — to conform to the requirements of EC Directive 85/3 triaxle spacing for a 22.5 tonnes load is reduced from 1.35 metres to 1.30 metres;
- (xx) regulation 79 — the previous dimensions of 1.07 and 1.83 metres are for convenience rounded to 1 and 2 metres. The treatment of track-laying vehicles is brought into line with that of wheeled vehicles. It also makes special provisions in relation to 3 axle semi-trailers that are fitted with air or other compressible fluid suspension systems and meet certain other requirements;
- (xxi) regulation 80 — the provision under which water-carrying trailers were disregarded has been omitted, as out of date;
- (xxii) regulation 101 — the opening of doors is extended to track-laying vehicles;
- (xxiii) regulation 103 — the exclusion for gas-propelled vehicles as to stopping the engine is omitted, as being out of date;
- (xxiv) regulation 104 — the provision concerning suspension of implements is extended to track-laying vehicles;
- (xxv) regulation 105 — revised provisions governing the use of television sets in motor vehicles in use on the road are introduced.

3. Recognition of compliance with European vehicle standards as an alternative to national standards has been made more comprehensive by the

insertion of appropriate references in Part II, which are interpreted in accordance with regulations 2 and 5. This system supersedes the provision of former regulation 5. In the former regulations the fact that a vehicle had been marked or certificated when new to show that it complied with a European standard for a particular system or component meant that it was totally exempted from the substantive regulation dealing with that system or component. Now, in the case of regulations dealing with systems or components which are liable to deteriorate or be replaced while the vehicle is in use, only continued compliance with the European standard is accepted as an alternative to compliance with the national standard.

4. In regulation 6 the maximum permitted length of trailers is increased from 11 metres to 12 metres in accordance with Community Directive 85/3.

5. Other changes in the 1976 and 1956 Regulations are referred to in the Table of Derivations at Annex A following; regulations which have been omitted entirely are listed, with appropriate explanations, in sub-paragraphs (i) to (ix) below—

- (i) regulation 5 of the 1976 Regulations — see above (para 3);
- (ii) regulation 7 of the 1976 Regulations — no longer necessary as relevant provisions appear in individual regulations.
- (iii) regulations 15 and 16 of the 1976 Regulations — the coverage of these regulations is generally confined to vehicles subject to National Type Approval, and the systems concerned are not likely to be modified or to deteriorate;
- (iv) regulation 21 of the 1976 Regulations and regulation 12 of the 1956 Regulations — no longer considered necessary;
- (v) regulation 89 of the 1976 Regulations — this maintenance requirement for power-weight ratio is implicit in the corresponding construction requirement, in that some maintenance is necessary to ensure continued compliance;
- (vi) regulation 102 of the 1976 Regulations and regulation 52 of the 1956 Regulations — it is doubted whether the proviso to these regulations was *intra vires*; new regulation 94 is considered sufficient;
- (vii) regulation 104 of the 1976 Regulations — the in-use noise limits were not, in practice, enforceable and have therefore been omitted;
- (viii) regulation 109 of the 1976 Regulations and regulation 58 of the 1956 Regulations — no longer considered necessary;
- (ix) regulation 69 of the 1956 Regulations — this is no longer appropriate to the Regulations.

6. Changes which do not affect the substance of the requirements are very numerous, but are not listed separately.

7. Annex B lists these regulations and shows where their content was to be found in the revoked Regulations.

8. Copies of the EEC Directives referred to in these Regulations may be obtained from Her Majesty's Stationery Office.

9. Copies of the British Standards referred to in these Regulations may be obtained from British Standards Institution, Linford Wood, Milton Keynes, MK14 6LE.

Derivation of Regulations and Schedules

Annex A

1604

NEW REGULATION No.	OLD REGULATION No.		SUBJECT MATTER AND DESCRIPTION OF SUBSTANTIVE CHANGES (changes mentioned in paragraphs 2-4 are not repeated in this Annex)
	C&U	TLV	
1 2	1 3	1 2	<p><i>Citation and commencement</i></p> <p><i>Interpretation</i></p> <p>Paragraph (1) introduces the following changes in definitions contained in old regulation 3(1) as amended—</p> <p>Paragraph (2) gives the meanings of the expressions used in the regulations relating to the European Economic Community.</p> <p>The following definitions are omitted—</p> <ul style="list-style-type: none"> “the Act” “direction indicator” “exhaust brake” “land implement” “land implement conveyor” “land locomotive” “land tractor” “large passenger-carrying vehicle” (now appears under “bus”) “multi-pull means of operation” (transferred to Schedule 2) “relevant plate” “relevant train weight” “safety glass” (transferred to regulation 30(4)) “two-tone horn” (transferred to regulation 35(10))

Road Traffic and Vehicles

No. 299

The following definitions are introduced—

“the Type Approval Regulations”

“axle”

“axle weight”

“braking system”

“bus”

“cc”

“cm”

“cm”

“Community Directive”

“the Community Recording Equipment Regulations”

“container (previously in regulation 86A)”

“design weight”

“ECE Regulation”

“engine power in kilowatts (kw)”

“exhaust system”

“gross weight”

“kerbside weight”

“longitudinal plane”

“minibus”

“maximum gross weight”

“motor ambulance” (previously in regulations 17 and 24 in slightly different form)

“refuse vehicle”

“relevant braking requirement”

“resilient tyre”

“secondary braking system”

“service braking system”

“silencer”

“temporary use spare tyre”

“three-wheeled motor-cycle”

“transverse plane”
“unbraked trailer”

The following definitions which repeat or are based on definitions appearing in Articles 2 and 37 of the Road Traffic (Northern Ireland) Order 1981 are included—

“goods vehicle”
“heavy motor car” (with modification to indicate that for the purposes of these Regulations locomotives and motor tractors are excluded)
“invalid carriage”
“locomotive” (including both light and heavy locomotives)
“motor car” (with a modification to indicate that for the purposes of these Regulations motor tractors are excluded)
“motor-cycle”
“motor tractor”
“motor vehicle”
“trolley vehicle”

The following amended definitions are introduced—

“The Approval Marks Regulations” (replacing the previous definition of “The Designation of Approval Marks Regulations”)
“The “agricultural trailer” Northern Ireland Regulations”
“Agricultural trailed appliance” (inclusive of horticultural and forestry implements in (b) (ii))
“overall length”
“overall width”
“recut pneumatic tyre”

References are included in the list of definitions in respect of the following in order to draw attention to provisions appearing in subsequent paragraphs of the regulation—

“axle”
“axle weight”
“braking system”

“closely spaced”
 “first used”
 “resilient tyre”
 “trailer”
 “wheel”

Regulation 2(6) (previously 3(4)) has been extended to apply also to brake discs.
 Regulation 2(7) and (8) (previously 3(5) and (6)) have been modified so as to exclude regulation 25 as well as regulation 24.

3

4 to 7

3

Application and Exemptions

Paragraph (1) embraces the scope of the previous Construction and Use Regulations and Track Laying Vehicles Regulations.

Paragraphs 2 and 3 introduce new provisions making it unnecessary to define classes of motor vehicles by date of manufacture as well as by date of first use. Such definitions in the revoked Regulations appear in these Regulations as definitions referring solely to date of first use, the effect of the revoked references to date of manufacture being preserved by the new provisions.

The Table reproduces the effect of previous regulations 4(2) to (11) except as follows:—

Previous paragraph (4) is no longer required (but see paragraph 2(xiv) in Explanatory Note).

The exemption for having implements in item 7 of the Table (previous regulation 4(10)) is extended to cover previous regulations 85A and 86A. Previous paragraph (11) is considered to be implicit in any reference to the drawing of a broken-down vehicle and is therefore omitted.

4

8

—

Provisions as respects Trade Descriptions Act 1968

A reference to treating marks as evidence of compliance with a standard is added, in consequence of regulation 5. This provision is extended to track-laying vehicles.

5			<p><i>Compliance with Community Directives and ECE Regulations</i></p> <p>This regulation explains what constitutes compliance with an EC Directive or an ECE Regulation.</p>
6	10	4, 29.	<p><i>Length</i></p> <p>The following changes are embodied—</p> <p>(a) items 1 and 5 in the Table, and paragraphs (4) and (5) are applied to track-laying vehicles;</p> <p>(b) item 7(a) in the Table is based on maximum gross weight instead of unladen weight and the conditions are otherwise simplified;</p> <p>(c) item 7(b) increases the limit for agricultural trailers to 12m;</p> <p>(d) the exemption for trolley vehicles in the course of construction or delivery is omitted.</p>
7	41, 46, 50, 55, 63, 67, 72.	20, 25, 30.	<p><i>Width</i> The previous width limits for wheeled vehicles are extended to track-laying vehicles in place of the lower limits for the latter, and the special lower limit for invalid carriages is omitted. The detailed provisions of previous regulation 67(3) exempting trolley vehicles in the course of construction or delivery; Item 4 in the Table is based on maximum gross weight instead of unladen weight and the conditions simplified. Item 5 extends the width limit for agricultural trailers to 2.5m.</p>
8	85A	—	<p><i>Height</i></p>
9	86A	—	<p><i>Indication of overall travelling height</i></p>
10	47, 51, 56.	—	<p><i>Overhang</i> The exemption for heavy motor cars first used before 15.8.1928 is extended to those first used before 2.1.1933, in line with the exemption for motor cars.</p>

11	67A & 128A	—	<i>Minimum ground clearance</i>
12	—	—	<i>Turning circle</i>
13		—	<i>Braking system of certain vehicles first used on or after 1 April 1983</i> ECE Regulation 13.05 is recognised as an additional option. An exemption is added for broken down vehicles being drawn in consequence of the breakdown.
14 with Schedule 2	13, 44, 45, 48, 52, 57, 60, 64, 68, 68A.	7, 23, 24, 31.	<i>Braking systems of vehicle to which regulation 13 does not apply</i> The previous provisions are substantially simplified notably by— (a) the omission of the requirement to have two means of operation; (b) the omission of the requirements in previous regulations 45(6), 48(5), 52(13) and 57(13); (c) the replacement of provisions relating to determining whether brakes apply to at least half the wheels of a vehicle by less complex provisions, in paragraph (4) of Schedule 2; (d) the extension to track-laying vehicles of certain exemptions applying only to wheeled vehicles. The reference to 7 passengers in former regulation 57(14) is effectively altered to 8 passengers (Sch. 2 para 5(d)).
15	14	9	<i>Vacuum or pressure brake warning devices</i>
16	52(4) to (6), 57(4) to (6), 60.	47	<i>Maintenance and efficiency of brakes</i>

	68. 91.		
17	112, 113.	60	<i>Application of brakes of trailers</i>
18	9	—	<i>General requirement as to wheels and tracks</i>
19	20	11	<i>Diameter of wheels</i>
20	12	6	<i>Springs and resilient material</i> Paragraph (3)(a)(iii) is extended to cover work on unmade roads.
21	11	5	<i>Wheel loads</i>
22	43, 49, 53, 58, 61, 69, 70.	22, 26, 27, 32, 33.	<p><i>Tyres</i> By item 1 in Table, track-laying locomotives are permitted to use pneumatic tyres.</p> <p>In item 3 the maximum weight for the exemption of vehicles used for work on rough ground is omitted, as is the maximum weight limit for the exemption of track-laying works trucks.</p> <p>In Item 4 tower wagons and vehicles fitted with fire escapes are added to the exemptions and the maximum weight limit on track-laying works trucks.</p> <p>It is made clear in items 3, 4, 5 and 7, column 5 that the mixing of pneumatic and resilient tyres on the wheels of a vehicle is not prohibited; it was previously prohibited for motor-cycles and possibly also for motor cars but not for heavy motor cars or trailers.</p>
23	154	—	<i>Tyre loads and speed ratings</i>
24	96	—	<i>Mixing of tyres</i>

25	95	50	<i>Condition and maintenance of tyres</i>
26	—	8, 49.	<i>Tracks</i>
27	92	47	<i>Maintenance of steering gear</i>
28	22, 90.	13, 46.	<i>View to the front</i>
29	24	15	<i>Glass</i>
30	24	—	<i>Glass</i>
31	23	14	<i>Mirrors</i> Reference is made to Community Directive 85/205 as a permitted alternative (paragraph (5)). The reference to 7 passengers in former regulation 23(1) is altered to 8 passengers. A new uniform definition of "mirror" replaces various descriptions and definitions. The treatment of track-laying vehicles is assimilated to that of wheeled vehicles in the Table, item 1, class (d) and item 6, class (b).
32	25, 26, 92.	—	<i>Windscreen wipers and washers</i>
33	18	10	<i>Speedometers</i> The requirements as to accuracy are omitted, as in the requirement for vehicles first used before 1 April 1984, to indicate speed in either miles or kilometres per hour. Track-laying vehicles are effectively exempted from the requirement by virtue of the extension to them of the exemption for wheeled vehicles with a legal maximum speed of not more than 25 m.p.h. (no track-laying vehicle is permitted to be driven at more than 20 m.p.h.).
34	88	45	<i>Maintenance of speedometers</i>

35	27	16	<i>Audible warning instruments</i> The previous exclusions have been simplified to a single exclusion of vehicles not driven at more than 20 m.p.h. Two-tone horns are exempted from the requirement that any horn fitted to a vehicle shall be continuous and uniform and not strident.
36	—	—	<i>Motor-cycle sidestands</i>
37	19	—	<i>Petrol tanks</i>
38, 39	—	—	<i>Unleaded petrol</i>
40	—	—	<i>Gas propulsion systems and gas-fired appliances</i>
41	—	—	<i>Construction</i>
42	—	—	<i>Fire extinguishing apparatus for minibuses</i>
43	—	—	<i>First aid equipment for minibuses</i>
44	—	—	<i>Carriage of dangerous substances in minibuses</i>
45	39, 40.	—	<i>Power-to-weight ratio</i> The definition of "relevant weight" is simplified.
46	17 (part)	—	<i>Seat belt anchorage points</i>
47	17 (part)	—	<i>Seat belts</i>

48	92A	—	<i>Maintenance of seat belts and anchorage points</i>
49	40A	—	<i>Rear under-run protection</i> The previous definition of “outermost part” is superfluous and has been omitted.
50	93A	—	<i>Maintenance of rear under-run protective device</i>
51	40B, 40C.	—	<i>Sideguards</i>
52	93B	—	<i>Maintenance of sideguards</i>
53	125	67	<i>Mascots</i> The reference to a mascot is extended to “mascot, emblem or other ornamental object” in order to remove any suggestion that the provision is limited to objects intended or considered to be lucky.
54	—	—	<i>Strength of superstructure</i>
55	—	—	<i>Additional exits from double-decked coaches</i>
56	28	17, 48.	<i>Silencers</i>
57	—	—	<i>Noise limits— general</i> Provision is included in the Table to recognise conformity with Community Directive 84/424 as an additional option.
58	—	—	<i>Noise limits— agricultural motor vehicles and industrial tractors.</i>
59	—	—	<i>Noise limits— motor-cycles</i>

60	29	—	<i>Noise limits — vehicles not subject to regulations 57 and 59</i> The effect of former regulation 29(2)(a) and (b) now appears in regulation 61.
61	—	—	<i>Exceptions to regulations 57 to 60.</i>
62	30	—	<i>Radio interference suppression</i> An exception is provided for amateur-built vehicles.
63	31, 36, 97 to 100.	18, 19, 51.	<i>Emission of smoke, vapour, gases, oily substances, etc.,</i>
64	37, 101.	—	<i>Closets, etc.</i> Provisions related to hygiene have been omitted.
65	54, 59, 62, 65, 71.	28, 34.	<i>Wings</i> The 12 m.p.h. speed condition has been increased to 20 m.p.h. to reflect the provisions of the Motor Vehicles (Variation of Speed Limits) Regulations (Northern Ireland) 1984. An exemption is provided for agricultural trailers which are not drawn at a speed exceeding 20 m.p.h.
66	—	—	<i>Spray suppression devices</i>
67	—	—	<i>Maintenance of spray suppression devices</i>
68	38	—	<i>Plates for goods vehicles and buses</i>
69	—	—	<i>Vehicle identification numbers</i> A minor modification dealing with compliance with Sections 3 and 4 of the Annex to the Directive is introduced.
70	—	—	<i>Plates — agricultural trailed appliances</i>

71	38B	—	<i>Plates — motor-cycles</i>
72	72	35	<i>Marking of weights on certain vehicles</i>
73-78	73-85.	21, 38-43.	<p><i>Maximum permitted laden weight of a vehicle (73)</i> <i>Maximum permitted laden weight of a vehicle and trailer, other than an articulated vehicle (74)</i> <i>Maximum permitted laden weight of articulated vehicle (75)</i> <i>Maximum permitted wheel and axle weights (76)</i> <i>Maximum permitted weights for certain closely-spaced axles (77)</i> <i>Over-riding weight restrictions (78)</i></p> <p>Former Schedules 3 and 4 are assimilated into Schedule 9. References to plates and plated weights are omitted and eligibility is related simply to actual weights and braking performance. Other consequential simplifications are made. Only maximum laden weights for track-laying locomotives are retained.</p>
79	123, 124.	66	<p><i>Restrictions on use of vehicles carrying wide or long loads or having fixed appliances or apparatus</i></p> <p>Paragraph (1)(i) and (j) are drafted so as to link the points from which measurements are taken with the full revised definitions of overall width and overall length in regulation 2. Paragraph (1)(k) and paragraph 14 are extended to horticultural and forestry implements.</p>
80	118, 129.	63, 65.	<i>Number of trailers</i> It is made clear that when agricultural motor vehicles draw non-agricultural trailers the normal rules for other motor vehicles apply.
81	116	—	<i>Trailers drawn by motor-cycles</i> The exemption for the drawing of broken down motor-cycles is extended to include the whole of paragraph (1)(e).
82	—	—	<i>Trailers drawn by agricultural motor vehicles</i>

83	114	62	<i>Distance between motor vehicles and trailers</i> The limitation to cases exceeding 1.5m is extended to track-laying vehicles.
84	—	—	<i>Unbraked trailers</i> The definition of unbraked trailer now appears in regulation 2 and is amended to refer to braking systems in accordance with regulation 13 as well as regulation 14. The wording of the regulation avoids any doubt that both the unladen weight of the trailer and the weight of its load have to be doubled for the purpose of determining whether the requirement is complied with.
85	114A	—	<i>Use of bridging plates between motor vehicles and trailers</i>
86	113	61	<i>Leaving trailers at rest</i> The option of a chock or other efficient device is extended to track-laying trailers.
87	119, 120.	64	<i>Passengers in trailers</i> The references to the number of persons carried are altered to 8 exclusive of the driver.
88	128	68	<i>Attendants on trailers and certain other vehicles</i> The list of exemptions and paragraph (2) are extended generally to cover track-laying vehicles. An exemption for track-laying gas trailers is withdrawn in consequence of regulation 91.
89	115	—	<i>Attachment of sidecars</i>
90	—	—	<i>Use of sidecars</i>
91	—	—	<i>Use of gas propulsion systems</i>
92	—	—	<i>Use of gas-fired appliances — general</i>

93	—	—	<i>Use of gas-fired appliances when a vehicle is in motion</i>
94	103	52, 53.	<i>Avoidance of excessive noise</i>
95	105	54	<i>Stopping of engine when stationary</i>
96	106	55	<i>Use of audible warning instruments</i> The exemptions are extended to track-laying vehicles.
97	87	44	<i>Maintenance and use of vehicle so as not to be a danger, etc.</i> The formulation in the 1976 regulation 87(2), which is more comprehensive than that in the 1956 regulation 44(2), is applied to all vehicles.
98	—	—	<i>Parking in darkness</i>
99	122	—	<i>Passengers on motor-cycles</i>
100	107	56	<i>Driver's control</i> The "causing or permitting" provision is extended to track-laying vehicles.
101	111	—	<i>Opening of doors</i>
102	108	57	<i>Reversing</i> The "causing or permitting" provision is extended to track-laying vehicles.
103	110	59	<i>Leaving motor vehicles unattended</i> The exemptions are extended to track-laying vehicles.
104	127	—	<i>Securing of suspended implements</i>

105	126	—	<i>Television sets</i>
106	2	—	<i>Revocations</i>
<i>Schedules</i>			
1	—	—	<i>Community Directives and ECE Regulations</i>
2	—	—	<i>Braking requirements</i> See under regulation 13
3	—	—	<i>Gas containers</i> Reference to bars are converted to reference to N/mm ²
4	—	—	<i>Gas systems</i>
5	—	—	<i>Construction of minibuses</i>
6	—	—	<i>Fire extinguishing apparatus and first-aid equipment for minibuses</i>
7	2	—	<i>Plates for certain vehicles</i> In Part III, paragraph 1, the option of measuring power in accordance with ECE Regulation 24 is introduced.
8	—	—	<i>Plates for motor-cycles</i>
9	3	—	<i>Maximum permitted weights, etc.</i>
10	5	—	<i>Wide or long loads</i>
11	—	—	<i>Unleaded petrol</i>
12	1	—	<i>Regulations revoked by regulation 106</i>

Location of these regulations and schedules in the former regulations

A. C & U Regulations

<i>Old Reg</i>	<i>New Reg</i>	<i>Old Reg</i>	<i>New Reg</i>	<i>Old Reg</i>	<i>New Reg</i>
1	1			72	7, 72
2	106	40A	49	73-84	73-78
3	2	40B	51	85A	8
4 to 7	3	40C		86	omitted
8	4	41		86A	9
9	18	42	76	87	97
10	6	43	22	88	34
11	21	44, 45	14	89	omitted
12	20	46	7	90	28
13	14	47	10	91	16
14	15	48	14	92	27
15	omitted	49	22	92A	32
16		50	7		48
17	46, 47	51	10	93	37
18	33	52	14, 16	93A	50
19	37	53	22	93B	52
20	19	54	65	94	56
21	omitted	55	7	95	25
22	28	56	10	96	24
23	31	57	14, 16	97 to 100	63
24	29	58	22	101	64
	30	59	65	102	omitted
25	32	60	14, 16	103	94
26		61	22	104	omitted
27	35	62	65	105	95
28	56	63	7	106	96
29	60	64	14	107	100
30	62	65	65	108	102
31 to 36	63	66	(previously	109	omitted
37	64		revoked)	110	omitted
38	68	67	7	111	101
		67A	11	112	17
38B	71	68	14	113	86
39 & 40	45	68A	22	114	83
		69		114A	85
		70	115	89	
		71	65		

A. C A U Regulations — (contd.)

<i>Old Reg</i>	<i>New Reg</i>	<i>Old Reg</i>	<i>New Reg</i>	<i>Old Sch.</i>	<i>New Sch.</i>
116	81	123	79	1	12
117	omitted	124		2	7
118	80	125	53	3	9
119	87	126	105	4	9
120		127	104	5	10
121	omitted	128	88	6	omitted
122	99	67A, 128A	11	7	omitted
		129	80		

B. TLV Regulations

<i>Old Reg</i>	<i>New Reg</i>	<i>Old Reg</i>	<i>New Reg</i>	<i>Old Reg</i>	<i>New Reg</i>
1	1	23	14	49	26
	106	24		50	25
2	2	25	7	51	63
3	3	26	22	52	94
4	6	27		53	
5	21	28	65	54	95
6	20	29	6	55	96
7	14	30	7	56	100
8	26	31	14	57	102
9	15	32	22	58	omitted
10	33	33		59	103
11	19	34	65	60	17
12	omitted	35	72	61	86
13	28	36	omitted	62	83
14	31	37	(previously	63	80
15	29		revoked)	64	87
16	35	38	73	65	80
17	56	39		66	79
18	63	40	74	67	53
19		41	73, 76	68	88
20	7	42	73	69	omitted
21	73	43	76		
22	22	44	97	<i>Old Sch.</i>	<i>New Sch.</i>
		45	34		
		46	28	1	12
		47	16		
		48	56		