

1967. No. 75

[C]

**MOTOR VEHICLES: CONSTRUCTION AND USE****The Motor Vehicles (Construction and Use) Regulations  
(Northern Ireland)**

REGULATIONS, DATED 13TH APRIL 1967, MADE BY THE MINISTRY OF HOME AFFAIRS UNDER SECTION FOUR OF THE ROAD TRAFFIC ACT (NORTHERN IRELAND) 1955.

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

#### PART I

##### PRELIMINARY

##### *Commencement and Citation*

1. These Regulations shall come into operation on the 1st day of May 1967, and may be cited as "The Motor Vehicles (Construction and Use) Regulations (Northern Ireland) 1967.

##### *Revocations*

2. The Regulations specified in Schedule 1 are hereby revoked.

*Interpretation*

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

“agricultural trailer” means a trailer the property of a person engaged in agriculture which is not used on a road for the conveyance of any goods or burden other than agricultural produce or articles required for the purposes of agriculture;

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

“braking efficiency”, in relation to the application of brakes to a motor vehicle at any time, means the maximum braking force capable of being developed by the application of those brakes, expressed as a percentage of the weight of the vehicle including any persons (not being fare paying or other travelling passengers) or load carried in the vehicle at that time;

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

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

“land implement” means any implement or machinery used with a land locomotive or a land tractor in connection with agriculture, grass cutting, forestry, land levelling, dredging or similar operations whether or not it is laden with substance for use in connection with the purpose for which the said implement or machinery is designed and includes a living van and any trailer which for the time being carries only the necessary gear or equipment of the land locomotive or land tractor which draws it;

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

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

“land tractor” means a tractor, having an unladen weight not exceeding seven-and-one-quarter tons, designed and used primarily for work on the land in connection with agriculture, grass cutting, forestry, land levelling, dredging or similar operations, being a vehicle which is—

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

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

- (i) water, fuel, accumulators and other equipment used for the purpose of propulsion, loose tools and loose equipment;
- (ii) a load (consisting of goods or burden of a description referred to in subsection (2) of section 10 of the Finance Act (Northern Ireland) 1959(a)) in or on any appliance which satisfies the conditions whereby the vehicle to which the said appliance is fitted does not, by virtue of the said section 10 and of any regulations made from time to time thereunder, become chargeable with duty as a goods vehicle; and
- (iii) an implement fitted to the tractor and used for work on the land on farms or forestry estates in connection with any such operations as aforesaid;

“locomotive” means a heavy locomotive or a light locomotive;

“multi-pull means of operation”, in relation to a braking system, means a device 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;

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

- (a) any driving mirror;
- (b) any starting handle;
- (c) any hood when down;
- (d) any expanding or extensible contrivance forming part of a turntable fire escape fixed to a vehicle;
- (e) any telescopic fog lamp when extended;
- (f) any snow-plough fixed in front of a vehicle;
- (g) any post office letter box the length of which measured parallel to the longitudinal axis of the vehicle does not exceed 12 inches; and
- (h) any container specially designed to hold and keep secure a seal issued for the purposes of customs clearance,

and, except for the purposes of Regulation 91, exclusive of any front corner marker lamp or side marker lamp within the meaning of the Road Vehicles Lighting (Long Vehicles and Trailers) Regulations (Northern Ireland) 1963(b) carried on the vehicle in accordance with those Regulations.

In ascertaining the extreme projecting points of a vehicle account shall be taken of any device or any receptacle on or attached to the vehicle which increases the carrying capacity of the vehicle unless—

- (i) it is a tailboard which is let down while the vehicle is stationary in order to facilitate its loading or unloading,
- (ii) it is a 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 in the upright position, or
- (iii) it is a receptacle which is constructed or adapted for the purpose of being lifted on or off vehicles with goods or burden contained therein and is from time to time actually used for that purpose in the ordinary course of business;

(a) 1959, c. 9,

(b) S.R. & O. (N.I.) 1963, No. 149,

“overall width” means the width of a vehicle measured between vertical planes parallel to the longitudinal axis of the vehicle and passing through the extreme projecting points thereof exclusive of—

- (a) any driving mirror;
  - (b) any direction indicator;
  - (c) any snow-plough fixed in front of the vehicle;
  - (d) so much of the distortion of any tyre as is caused by the weight of the vehicle;
  - (e) in the case of vehicles registered before 2nd January 1939, so much of a swivelling window designed to allow the driver to give hand signals as projects when opened not more than 4 inches beyond the side of the vehicle; and
  - (f) any container specially designed to hold and keep secure a seal issued for the purposes of customs clearance,
- and, except for the purposes of Regulation 91, exclusive of any such front corner marker lamp or side marker lamp as aforesaid.

In ascertaining the extreme projecting points of a vehicle account shall be taken of any device or any receptacle on or attached to the vehicle which increases the carrying capacity of the vehicle unless—

- (i) it is a sideboard which is let down while the vehicle is stationary in order to facilitate its loading or unloading; or
- (ii) it is a receptacle which is constructed or adapted for the purpose of being lifted on or off vehicles with goods or burden contained therein and is from time to time actually used for that purpose in the ordinary course of business;

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

- (a) the rearmost point of the vehicle exclusive of—
  - (i) any hood when down,
  - (ii) any post office letter box the length of which measured parallel to the longitudinal axis of the vehicle does not exceed 12 inches,
  - (iii) any expanding or extensible contrivance forming part of a turntable fire escape fixed to a vehicle, and
  - (iv) in the case of a motor car constructed solely for the carriage of passengers and their effects and adapted to carry not more than seven passengers exclusive of the driver, any luggage carrier fitted to the vehicle; and
- (b) (i) in the case of a motor vehicle having not more than three axles of which only one is not a steering axle, through the centre point of that axle,
- (ii) in the case of a motor vehicle having three axles of which the front axle is the only steering axle and of a motor vehicle having four axles of which the two foremost are the only steering axles, through a point 4 inches in rear of the centre of a straight line joining the centre points of the two rearmost axles, and
- (iii) in any other case through a point situated on the longitudinal axis of the vehicle and such that a line drawn from it at right angles to that axis will pass through the centre of the minimum turning circle of the vehicle;

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

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

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

(a) it shall be provided with, or together with the wheel upon which it is mounted shall form, a continuous closed chamber inflated to a pressure substantially exceeding atmospheric pressure when the tyre is in the condition in which it is normally used, but is not subjected to any load;

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

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

“recut pneumatic tyre” means any pneumatic tyre in which an existing tread pattern has been cut or burnt deeper or a new tread pattern has been cut or burnt except where the pattern is cut entirely in additional material added to the tyre for the purpose;

“registered” means—

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

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

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

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

“split braking system”, in relation to a motor vehicle, means 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 shall 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;

“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;

“towing implement” means any device on wheels designed for the purpose of enabling a motor vehicle to draw another vehicle by the attachment

(a) 10 & 11 Geo. 5. c. 72.  
(b) 1954. c. 17.

(c) 12, 13 & 14 Geo. 6. c. 89.  
(d) 10 & 11 Eliz. 2, c. 13.

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 that the vehicle is so designed and constructed that the weight thereof is transmitted to the road surface either by means of continuous tracks or by a combination of wheels and continuous tracks in such circumstances that the weight transmitted to the road surface by the tracks is not less than half the weight of the vehicle;

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

“vehicle in the service of a visiting force or of a headquarters” has the same meaning as in Article 8(6) of the Visiting Forces and International Headquarters (Application of Law) Order 1965(a);

“wheel” in the case of a motor vehicle or trailer means a wheel the tyre or rim of which when the vehicle is in motion on a road is in contact with the ground;

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

“wide tyre” means a pneumatic tyre as respects which its area of contact with the road surface is not less than 12 inches 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) Except where otherwise provided in these Regulations a tyre shall not be deemed to be of soft or elastic material unless the said material is either—

(a) continuous round the circumference of the wheel; or

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

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

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

(4) For the purpose of these Regulations any two wheels of a motor vehicle or trailer shall be regarded as one wheel if the distance between the centres



of the areas of contact between such wheels and the road surface is less than 18 inches.

(5) For the purpose of these Regulations, in counting the number of axles of a vehicle, where the centres of the areas of contact between all the wheels and the road surface can be included between any two vertical planes at right angles to the longitudinal axis of the vehicle less than 3 feet 4 inches apart, those wheels shall be treated as constituting one axle.

(6) Any reference in these Regulations to any enactment shall be construed as a reference to that enactment as amended by any subsequent enactment.

(7) Any reference in these Regulations to a numbered Regulation or Schedule is a reference to the Regulation or Schedule bearing that number in these Regulations except where otherwise expressly provided.

#### *Application and Exemptions*

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

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

(3) Regulations 7, 8, 12, 24, 30, 34, 39, 51, 52 and 54 to 62 shall apply only to motor vehicles and trailers used upon public roads.

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

(5) Part II, except Regulations 6, 22, 23, 27, 31, 36, 45, 48 and 49 shall not apply to any motor vehicle or trailer brought temporarily into Northern Ireland by a person resident outside the United Kingdom, provided that such motor vehicle or trailer respectively complies in every respect with the requirements relating to motor vehicles or trailers contained in:—

(a) Article 21 and paragraph (1) of Article 22 of the Convention on Road Traffic concluded at Geneva on the 19th September 1949(a), and Part I and Part III of Annex 6 to that Convention; or

(b) paragraphs I, III and VIII of Article 3 of the International Convention relative to Motor Traffic concluded at Paris on the 24th April 1926(b).

(6) Regulations 6 to 8, 10 to 12, 14 to 18 and 20 to 62 inclusive and 91 shall not apply to any vehicle in the service of a visiting force or of a headquarters.

(7) Regulations 11, 12, 17(3), 40, 44 and 75(2) shall not apply to any motor car or 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, S.W.7, that it was designed before 1st January 1905 and constructed before 31st December 1905, and paragraphs (1) to (6), (8) to (10) and (12) to (14) of Regulation 38 shall not apply to any such motor car if it complies with the provisions of paragraph (7) of the said Regulation 38 as though it were a vehicle first registered under the Motor Car Act 1903(c) before 1st January 1915 and paragraphs (1), (2), (4) and (5) of Regulation 42

(a) Cmd. 7997,

(b) Treaty Series No. 11,

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

shall not apply to any such motor cycle if it complies with the provisions of paragraph (3) of the said Regulation 42 as though it were a motor cycle first registered under the Motor Car Act 1903 or the Roads Act 1920 before 1st January 1927.

(8) The provisions of these Regulations applicable to trailers contained in Part II (except paragraph (2) of Regulation 5) and Regulation 80 shall not apply to any towing implement which is being drawn by a motor vehicle while it is not attached to any vehicle except the one drawing it if the following conditions are satisfied, that is to say,—

- (i) the towing implement is not being so drawn during the hours of darkness, and
- (ii) the vehicle by which it is being so drawn is not driven at a speed exceeding 20 miles per hour.

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

(10) (a) In relation to a land tractor which complies with the conditions specified in paragraph (c)—

- (i) Regulations 8, 11, 17 and 31 to 41 shall not apply;
- (ii) Regulation 54 shall not apply if its unladen weight does not exceed three tons.

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

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

- (i) it does not haul any object except a land implement which is being hauled to or from the site of agricultural grass cutting, forestry, land levelling, dredging or similar operations or from one part of a farm or forestry estate to another part of that farm or forestry estate; a land implement conveyor which is being hauled as aforesaid; and an agricultural trailer;
- (ii) it does not carry any load except any such load as it is constructed or adapted to carry;
- (iii) if it is a three-wheeled vehicle fitted with a removable appliance, it does not carry any load;
- (iv) if it is a land tractor fitted with a removable appliance in or on which any such load as aforesaid could be carried, it does not carry any load in or on such appliance unless there is a distance of at least four feet between the centre of the area of contact with the road surface of—
  - (aa) a rear wheel, in a case where only one appliance is being used for the carriage of a load, and is fitted to the back of the vehicle;
  - (bb) any wheel on one side of the vehicle in any other case, and that of the nearest wheel on the other side;
- (v) if it is a land tractor carrying a load in or on a removable appliance in conformity with the foregoing conditions, it does not draw a trailer and not more than one such appliance is fitted to it at any one time or, in a case where one such appliance is a specified appliance for the purposes of paragraph (a) of sub-section (4) of section 10 of the Finance Act (Northern Ireland) 1959, not more than two of such appliances, fitted at opposite ends of the land tractor;
- (vi) it is not driven at a speed exceeding 20 miles per hour.

## PART II

REGULATIONS GOVERNING THE CONSTRUCTION, WEIGHT AND EQUIPMENT  
OF MOTOR VEHICLES AND TRAILERS

## A.—GENERAL

*Construction*

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

(2) Save as aforesaid every motor vehicle and trailer shall be so constructed that it is either a wheeled vehicle or a track laying vehicle.

*Overall length*

6.—(1) The overall length of an articulated vehicle shall not exceed 13 metres:

Provided that this paragraph shall not apply in the case of an articulated vehicle constructed and normally used for the conveyance of indivisible loads of exceptional length—

- (i) if each wheel of the vehicle is fitted with a pneumatic tyre, or
- (ii) if each wheel of the vehicle is not so fitted but the vehicle is not driven at a speed exceeding 12 miles per hour.

(2) The overall length of any motor vehicle other than an articulated vehicle shall not exceed 11 metres.

*Variation of wheel load*

7. Every motor vehicle or trailer with more than four wheels and every trailer having more than two wheels being part of an articulated vehicle shall be provided with such compensating arrangements as will ensure that all the wheels will remain in contact with the road surface and under the most adverse conditions will not be subjected to abnormal variations of load:

Provided that this Regulation shall not apply to any steerable wheel of a motor vehicle if the load on such wheel does not exceed 3 tons.

*Springs*

8. Every motor vehicle and every trailer drawn thereby shall be equipped with suitable and sufficient springs between each wheel and the frame of the vehicle:

Provided that this Regulation shall not apply to:—

- (a) any motor tractor not exceeding 4 tons in weight unladen if all unsprung wheels of such tractor are equipped with pneumatic tyres;
- (b) any land locomotive, land implement, land implement conveyer, agricultural trailer or trailer used solely for the haulage of felled trees;
- (c) any motor tractor not exceeding 4 tons in weight unladen used in connection with railway shunting operations which is only used on a road when passing from one portion of the railway track to another for the purpose of such operations;
- (d) motor cycles;
- (e) mobile cranes and trailers drawn thereby;
- (f) works trucks and works trailers;
- (g) any vehicle not exceeding 4 tons in weight unladen specially designed for and mainly used in operations which necessitate working on rough ground or unmade roads if all the wheels are equipped with pneumatic

tyres and it is not driven or drawn at a speed exceeding 20 miles per hour;

- (h) to any vehicle not exceeding 4 tons in weight unladen constructed or adapted for use and used solely for road sweeping if each wheel of the vehicle is fitted with a pneumatic tyre or a tyre of soft or elastic material and if the vehicle is not driven or drawn at a speed exceeding 20 miles per hour;
- (i) any pedestrian controlled vehicle; or
- (j) any broken-down vehicle which is being drawn by a motor vehicle in consequence of the breakdown.

#### *Parking brake*

9.—(1) Save as provided in paragraph (3) of this Regulation, every motor vehicle registered before the 1st January 1968 shall be equipped with a braking system (which may be one of the braking systems prescribed in Regulation 25, 26, 29, 33 (other than paragraph 2), and 38 (other than paragraph 2)) so designed and constructed that it can at all times be set so as effectually to prevent two at least, or in the case of a vehicle with only three wheels one, of the wheels from revolving when the vehicle is not being driven or is left unattended.

(2) Save as provided in paragraph (3) of this Regulation, every motor vehicle registered on or after the 1st January 1968 shall be equipped with a braking system so designed and constructed that—

- (a) its means of operation, whether being a multi-pull means of operation or not, is independent of the means of operation of any braking system required by Regulation 33(4) or, as the case may be, Regulation 38(4) to have a total braking efficiency of not less than 50 per cent.;
- (b) its braking force, when the vehicle is not being driven or is left unattended—
  - (i) can at all times be maintained in operation by direct mechanical action without the intervention of any hydraulic, electric or pneumatic device; and
  - (ii) when so maintained in operation by direct mechanical action, is capable of holding the vehicle stationary on a gradient of at least 1 in 6.25 without the assistance of stored energy.

(3) Nothing in paragraphs (1) and (2) of this Regulation shall apply to—

- (a) a two-wheeled motor cycle with or without a sidecar attached;
- (b) an invalid carriage; or
- (c) a land locomotive registered on or before 1st January 1932.

#### *Vacuum or pressure braking systems*

10. Every motor vehicle which is fitted with a braking system which embodies a vacuum or pressure reservoir or reservoirs shall be provided with a warning device so placed as to be readily visible to the driver of the vehicle when in the driving seat in order to indicate any impending failure or deficiency in the vacuum or pressure system:

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

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

#### *Speedometer*

11.—(1) To every motor vehicle registered on or after 1st October 1937, there shall be fitted an instrument so constructed and in such a position as at all times readily to indicate to the driver of the vehicle the speed thereof within a margin of accuracy of plus or minus ten per cent. if and when he is driving at a speed in excess of 10 miles per hour:

Provided that this Regulation shall not apply to:—

- (a) an invalid carriage;
- (b) a motor cycle, the cylinder capacity of the engine of which does not exceed 100 c.c.;
- (c) a motor cycle neither constructed or adapted for use nor used for the carriage of a driver or passenger;
- (d) a vehicle which it is at all times unlawful to drive at a speed exceeding 12 m.p.h.;
- (e) a vehicle which is incapable by reason of its construction of exceeding a speed of 12 m.p.h. on the level under its own power; or
- (f) a works truck.

#### *Diameter of wheels*

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

Provided that this Regulation shall not apply to:—

- (a) any works truck or works trailer;
- (b) any motor vehicle or trailer designed for use and used solely in connection with street cleansing, the collection or disposal of refuse or the collection or disposal of the contents of gullies or cesspools;
- (c) any pedestrian controlled vehicle;
- (d) any mobile crane;
- (e) any land implement;
- (f) any electrically propelled goods vehicle the unladen weight of which does not exceed 25 hundredweight; or
- (g) any broken down vehicle which is being drawn by a motor vehicle in consequence of the breakdown.

#### *Reversing*

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

#### *View to the front and windscreen wiper*

14.—(1) Every motor vehicle shall be so designed and constructed that the driver thereof while controlling the vehicle can at all times have a full view of the road and traffic ahead of the motor vehicle.

(2) An efficient automatic windscreen wiper shall be fitted to every motor vehicle which is so constructed that the driver cannot, by opening the wind-

screen or otherwise, obtain an adequate view to the front of the vehicle without looking through the windscreen.

### Mirrors

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

- (a) the following motor vehicles, that is to say, every passenger vehicle adapted to carry more than seven passengers exclusive of the driver and every goods vehicle, including every dual-purpose vehicle, but excluding locomotives and motor tractors, shall be equipped with at least two mirrors, one of which shall be fitted externally on the off-side of the vehicle and the other either internally or on the nearside externally and the mirrors shall be so constructed and fitted to the motor vehicle as to assist the driver, if he so desires, to become aware of traffic to the rear and on both sides rearwards; and
- (b) every land tractor shall be equipped with a mirror fitted externally on the off-side of the tractor and so constructed and fitted to the tractor as to assist the driver, if he so desires, to become aware of traffic on that side rearwards, unless he can easily obtain a clear view of traffic to the rear (including traffic to the rear of any trailer being drawn) without having any mirror fitted to the tractor; and
- (c) subject to the provisions of the foregoing sub-paragraphs every motor vehicle shall be equipped either internally or externally with a mirror so constructed and fitted to the motor vehicle as to assist the driver, if he so desires, to become aware of traffic to the rear of the vehicle.

(2) Paragraph (1) of this Regulation shall not apply—

- (a) to a two-wheeled motor cycle with or without a sidecar attached;
- (b) to a land locomotive;
- (c) to a motor vehicle when drawing a trailer if a person is carried on the trailer in a position which affords an uninterrupted view to the rear and such a person is provided with efficient means of communicating to the driver the effect of signals given by the drivers of other vehicles to the rear thereof;
- (d) to a works truck if the driver can easily obtain a clear view of traffic to the rear; or
- (e) to a pedestrian controlled vehicle.

### Safety glass

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

- (a) being passenger vehicles or dual-purpose vehicles, the glass of windcreens and all windows on the outside,
- (b) being goods vehicles other than dual-purpose vehicles, and locomotives and motor tractors, the glass of windcreens and all windows in front and on either side of the driver's seat,

shall be safety glass.

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

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

*Warning instruments*

17.—(1) Subject to the provisions of this Regulation, every motor vehicle shall be fitted with an instrument capable of giving audible and sufficient warning of its approach or position.

(2) Paragraph (1) of this Regulation shall not apply to a works truck or a pedestrian controlled vehicle.

(3) Except as provided in paragraphs (4) and (5) of this Regulation, no motor vehicle shall be fitted with a gong, bell, siren or two-tone horn.

This paragraph shall not have effect in relation to two-tone horns until the 1st July 1967.

(4) The following vehicles may be fitted with a gong, bell, siren or two-tone horn:—

- (a) motor vehicles used for fire brigade, ambulance or police purposes,
- (b) motor vehicles owned by a body formed primarily for the purposes of fire salvage and used for those or similar purposes,
- (c) motor vehicles owned by the Ministry of Agriculture or by local authorities and used from time to time for the purposes of fighting fires,
- (d) motor vehicles owned by the Secretary of State for Defence and used for the purposes of the disposal of bombs or explosives,
- (e) motor vehicles used for the purposes of the Blood Transfusion Service under section 30 of the Health Services Act (Northern Ireland) 1948(a),
- (f) motor vehicles used by Her Majesty's Coastguard or the Coastguard Auxiliary Service to aid persons in danger or vessels in distress on or near the coast.

(5) References in paragraphs (3) and (4) of this Regulation to a gong, bell or siren include references to any instrument or apparatus capable of emitting a sound similar to that emitted by a gong, bell or siren.

*Silencers*

18. Every vehicle propelled by an internal combustion engine shall be fitted with a silencer, expansion chamber or other contrivance suitable and sufficient for reducing as far as may be reasonable the noise caused by the escape of the exhaust gases from the engine.

*Emission of smoke, vapour, sparks or grit*

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

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

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

- (a) its use after the engine has been started cannot cause the engine to be supplied with excess fuel, or
- (b) it does not cause any increase in the smoke or visible vapour emitted from the vehicle.

(a) 1948, c. 3,

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

*Closets, urinals, wash basins and sinks*

20. No motor vehicle or trailer shall be equipped with any closet, urinal, wash basin or sink, unless the following requirements are complied with, that is to say:—

- (a) no vehicle shall be equipped with a closet or urinal the contents of which can be discharged directly on to a road, and, except in the case of a living van, every closet pan or urinal pan shall empty into a tank carried by the vehicle, such tank being efficiently ventilated by means of a pipe the outlet of which is outside the vehicle;
- (b) every tank into which a closet pan or urinal pan empties, and, where no such tank is fitted, every closet and urinal, shall contain non-inflammable and non-irritant chemical of such character and in such quantity as to form at all times an efficient deodorant and germicide in respect of the contents of the tank, closet or urinal as the case may be; and
- (c) no wash basin or sink shall drain into any closet or urinal or into any tank into which a closet or urinal empties.

*Certain vehicles to be equipped with plates*

21.—(1) This Regulation applies to—

- (a) every heavy motor car and motor car registered on or after 1st January 1968, not being a passenger vehicle, a dual-purpose vehicle, a land tractor, a works truck, or a pedestrian controlled vehicle, or a vehicle which was manufactured and used outside Great Britain and Northern Ireland before it was so registered,
- (b) every trailer manufactured on or after the said date which exceeds 1 ton in weight unladen and is other than—
  - (i) a trailer not constructed or adapted to carry any load, other than plant or special appliance or apparatus which is a permanent or essentially permanent fixture, and not exceeding 45 hundredweight in total weight;
  - (ii) a living van not exceeding 2 tons in weight unladen and fitted with pneumatic tyres;
  - (iii) a works trailer;
  - (iv) a trailer mentioned in Regulation 50(3);
  - (v) a trailer which was manufactured and used outside Great Britain and Northern Ireland before it was first used in Northern Ireland.

(2) Every vehicle to which this Regulation applies shall be equipped with a plate securely affixed to the vehicle in a conspicuous and readily accessible position and the said plate shall contain in the case of a heavy motor car or motor car the particulars required by Part I of Schedule 2 and in the case of a trailer the particulars required by Part II of that Schedule, the said particulars being completed in accordance with Part III of that Schedule and the plate otherwise complying with the provisions contained in that Part.

**B.—LOCOMOTIVES**

*Overall width*

22. The overall width of a locomotive shall not exceed 2.75 metres.



*Distribution of weight*

23.—(1) This Regulation shall apply to every locomotive having not more than four wheels and registered before 1st June 1955.

(2) Not more than three quarters of the total weight of a locomotive to which this Regulation applies shall be transmitted to the road surface by any two wheels.

*Tyres*

24.—(1) Save as provided in paragraph (2), every wheel of a locomotive shall be equipped with a pneumatic tyre or a tyre of soft or elastic material which either—

- (a) extends continuously round the circumference of the wheel, or
- (b) is fitted in sections in such manner that—
  - (i) at no point is any section separated by more than  $\frac{3}{4}$  inch from any adjacent section, and
  - (ii) the aggregate extent of all spaces between the sections measured along any line taken round the outer surface of the tyre and parallel to its edge does not exceed 6 inches.

(2) Paragraph (1) shall not apply to a land locomotive if—

- (a) the tyre of every steering wheel is smooth-soled and where the tyre touches the surface of the road it is not less than 5 inches in width, and
- (b) the tyre of every driving wheel is not less than 12 inches in width and is either—
  - (i) smooth-soled, or
  - (ii) shod with diagonal cross bars of not less than 3 inches in width nor more than  $\frac{3}{4}$  inch in thickness, extending the full breadth of the tyre and so arranged that the space intervening between adjacent cross bars is not more than 3 inches, or
  - (iii) shod with diagonal cross bars of soft or elastic material of not less than  $2\frac{1}{2}$  inches in width, extending the full breadth of the tyre and so arranged that the space between adjacent cross bars is not more than 3 inches.

*Brakes*

25. Every locomotive registered before the 1st June 1955 shall be equipped with an efficient braking system, the brakes of which act upon all the wheels of the vehicle other than the steering wheels, and so designed and constructed that the application of the brakes will bring the vehicle to rest within a reasonable distance:

Provided that this Regulation shall not apply to a locomotive registered on or before 2nd January 1933, if the locomotive is propelled by steam and the engine thereof is capable of being reversed.

26.—(1) This Regulation shall apply to every locomotive registered on or after 1st June 1955.

(2) Every locomotive to which this Regulation applies shall be equipped with an efficient braking system or efficient braking systems in either case having two means of operation, so designed and constructed that notwithstanding the failure of any part (other than a fixed member or a brake shoe anchor pin) through or by means of which the force necessary to apply the brakes is transmitted, there shall still be available for application by the driver

to not less than half the number of the wheels of the vehicle brakes sufficient under the most adverse conditions to bring the vehicle to rest within a reasonable distance:

Provided that this paragraph shall not apply in the case of a road roller, if the vehicle is equipped with one braking system with one means of operation.

(3) The application of one means of operation shall not affect or operate the pedal or hand lever of the other means of operation.

(4) No braking system shall be rendered ineffective by the non-rotation of the engine.

(5) All the brakes which are operated by one of the means of operation shall be capable of being applied by direct mechanical action without the intervention of any hydraulic, electric or pneumatic device.

(6) Where any brake shoe is capable of being applied by more than one means of operation, all the wheels of a locomotive to which this Regulation applies shall be fitted with brakes all of which are operated by one of the means of operation:

Provided that—

(a) where a vehicle has more than six wheels, at least four of which are steering wheels, it shall be a sufficient compliance with this paragraph if brakes are fitted to all the wheels, other than two steering wheels which are situated on opposite sides of the vehicle, and all such brakes are operated by one of the means of operation;

(b) where a vehicle has more than four wheels and the drive is transmitted to all wheels other than the steering wheels without the interposition of a differential driving gear or similar mechanism between the axles carrying the driving wheels it shall be deemed to be a sufficient compliance with this paragraph if one means of operation operates the brakes on two driving wheels situated on opposite sides of the vehicle and the other means of operation operates brakes on all the other wheels required to be fitted with brakes by this paragraph; and

(c) where means of operation are provided in addition to those prescribed by this Regulation such additional means of operation may be disregarded for the purposes of this paragraph.

(7) One at least of the means of operation shall be capable of causing brakes to be applied directly, and not through the transmission gear, to not less than half the number of the wheels of the vehicle:

Provided that where a locomotive to which this Regulation applies has more than four wheels and the drive is transmitted to all wheels other than the steering wheels without the interposition of a differential driving gear or similar mechanism between the axles carrying the driving wheels, it shall be deemed to be a sufficient compliance with this paragraph if the brakes applied by one means of operation act directly on two driving wheels on opposite sides of the vehicle and the brakes applied by the other means of operation act directly on all other driving wheels.

(8) For the purpose of this Regulation—

(a) not more than one front wheel shall be included in half the number of the wheels of the vehicle for the purposes aforesaid except that this provision shall not apply to a locomotive with more than three wheels, whether or not any brake shoe is capable of being applied by more than one means of operation, if as respects the fitting of its wheels with brakes and the operation of those brakes the provisions of paragraph (6) relating to such matters are complied with, and

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

### C.—MOTOR TRACTORS

#### *Overall width*

27. The overall width of a motor tractor shall not exceed 2.5 metres.

#### *Overhang*

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

#### *Brakes*

29.—(1) Every motor tractor shall be equipped with an efficient braking system or efficient braking systems in either case having two means of operation, so designed and constructed that, notwithstanding the failure of any part (other than a fixed member or a brake shoe anchor pin) through or by means of which the force necessary to apply the brakes is transmitted, there shall still be available for application by the driver to not less than half the number of the wheels of the vehicle brakes sufficient under the most adverse conditions to bring the vehicle to rest within a reasonable distance:

Provided that this paragraph shall not apply in the case of a road roller or a land tractor, not propelled by steam, if the vehicle is equipped with one braking system with one means of operation.

(2) The application of one means of operation shall not affect or operate the pedal or hand lever of the other means of operation.

(3) In the case of vehicles registered on or after 1st January 1954, no braking system shall be rendered ineffective by the non-rotation of the engine:

Provided that this paragraph shall not apply in the case of any vehicle referred to in sub-paragraph (b) of paragraph (7).

(4) In the case of a motor tractor registered on or after 1st January 1954, all the brakes which are operated by one of the means of operation shall be capable of being applied by direct mechanical action without the intervention of any hydraulic, electric or pneumatic device.

(5) Where any brake shoe is capable of being applied by more than one means of operation, all the wheels of the motor tractor shall be fitted with brakes all of which are operated by one of the means of operation:

Provided that where means of operation are provided in addition to those prescribed by this Regulation such additional means of operation may be disregarded for the purposes of this paragraph.

(6) In the case of a motor tractor registered on or after 1st January 1954, other than a land tractor, one at least of the means of operation shall be capable of causing brakes to be applied directly and not through the transmission gear, to not less than half the number of the wheels of the vehicle:

Provided that where a motor tractor has more than 4 wheels and the drive is transmitted to all wheels other than the steering wheels without the interposition of a differential driving gear or similar mechanism between the axles carrying the driving wheels, it shall be deemed to be a sufficient compliance with this paragraph if the brakes applied by one means of operation act directly on two driving wheels on opposite sides of the vehicle and the brakes applied by the other means of operation act directly on all other driving wheels.

(7) For the purpose of this Regulation—

- (a) in the case of a motor tractor registered on or after 1st January 1954,—
- (i) not more than one front wheel shall be included in half the number of the wheels of the vehicle for the purposes aforesaid except that this provision shall not apply to a motor tractor with more than three wheels, whether or not any brake shoe is capable of being applied by more than one means of operation, if as respects the fitting of its wheels with brakes and the operation of those brakes the provisions of paragraph (5) relating to such matters are complied with; and
  - (ii) every moving shaft to which any part of a braking system or any means of operation thereof is connected or by which it is supported shall be deemed to be part of that system;
- (b) in the case of a motor tractor propelled by steam the engine shall be deemed to be an efficient braking system with one means of operation if the engine is capable of being reversed and, in the case of a motor tractor registered on or after 1st January 1954, is incapable of being disconnected from any of the driving wheels of the vehicle except by the sustained effort of the driver.

### Tyres

30.—(1) Save as provided in paragraph (3) of this Regulation, every wheel of a motor tractor shall be fitted with a pneumatic tyre or a tyre of soft or elastic material.

(2) Recut pneumatic tyres shall not be fitted to any wheel of a motor tractor the weight of which unladen is less than  $2\frac{1}{2}$  tons unless the rim diameter of the wheel is 16 inches or more.

This paragraph shall not have effect until the 1st July 1967.

(3) Paragraph (1) of this Regulation shall not apply to a land tractor if—

- (a) the tyre of every steering wheel is smooth-soled and where the tyre touches the surface of the road it is not less than  $2\frac{1}{2}$  inches in width; and
- (b) the tyre of every driving wheel, in the case of vehicles exceeding 3 tons in weight unladen, is not less than 6 inches in width and, in the case of vehicles not exceeding 3 tons in weight unladen, is not less than 3 inches in width and is either—
  - (i) smooth-soled,
  - (ii) shod with diagonal cross bars of not less than 3 inches in width nor more than  $\frac{3}{4}$  inch in thickness, extending the full breadth of the tyre and so arranged that the space between adjacent cross bars is not more than 3 inches, or
  - (iii) shod with diagonal cross bars of soft or elastic material of not less than  $2\frac{1}{2}$  inches in width, extending the full breadth of the tyre and so arranged that the space between adjacent cross bars is not more than 3 inches.

### D.—HEAVY MOTOR CARS

#### Overall width

31. The overall width of a heavy motor car shall not exceed 2.5 metres.

#### Overhang

32. The overhang of a heavy motor car shall not exceed 60 per cent. of the distance between the plane perpendicular to the longitudinal axis of the vehicle which passes through the centre or centres of the front wheel

or wheels and the foremost vertical plane from which the overhang is to be measured as defined in Regulation 3:

Provided that—

- (a) in the case of a vehicle designed for use and mainly used for the purpose of heating a road or other like surface in the process of construction, repair or maintenance, no part of the heating plant shall be taken into account when calculating the overhang; and
- (b) this Regulation shall not apply in the case of—
  - (i) a heavy motor car designed for use and used solely in connection with street cleansing, the collection or disposal of refuse or the collection or disposal of the contents of gullies or cesspools,
  - (ii) a works truck, or
  - (iii) a heavy motor car designed so that it can dispose of its load by tipping to the rear, if the overhang does not exceed 45 inches.

### Brakes

**33.**—(1) Save as provided in paragraph (2) of this Regulation, every heavy motor car shall be equipped either with an efficient braking system having two means of operation or with two efficient braking systems each having a separate means of operation:

Provided that for the purpose of this paragraph no account shall be taken in the case of a heavy motor car registered on or after 1st January 1968 of a multi-pull means of operation, unless that means, at the first application, operates an hydraulic, electric or pneumatic device which causes brakes to be applied sufficient to have a total braking efficiency of not less than the total braking efficiency required by paragraph (4)(b) of this Regulation in relation to brakes as applied by a second independent means of operation.

(2) Nothing in the paragraph (1) or (3) of this Regulation shall apply in the case of a heavy motor car, if the said vehicle is equipped with one efficient braking system with one means of operation and the said system is a split braking system.

(3) Save as provided in paragraph (2) of this Regulation, the braking system or braking systems of every heavy motor car registered after 15th August 1928 shall be so designed and constructed that, notwithstanding the failure of any part (other than a fixed member or a brake shoe anchor pin) through or by means of which the force necessary to apply the brakes is transmitted, there shall still be available for application by the driver to not less than half the number of the wheels of the vehicle brakes sufficient under the most adverse conditions to bring the vehicle to rest within a reasonable distance.

(4) The braking system or braking systems of every heavy motor car registered on or after 1st January 1968, which is not a works truck or a pedestrian controlled vehicle, shall—

- (a) have brakes acting on all the wheels of the vehicle which as applied by one means of operation have a total braking efficiency of not less than 50 per cent.;
- (b) except in the case mentioned in the following sub-paragraph (c), have brakes which as applied by a second independent means of operation have a total braking efficiency of not less than 25 per cent.;
- (c) in the case of a heavy motor car equipped with a split braking system in accordance with paragraph (2) of this Regulation, have brakes which in the event of a failure of any part (other than a fixed member or a brake

shoe anchor pin) of one of the independent sections comprised in the split braking system are such that there remains brakes applied by the other section sufficient to have a total braking efficiency of not less than 25 per cent.

(5) As from 1st May 1968, the braking system or braking systems of every heavy motor car registered after 15th August 1928 and before 1st January 1968 and which is a goods vehicle other than a dual-purpose vehicle, a pedestrian controlled vehicle or a works truck and is a rigid vehicle with two axles shall—

- (a) have brakes which as applied by one means of operation have a total braking efficiency of not less than 45 per cent.;
- (b) except in the case mentioned in the following sub-paragraph (c), have brakes which as applied by a second independent means of operation have a total braking efficiency of not less than 20 per cent.;
- (c) in the case of a heavy motor car equipped with a split braking system in accordance with paragraph (2) of this Regulation, have brakes which in the event of a failure of any part (other than a fixed member or a brake shoe anchor pin) of one of the independent sections comprised in the split braking system are such that there remain brakes applied by the other section sufficient to have a total braking efficiency of not less than 20 per cent.

(6) As from 1st May 1968, the braking system or braking systems of every heavy motor car registered after 15th August 1928 and before 1st January 1968 and which is a goods vehicle other than a dual-purpose vehicle, a pedestrian controlled vehicle or a works truck and is a rigid vehicle with more than two axles or is constructed or adapted to form part of an articulated vehicle shall—

- (a) have brakes which as applied by one means of operation have a total braking efficiency of not less than 40 per cent.;
- (b) except in the case mentioned in the following sub-paragraph (c), have brakes which as applied by a second independent means of operation have a total braking efficiency of not less than 15 per cent.;
- (c) in the case of a heavy motor car equipped with a split braking system in accordance with paragraph (2) of this Regulation, have brakes which in the event of a failure of any part (other than a fixed member or a brake shoe anchor pin) of one of the independent sections comprised in the split braking system are such that there remain brakes applied by the other section sufficient to have a total braking efficiency of not less than 15 per cent.

(7) The braking system or braking systems of every heavy motor car registered on or before 15th August 1928 shall be sufficient under the most adverse conditions to bring the vehicle to rest within a reasonable distance.

(8) Paragraphs (1) and (3) of this Regulation shall not apply in the case of a works truck if it is equipped with one braking system having one means of operation.

(9) The application of one means of operation shall not affect or operate the pedal or hand lever of the other means of operation.

(10) In the case of vehicles registered on or after 1st April 1938 no braking system shall be rendered ineffective by the non-rotation of the engine:

Provided that this paragraph shall not apply in the case of any vehicle referred to in paragraph (13)(b) of this Regulation.

(11) All the brakes of a heavy motor car which are operated by one means of operation shall be capable of being applied by direct mechanical action without the intervention of any hydraulic, electric or pneumatic device:

Provided that this paragraph shall not apply to a heavy motor car which satisfies the requirements of Regulation 9(2) of these Regulations.

(12) In the case of a heavy motor car registered before 1st January 1968, where any brake shoe is capable of being applied by more than one means of operation all the wheels of the heavy motor car shall be fitted with brakes all of which are operated by one of the means of operation:

Provided that—

(a) where a heavy motor car has more than six wheels, at least four of which are steering wheels, it shall be a sufficient compliance with this paragraph if brakes are fitted to all the wheels, other than two steering wheels which are situated on opposite sides of the vehicle, and all such brakes are operated by one of the means of operation;

(b) where a heavy motor car has more than four wheels and the drive is transmitted to all wheels, other than the steering wheels without the interposition of a differential driving gear or similar mechanism between the axles carrying the driving wheels, it shall be deemed to be a sufficient compliance with this paragraph if one means of operation operates the brakes on two driving wheels situated on opposite sides of the vehicle and the other means of operation operates brakes on all the other wheels required to be fitted with brakes by this paragraph; and

(c) where means of operation are provided in addition to those prescribed by this Regulation such additional means of operation may be disregarded for the purposes of this paragraph.

(13) One at least of the means of operation shall be capable of causing brakes to be applied directly, and not through the transmission gear, to not less than half the number of the wheels of the vehicle:

Provided that—

(a) in the case of a heavy motor car having brakes acting on all the wheels of the vehicle and capable of being applied by one means of operation, any shaft leading from any differential driving gear of an axle to a driving wheel shall be deemed not to form part of the transmission gear;

(b) where in the case of any other heavy motor car it has more than four wheels and the drive is transmitted to all wheels other than the steering wheels without the interposition of a differential driving gear or similar mechanism between the axles carrying the driving wheels, it shall be deemed to be a sufficient compliance with this paragraph if the brakes applied by one means of operation act directly on two driving wheels on opposite sides of the vehicle and the brakes applied by the other means of operation act directly on all other driving wheels.

(14) Paragraphs (9) to (13) inclusive of this Regulation shall not apply to a heavy motor car registered on or before 15th August 1928.

(15) For the purposes of this Regulation—

(a) in the case of any motor vehicle—

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

this provision shall not apply either to a heavy motor car with more than three wheels, whether or not any brake shoe is capable of being applied by more than one means of operation, if as respects the fitting of its wheels with brakes and the operation of those brakes the provisions of paragraph (11) of this Regulation relating to such matters are complied with, or to a works truck, and

- (ii) every moving shaft to which any part of a braking system or any means of operation thereof is connected or by which it is supported shall be deemed to be part of that system; and
- (b) in the case of a heavy motor car propelled by steam and not used as a public service vehicle the engine shall be deemed to be an efficient braking system with one means of operation if the engine is capable of being reversed and, in the case of a heavy motor car registered on or after 1st January 1927, is incapable of being disconnected from any of the driving wheels of the vehicle except by the sustained effort of the driver.

#### *Tyres*

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

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

- (a) heavy motor cars exceeding 4 tons in weight unladen mainly used in operations which necessitate working on rough ground or unmade roads;
- (b) heavy motor cars designed for use and used solely in connection with street cleansing, the collection or disposal of refuse or the collection or disposal of the contents of gullies or cesspools;
- (c) turntable fire escapes;
- (d) tower wagons; and
- (e) works trucks.

#### *Mudguards*

35. A heavy motor car shall be provided with mudguards or other similar fittings to catch, so far as practicable, mud or water thrown up by the rotation of the wheels, unless adequate protection is afforded by the body of the vehicle:

Provided that this Regulation shall not apply—

- (a) in relation to the rear wheels of any heavy motor car for the time being forming part of an articulated vehicle if the trailer forming the remaining part of the articulated vehicle is used only for, or empty in connection with, the carriage of round timber;
- (b) in the case of a vehicle in an unfinished condition proceeding to a works for completion; or
- (c) in the case of a works truck.

### E.—MOTOR CARS

#### *Overall width*

36. The overall width of a motor car shall not exceed 2.5 metres.

#### *Overhang*

37. The overhang of a motor car shall not exceed 60 per cent. of the distance between the plane perpendicular to the longitudinal axis of the vehicle which



passes through the centre or centres of the front wheel or wheels and the foremost vertical plane from which the overhang is to be measured as defined in Regulation 3:

Provided that—

- (a) in the case of a motor car registered before 1st January 1966 the overhang may be increased by not more than 3 inches, if the distance between the foremost and rearmost axles does not exceed 7 feet 6 inches; and
- (b) this Regulation shall not apply in the case of—
  - (i) a motor car designed for use and used solely in connection with street cleansing, the collection or disposal of refuse or the collection or disposal of the contents of gullies or cesspools or as an ambulance, or
  - (ii) a works truck.

### *Brakes*

**38.**—(1) Save as provided in paragraph (2) of this Regulation, every motor car shall be equipped either with an efficient braking system having two means of operation or with two efficient braking systems each having a separate means of operation:

Provided that for the purpose of this paragraph no account shall be taken in the case of a motor car registered on or after 1st January 1968 of a multi-pull means of operation, unless that means, at the first application, operates an hydraulic, electric or pneumatic device which causes brakes to be applied sufficient to have a total braking efficiency of not less than the total braking efficiency required by paragraph (4)(b) of this Regulation in relation to brakes as applied by a second independent means of operation.

(2) Nothing in paragraph (1) or (3) shall apply in the case of a motor car if the said vehicle is equipped with one efficient braking system with one means of operation and the said system is a split braking system.

(3) Save as provided in paragraph (2) of this Regulation, the braking system or braking systems of every motor car shall be so designed and constructed that notwithstanding the failure of any part (other than a fixed member or a brake shoe anchor pin) through or by means of which the force necessary to apply the brakes is transmitted there shall still be available for application by the driver to not less than half the number of the wheels of the vehicle brakes sufficient under the most adverse conditions to bring the vehicle to rest within a reasonable distance:

Provided that in the event of such failure as aforesaid it shall not be necessary for brakes to be available for application by the driver—

- (a) in the case of a motor car registered before 1st October 1938, to more than two wheels;
- (b) in the case of a vehicle having less than four wheels, to more than one wheel.

(4) The braking system or braking systems of every motor car registered on or after 1st January 1968 and which is a goods vehicle exceeding thirty hundred-weight in unladen weight, other than a dual-purpose vehicle, a pedestrian controlled vehicle or a works truck, shall—

- (a) have brakes acting on all the wheels of the vehicle which as applied by one means of operation have a total braking efficiency of not less than 50 per cent.;

- (b) except in the case mentioned in the following sub-paragraph (c), have brakes which as applied by a second independent means of operation have a total braking efficiency of not less than 25 per cent.;
- (c) in the case of a motor car equipped with a split braking system in accordance with paragraph (2) of this Regulation, have brakes which in the event of a failure of any part (other than a fixed member or a brake shoe anchor pin) of one of the independent sections comprised in the split braking system are such that there remain brakes applied by the other section sufficient to have a total braking efficiency of not less than 25 per cent.

(5) As from 1st May 1968, the braking system or braking systems of every motor car registered after 1st January 1915 and before 1st January 1968 and which is a goods vehicle exceeding thirty hundredweight in unladen weight other than a dual-purpose vehicle, a pedestrian controlled vehicle or a works truck and is a rigid vehicle with two axles shall—

- (a) have brakes which as applied by one means of operation have a total braking efficiency of not less than 45 per cent.;
- (b) except in the case mentioned in the following sub-paragraph (c), have brakes which as applied by a second independent means of operation have a total braking efficiency of not less than 20 per cent.;
- (c) in the case of a motor car equipped with a split braking system in accordance with paragraph (2) of this Regulation, have brakes which in the event of a failure of any part (other than a fixed member or a brake shoe anchor pin) of one of the independent sections comprised in the split braking system are such that there remain brakes applied by the other section sufficient to have a total braking efficiency of not less than 20 per cent.

(6) As from 1st May 1968, the braking system or braking systems of every motor car registered after 1st January 1915 and before 1st January 1968 and which is a goods vehicle exceeding thirty hundredweight in unladen weight other than a dual-purpose vehicle, a pedestrian controlled vehicle or a works truck and is a rigid vehicle with more than two axles or is constructed or adapted to form part of an articulated vehicle shall—

- (a) have brakes which as applied by one means of operation have a total braking efficiency of not less than 40 per cent.;
- (b) except in the case mentioned in the following sub-paragraph (c), have brakes which as applied by a second independent means of operation have a total braking efficiency of not less than 15 per cent.;
- (c) in the case of a motor car equipped with a split braking system in accordance with paragraph (2) of this Regulation, have brakes which in the event of a failure of any part (other than a fixed member or a brake shoe anchor pin) of one of the independent sections comprised in the split braking system are such that there remain brakes applied by the other section sufficient to have a total braking efficiency of not less than 15 per cent.

(7) Paragraphs (1) and (3) of this Regulation shall not apply in the case of a motor car first registered under the Motor Car Act 1903 before 1st January 1915 but—

- (a) such a motor car shall be equipped with an efficient braking system;
- (b) that system shall be so designed and constructed that brakes shall be available for application by the driver, in the case of a vehicle with not less than four wheels, to two wheels of the vehicle, and in the case

of a vehicle with less than four wheels, to one wheel of the vehicle; and

- (c) the brakes required by the foregoing sub-paragraph to be available for application shall be brakes sufficient under the most adverse conditions to bring the vehicle to rest within a reasonable distance.

(8) The foregoing paragraphs of this Regulation shall not apply in the case of a works truck if it is equipped with one braking system with one means of operation.

(9) The application of one means of operation shall not affect or operate the pedal or hand lever of the other means of operation.

(10) In the case of vehicles registered on or after 1st April 1938, no braking system shall be rendered ineffective by the non-rotation of the engine:

Provided that this paragraph shall not apply in the case of any vehicle referred to in paragraph (14)(b) of this Regulation.

(11) All the brakes of a motor car which are operated by one of the means of operation shall be capable of being applied by direct mechanical action without the intervention of any hydraulic, electric or pneumatic device:

Provided that this paragraph shall not apply to a motor car which satisfies the requirements of Regulation 9(2).

(12) In the case of a motor car registered before 1st January 1968 with more than three wheels where any brake shoe is capable of being applied by more than one means of operation all the wheels shall be fitted with brakes all of which are operated by one of the means of operation:

Provided that—

- (a) where a motor car has more than six wheels, at least four of which are steering wheels, it shall be a sufficient compliance with this paragraph if brakes are fitted to all the wheels, other than two steering wheels which are situated on opposite sides of the vehicle, and all such brakes are operated by one of the means of operation;
- (b) where a motor car has more than four wheels and the drive is transmitted to all wheels other than the steering wheels without the interposition of a differential driving gear or similar mechanism between the axles carrying the driving wheels, it shall be deemed to be a sufficient compliance with this paragraph if one means of operation operates the brakes on two driving wheels situated on opposite sides of the vehicle and the other means of operation operates brakes on all the other wheels required to be fitted with brakes by this paragraph;
- (c) where means of operation are provided in addition to those prescribed by this Regulation such additional means of operation may be disregarded for the purposes of this paragraph;
- (d) this paragraph shall not apply to a pedestrian controlled vehicle not exceeding 8 hundredweight in weight unladen; and
- (e) in the case of a motor car the unladen weight of which does not exceed 2 tons or which is constructed solely for the carriage of passengers and their effects and adapted to carry not more than seven passengers exclusive of the driver, it shall be deemed to be a sufficient compliance with this paragraph if one means of operation operates brakes fitted to all but two of the wheels and, as respects each of those two wheels, operates a brake on the shaft leading thereto and no gearing is interposed between the brake and the wheel.

(13) One at least of the means of operation shall be capable of causing brakes to be applied directly and not through the transmission gear to not less than half the number of the wheels of the vehicle:

Provided that—

- (a) in the case of a motor car having brakes acting on all the wheels of the vehicle and capable of being applied by one means of operation, any shaft leading from any differential driving gear of an axle to a driving wheel shall be deemed not to form part of the transmission gear;
- (b) in the case of a motor car having more than four wheels and registered before 1st October 1938, it shall be deemed to be sufficient compliance with this paragraph if one of the means of operation applies brakes directly and not through the transmission gear to not less than two of the wheels of the vehicle; and
- (c) where a motor car has more than four wheels and the drive is transmitted to all wheels other than the steering wheels without the interposition of a differential driving gear or similar mechanism between the axles carrying the driving wheels, it shall be deemed to be a sufficient compliance with this paragraph if the brakes applied by one means of operation act directly on two driving wheels on opposite sides of the vehicle and the brakes applied by the other means of operation act directly on all other driving wheels.

(14) For the purpose of this Regulation—

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

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

Provided that this provision shall not apply—

- (1) to a motor car the unladen weight of which does not exceed 1 ton,
- (2) to a motor car which is a passenger vehicle constructed or adapted to carry not more than seven passengers exclusive of the driver,
- (3) to a works truck, or
- (4) to a motor car with more than three wheels, whether or not any brake shoe is capable of being applied by more than one means of operation, if as respects the fitting of its wheels with brakes and the operation of those brakes the provisions of paragraph (12) of this Regulation relating to such matters are complied with, and
- (ii) every moving shaft to which any part of a braking system or any means of operation thereof is connected or by which it is supported shall be deemed to be part of that system; and
- (b) in the case of a motor car propelled by steam and not used as a public service vehicle, the engine shall be deemed to be an efficient braking system with one means of operation if the engine is capable of being reversed and is incapable of being disconnected from any of the driving wheels of the vehicle except by the sustained effort of the driver.

#### *Tyres*

39.—(1) Save as provided in paragraph (3) of this Regulation, every wheel of a motor car shall be fitted with a pneumatic tyre.

(2) Recut pneumatic tyres shall not be fitted to any wheel of a motor car except—

- (a) where the motor car is a goods vehicle the weight of which unladen is  $2\frac{1}{2}$  tons or more and the rim diameter of the wheel is 16 inches or more; or
  - (b) in the case of an electrically propelled goods vehicle.
- This paragraph shall not have effect until the 1st July 1967.

(3) In the case of any of the following descriptions of vehicles every wheel may, subject to the provisions of paragraph (2) of this Regulation, be fitted with a pneumatic tyre, or a tyre of soft or elastic material:—

- (a) motor cars the weight of which unladen does not exceed 1 ton;
- (b) works trucks;
- (c) motor cars designed for use and used solely in connection with street cleansing, the collection or disposal of refuse or the collection or the disposal of the contents of gullies or cesspools; and
- (d) electrically propelled goods vehicles the weight of which unladen does not exceed 25 hundredweight.

#### *Mudguards*

40. A motor car shall be equipped with mudguards or other similar fittings to catch, so far as practicable, mud or water thrown up by the rotation of the wheels unless adequate protection is afforded by the body of the vehicle:

Provided that this Regulation shall not apply—

- (a) in relation to the rear wheels of any motor car for the time being forming part of an articulated vehicle if the trailer forming the remaining part of the articulated vehicle is used only for or, when empty, in connection with the carriage of round timber;
- (b) in the case of a vehicle in an unfinished condition proceeding to a works for completion; or
- (c) in the case of a works truck.

#### *Seat belt and anchorage points*

41.—(1) This Regulation applies to every motor car registered on or after 1st May 1967 and which is not—

- (a) a goods vehicle the unladen weight of which exceeds 30 hundredweight;
- (b) a passenger vehicle or a dual-purpose vehicle, being in either case a vehicle adapted to carry more than twelve passengers exclusive of the driver;
- (c) a land tractor;
- (d) a works truck;
- (e) an electrically propelled goods vehicle;
- (f) a pedestrian controlled vehicle; or
- (g) a vehicle constructed before 1st September 1966.

(2) Every motor car to which this Regulation applies shall be:—

- (a) provided with anchorage points designed to hold securely in position on the vehicle body-restraining seat belts for—
  - (i) the driver's seat; and
  - (ii) where the vehicle has one forward-facing front seat for one passenger, for such seat, or, where the vehicle has two or more forward-facing front seats for passengers, for the forward-facing front seat furthest from the driver's seat;

(b) legibly and permanently marked with the specification number of the British Standard for seat belt anchorage points, namely B.S. AU48:1965.

(3) Every motor car to which this Regulation applies shall be provided with a body-restraining seat belt designed for use by an adult for the driver's seat, and a body-restraining seat belt for the passenger's seat for which anchorage points for a seat belt must be provided under paragraph (2) of this Regulation, and each such belt shall be properly secured to the structure of the vehicle by the anchorage points provided for it under the said paragraph (2):

Provided that this paragraph shall not apply to a vehicle:—

- (a) while it is being used under a trade licence within the meaning of the Vehicles (Excise) Act (Northern Ireland) 1954 or the Vehicles (Excise) Act 1962; or
- (b) while 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 vehicles, dealer in vehicles or purchaser thereof, or
  - (ii) to premises of a person obtaining possession thereof under a hiring agreement or hire-purchase agreement.

(4) Each seat belt provided for any person in any motor car to which this Regulation applies shall be legibly and permanently marked with the specification number of the British Standard for Seat Belt Assemblies for Motor Vehicles namely B.S.3254:1960, and the registered certification trade mark of the British Standards Institution.

(5) Nothing in this Regulation shall be taken to authorise any person to apply a specification number or registered certification trade mark to a vehicle or seat belt in contravention of the Merchandise Marks Acts 1887 to 1953(a).

(6) In this Regulation—

“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 restraining device for a young person, any special chair to which the belt is attached; and

“body-restraining seat 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.

#### F.—MOTOR CYCLES

##### *Brakes*

42.—(1) Every motor cycle shall be equipped either with an efficient braking system having two means of operation or with two efficient braking systems each having a separate means of operation.

(2) The braking system or braking systems with which a motor cycle is required to be equipped shall be so designed and constructed that notwithstanding the failure of any part (other than a fixed member or a brake shoe anchor pin) through or by means of which the force necessary to apply the brakes is transmitted there shall still be available for application by the driver to at least one wheel of the vehicle brakes sufficient under the most adverse conditions to bring the vehicle to rest within a reasonable distance.

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(a) 50 & 51 Vict. c. 28; 54 & 55 Vict. c. 15; 57 & 58 Vict. c. 19; 1 & 2 Geo. 5. c. 31; 16 & 17 Geo. 5. c. 53; 1 & 2 Eliz. 2. c. 48.

(3) Paragraphs (1) and (2) of this Regulation shall not apply in the case of a motor cycle first registered under the Motor Car Act 1903 or the Roads Act 1920 before 1st January 1927 but—

- (a) such a motor cycle shall be equipped with an efficient braking system, and
- (b) that system shall be so designed and constructed that brakes shall be available for application by the driver to at least one wheel of the vehicle.

(4) The foregoing paragraphs of this Regulation shall not apply in the case of a works truck if it is equipped with one braking system having one means of operation.

(5) In the case of a motor cycle required to have two means of operating brakes, the application of one means of operation shall not affect or operate the pedal or hand lever of the other means of operation.

#### *Tyres*

43.—(1) Every wheel of a motor cycle shall be equipped with a pneumatic tyre other than a recut pneumatic tyre:

Provided that this Regulation shall not apply to a works truck or a pedestrian controlled vehicle if, in either case, every wheel of the vehicle is equipped with a tyre of soft or elastic material.

(2) Paragraph (1) of this Regulation shall not have effect in relation to recut pneumatic tyres until the 1st July 1967.

#### *Mudguards*

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

### G.—INVALID CARRIAGES

#### *Width*

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

#### *Brakes*

46. Every invalid carriage shall be equipped with an efficient braking system, the brakes of which act on at least two wheels of the vehicle, so designed and constructed that the application of the brakes shall bring the vehicle to rest within a reasonable distance.

#### *Mudguards*

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

### H.—TRAILERS

#### *Overall length*

48. The overall length of a trailer (excluding any draw bar) shall not exceed 7 metres:

Provided that this Regulation shall not apply to—

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

- (b) a land implement;
- (c) a trailer forming part of an articulated vehicle;
- (d) any broken down vehicle which is being drawn by a motor vehicle in consequence of the breakdown;
- (e) a trailer which is a trolley vehicle in course of construction or delivery; or
- (f) any trailer being a drying or mixing plant for the production of asphalt or of bituminous or tar macadam, used mainly for the construction, repair or maintenance of roads, or to any road planing machine, so used, provided that the total overall length of such trailer and any drawing vehicle when coupled thereto shall not exceed 60 feet inclusive of the draw bar:

Provided that the overall length of a trailer shall be treated as excluding any part of the trailer designed primarily for use as a means of attaching it to another vehicle and any fittings for use in connection with any such part.

#### *Overall width*

49.—(1) Save as provided in paragraph (3) the overall width of a trailer shall not exceed 7 feet 6 inches:

Provided that the said width may be 2.5 metres in the case of a trailer in relation to which the conditions mentioned in paragraph (2) are complied with.

- (2) The conditions referred to in paragraph (1) are that:—
  - (a) every wheel of the trailer is fitted with a pneumatic tyre;
  - (b) the trailer is drawn by a locomotive, a motor tractor or a heavy motor car or, where the trailer forms part of an articulated vehicle the other part of which is a motor car, the motor car exceeds 2 tons in weight unladen;
  - (c) every wheel of the vehicle (not being a locomotive) by which the trailer is drawn is fitted with a pneumatic tyre; and
  - (d) the outermost part of the trailer comprised in its overall width and on either side of the trailer does not extend more than one foot outwards beyond the outermost part comprised in the overall width of the vehicle by which it is being drawn on the same side, when the longitudinal axis of that vehicle and the longitudinal axis of the trailer lie in parallel vertical planes.

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

#### *Brakes*

50.—(1) Save as provided in paragraph (3) of this Regulation, every trailer manufactured before the 1st January 1968 and every agricultural trailer whenever manufactured which in either case exceeds 2 hundredweight in weight unladen shall be equipped with an efficient braking system the brakes of which are capable of being applied when it is being drawn—

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



(c) in the case of trailers manufactured after 1st April 1938, to at least half the number of wheels of the trailer, and so constructed that—

- (i) the brakes can be applied either by the driver of the drawing vehicle or by some other person on such vehicle or the trailer,
- (ii) in the case of a trailer forming part of an articulated vehicle and being permanently attached to the drawing vehicle, the brakes are capable of being set so as effectively to prevent two at least of the wheels from revolving when the trailer is not being drawn, and
- (iii) in the case of any other trailer, the brakes are capable of being set so as effectively to prevent two at least of the wheels from revolving when the trailer, whether it is attached to the drawing vehicle or not, is not being drawn:

Provided that the provisions of item (i) of this paragraph shall not apply in the case of a trailer not exceeding 1 ton in weight unladen or in the case of a trailer not constructed or adapted to carry any load, other than plant or other special appliance or apparatus which is a permanent or essentially permanent fixture, and not exceeding 45 hundredweight in total weight, or in the case of a living van not exceeding 2 tons in weight unladen and fitted with pneumatic tyres, if in any such case the brakes of the trailer automatically come into operation on the overrun of the trailer.

In this paragraph the expression "permanently attached" means that the trailer can only be detached from the drawing vehicle by an operation involving the use of facilities which are normally found only in a workshop.

(2) Save as provided in paragraph (3) of this Regulation, every trailer manufactured on or after 1st January 1968, except an agricultural trailer, and which exceeds 2 hundredweight in weight unladen shall be equipped with an efficient braking system so designed and constructed that—

- (a) when the trailer is being drawn, the brakes of that braking system are capable of being applied to all the wheels of the trailer by the driver of the drawing vehicle using the means of operation applying those of the brakes of the drawing vehicle which were designed and constructed to have the highest braking efficiency of any of the brakes of any braking system with which the drawing vehicle is equipped;
- (b) when the trailer is being drawn, in the event of a failure of any part (other than a fixed member or a brake shoe anchor pin) of the braking system with which the drawing vehicle is equipped (excluding the means of operation of a split braking system) or of any part (other than as aforesaid) of the braking system with which the trailer is equipped, brakes shall still be capable of being applied to at least two wheels of the trailer or, in the case of a two-wheeled trailer, to one wheel in the manner indicated in the last preceding sub-paragraph or by the driver using any other means of operation of a braking system with which the drawing vehicle is by these Regulations required to be equipped;
- (c) when the trailer is stationary—
  - (i) the brakes of that system can also be applied to at least two wheels of the trailer and released by a person standing on the ground by a means of operation fitted to the trailer;
  - (ii) the braking force of that system can, when applied in the manner indicated in sub-paragraph (a) or (c)(i) of this paragraph, at all times be maintained in operation by direct mechanical action without the intervention of any hydraulic, electric or pneumatic device; and

- (iii) such braking force, when so applied and so maintained in operation by direct mechanical action, is capable of holding the trailer stationary on a gradient of at least 1 in 6.25 without the assistance of stored energy:

Provided that the provisions of sub-paragraphs (a) and (b) of this paragraph shall not apply in the case of a trailer not exceeding 1 ton in weight unladen or in the case of a trailer not constructed or adapted to carry any load, other than plant or other special appliance or apparatus which is a permanent or essentially permanent fixture, and not exceeding 45 hundredweight in total weight, or in the case of a living van not exceeding 2 tons in weight unladen and fitted with pneumatic tyres, if in any such case the brakes of the trailer automatically come into operation on the overrun of the trailer.

- (3) Paragraphs (1) and (2) of this Regulation shall not apply—
- (a) to any land implement or land implement conveyor drawn by a motor vehicle;
  - (b) to any trailer designed for use and used for street cleansing which does not carry any load other than its necessary gear and equipment;
  - (c) to any broken down vehicle which is being drawn by a motor vehicle in consequence of the breakdown;
  - (d) to any agricultural trailer manufactured before 1st July 1947 when drawn by a motor tractor or a land tractor which is not a motor tractor if—
    - (i) its laden weight does not exceed 4 tons,
    - (ii) it is the only trailer so drawn, and
    - (iii) it is not drawn at a speed exceeding 10 miles per hour.

(4) In the case of trailers manufactured on or after 1st April 1938, the braking system shall be so constructed that it is not rendered ineffective by the non-rotation of the engine of the drawing vehicle.

#### *Tyres*

**51.** Subject to the provisions of Regulation 52 every wheel of a trailer when the trailer is being drawn on a road shall be equipped with a pneumatic tyre or a tyre of soft or elastic material:

Provided that this Regulation shall not apply to—

- (a) any land implement or agricultural trailer;
- (b) any trailer constructed before 15th January 1931 which is specially designed and used for the conveyance of furniture and other similar household effects; or
- (c) any trailer used for the purpose of carrying water for a road roller which is being used in connection with the construction, maintenance or repair of roads.

**52.—(1)** Save as provided in paragraph (3) of this Regulation, every wheel of a trailer constructed after 1st January 1933 when drawn by a heavy motor car or motor car shall be fitted with a pneumatic tyre.

(2) Save as provided in paragraph (3) of this Regulation, where trailers of the following descriptions constructed after 1st January 1933 are drawn by a heavy motor car or motor car every wheel of such trailers shall be fitted with a pneumatic tyre, other than a recut pneumatic tyre:—

- (a) a trailer which does not exceed 1 ton in weight unladen:

- (b) a trailer which is not constructed or adapted to carry any load other than plant or other special appliance or apparatus which is a permanent or essentially permanent fixture and which does not exceed 45 hundred-weight in total weight; or
- (c) a trailer which is a living van which does not exceed 2 tons in weight unladen.

This paragraph shall not have effect until the 1st July 1967.

(3) Paragraphs (1) and (2) of this Regulation shall not apply to any trailer:—

- (a) which is a works trailer;
- (b) which is designed for use and used solely in connection with street cleansing, the collection or disposal of refuse or the collection or disposal of the contents of gullies or cesspools;
- (c) when drawn by a heavy motor car every wheel of which is not required to be fitted with a pneumatic tyre;
- (d) when used for the purpose of carrying water for a road roller which is being used in connection with the construction, maintenance or repair of roads;
- (e) which is a land implement or an agricultural trailer drawn by a land tractor; or
- (f) which is a broken down vehicle and is being drawn by a motor vehicle in consequence of the breakdown.

#### *Mudguards*

**53.** The rear wheels, or in the case of a two-wheeled trailer the wheels, of every trailer shall be provided with mudguards or other similar fittings to catch, so far as practicable, mud or water thrown up by the rotation of the wheels, unless adequate protection is afforded by the body of the trailer:

Provided that this Regulation shall not apply to trailers in an unfinished condition proceeding to a works for completion, land implements, land implement conveyors, living vans, watercarts, trailers used only for, or when empty in connection with, the carriage of round timber, trailer pumps used for fire brigade purposes, trailers drawn by a vehicle the maximum speed of which is restricted by virtue of the provisions of Regulations made under Section 4 of the Road Traffic Act (Northern Ireland) 1955, to 12 m.p.h. or less or any broken down vehicle which is being drawn in consequence of the breakdown.

### PART III

#### REGULATIONS GOVERNING THE USE ON ROADS OF MOTOR VEHICLES AND TRAILERS.

##### *Markings on locomotives, tractors and heavy motor cars*

**54.** The owner of a locomotive, motor tractor or heavy motor car shall cause the unladen weight of the vehicle to be painted or otherwise plainly marked upon some conspicuous place on the side of the vehicle:

Provided that this Regulation shall not apply to a heavy motor car which is not registered.

##### *Markings on trailers*

**55.** The owner of a trailer which, in compliance with Regulation 50, is fitted with overrun brakes shall cause the unladen weight of the trailer, or,

in the case of a trailer not constructed or adapted to carry any load other than plant or other special appliance or apparatus which is a permanent or essentially permanent feature, the total weight of the trailer to be painted or otherwise plainly marked upon some conspicuous place on the left or near side of it.

*Laden weight of locomotive*

**56.**—(1) Save as provided in paragraph (2) the laden weight of a locomotive shall not exceed  $20\frac{1}{2}$  tons.

(2) The laden weight of a locomotive which is equipped with suitable and sufficient springs between each wheel and the frame of the vehicle and every wheel of which is fitted with a pneumatic tyre or a tyre of soft or elastic material shall not exceed—

- (a) in the case of a vehicle with less than six wheels, 22 tons,
- (b) in the case of a vehicle with six wheels, 26 tons, or
- (c) in the case of a vehicle with more than six wheels, 30 tons.

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

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

*Weight of trailers drawn by a locomotive*

**57.** The maximum total weight of all trailers, whether wheeled or track-laying and whether laden or unladen, drawn by a locomotive whether wheeled or track-laying shall not exceed 40 tons.

*Laden weight of heavy motor car or motor car*

**58.**—(1) Save as provided in paragraph (2) of this Regulation, in the case of a heavy motor car or motor car which is not a public service vehicle, the weight transmitted to the road surface by any one wheel where no other wheel is in the same line transversely shall not exceed  $4\frac{1}{2}$  tons, the total weight so transmitted by any two wheels in line transversely shall not exceed 9 tons and the sum of the weights so transmitted by all the wheels shall not exceed—

- (a) in the case of a vehicle with not more than four wheels, 14 tons;
- (b) in the case of a vehicle with more than four wheels but not more than six wheels, 20 tons; and
- (c) in the case of a vehicle with more than six wheels, 24 tons.

(2) In the case of a prior 1968 vehicle, a post 1968 vehicle or a temporarily imported vehicle the following provisions shall apply—

- (i) the weight transmitted to the road surface by any one wheel where no other wheel is in the same line transversely may amount to but not exceed 5 tons and the total weight so transmitted by any two wheels in line transversely may amount to but shall not exceed 10 tons, if each such wheel is fitted with either two pneumatic tyres having the centres of their areas of contact with the road surface not less than 12 inches apart measured at right angles to the longitudinal axis of the vehicle or with a wide tyre; and
- (ii) if it is fitted with a number of axles specified in column 1 of paragraph 2 of Schedule 3 as respects which the measurements apply as so specified, the sum of the weights transmitted to the road surface by all the wheels of the vehicle may amount to but shall not exceed the weight specified in relation to that vehicle in column 2 of the said paragraph:

Provided that the foregoing provisions of this paragraph shall not apply to a motor vehicle when drawing a trailer other than a trailer to which Regulation 59(3) applies.

(3) For the purpose of this Regulation the following expressions have the meanings hereby respectively assigned to them:—

“a prior 1968 vehicle” means a heavy motor car or motor car (other than a public service vehicle)—

- (a) registered on or after 1st February 1963 and before 1st January 1968;
- (b) equipped with a plate complying with the requirements of paragraph (2) of Regulation 21, whether that paragraph applies to that vehicle or not; and
- (c) having brakes which as applied by one means of operation have a total braking efficiency of not less than 50 per cent. and which as applied by a second independent means of operation or as applied on a failure in the case of a split braking system have a total braking efficiency of not less than 25 per cent.;

“a post 1968 vehicle” means a heavy motor car or motor car (other than a public service vehicle) registered on or after 1st January 1968;

“a temporarily imported vehicle” means a heavy motor car or motor car (other than a public service vehicle) brought temporarily into Northern Ireland by a person resident outside the United Kingdom which—

- (a) is not registered under the Vehicles (Excise) Act 1962 or the Vehicles (Excise) Act (Northern Ireland) 1954;
- (b) complies with the requirements mentioned in Regulation 4(5);
- (c) carries a plate securely affixed to it in a conspicuous and readily accessible position issued by the competent authority in the country where it is registered indicating the permissible maximum weight for the vehicle in that country; and
- (d) has brakes which as applied by one means of operation have a total braking efficiency of not less than 50 per cent. and which as applied by a second independent means of operation or as applied on a failure in the case of a split braking system have a total braking efficiency of not less than 25 per cent.

**58A.**—(1) Save as provided in paragraph (2) of this Regulation, in the case of a heavy motor car which is a public service vehicle the total weight transmitted to the road surface by any two wheels in line transversely shall not exceed 9 tons and the sum of the weights so transmitted by all the wheels shall not exceed 14 tons.

(2) In the case of a prior 1968 vehicle, a post 1968 vehicle or a temporarily imported vehicle the following provisions shall apply:—

- (i) the total weight transmitted to the road surface by any two wheels in line transversely may amount to but shall not exceed 10 tons, if each such wheel is fitted with either two pneumatic tyres having the centres of their areas of contact with the road surface not less than 12 inches apart measured at right angles to the longitudinal axis of the vehicle or with a wide tyre; and
- (ii) the sum of the weights transmitted to the road surface by all the wheels of the vehicle may amount to but not exceed, where the distance between the front and rear axles is at least 10 feet 8 inches but less than 12 feet, 15 tons, and where the distance between the front and the rear axles is at least 12 feet, 16 tons.

For the purpose of this sub-paragraph the distances between any two axles shall be obtained in the same manner as is provided in paragraph 1 of Schedule 3.

(3) For the purpose of this Regulation the weight transmitted to the road surface by a vehicle shall be taken to be the weight so transmitted by the vehicle when it is complete and fully equipped for service with a full supply of water, oil and fuel and loaded with weights of 140 lbs. per person placed in the correct relative positions for each passenger for whom a seat is provided and for the driver and conductor (if carried) and, in the case of a public service vehicle in which by or under any enactment more than eight standing passengers may be carried, with additional weights of 140 lbs. per person for each standing passenger in excess of eight reasonably distributed in the space in which any such passengers may be so carried.

(4) The expressions "prior 1968 vehicle", "post 1968 vehicle", "temporarily imported vehicle" have the same meanings as in the preceding Regulation.

*Laden weight of trailer*

59.—(1) Save as provided in paragraph (3) of this Regulation, the total weight transmitted to the road surface by any two wheels of a trailer in line transversely shall not exceed 9 tons.

(2) Save as provided in paragraph (3) of this Regulation, the total laden weight of a trailer with less than six wheels and not forming part of an articulated vehicle shall not exceed 14 tons.

(3) In the case of—

(a) a trailer manufactured on or after 1st February 1963 and equipped with a plate complying with the requirements of paragraph (2) of Regulation 21, whether that paragraph applies to that trailer or not; or

(b) a temporarily imported trailer;

which in either case is drawn by a prior 1968 vehicle, a post 1968 vehicle or a temporarily imported motor vehicle the following provisions shall apply:—

(i) the weight transmitted to the road surface by any two wheels of the trailer in line transversely may amount to, but shall not exceed 10 tons, if each wheel is fitted with either two pneumatic tyres having the centres of their areas of contact with the road surface not less than 12 inches apart measured at right angles to the longitudinal axis of the vehicle or with a wide tyre, and

(ii) if it is fitted with a number of axles specified in column 1 of paragraph 2 of Schedule 3 as respects which the measurements apply as so specified, the sum of the weights transmitted to the road surface by all the wheels of the trailer may amount to but shall not exceed the weight specified in relation to that trailer in column 2 of the said paragraph.

(4) For the purpose of this Regulation the following expressions have the meanings hereby respectively assigned to them:—

"a prior 1968 vehicle" means a motor tractor, heavy motor car or motor car—

(a) registered on or after 1st February 1963 and before 1st January 1968;

(b) equipped with a plate complying with the requirements of paragraph (2) of Regulation 21, whether that paragraph applies to the vehicle or not; and

(c) which, while drawing a trailer mentioned in paragraph (3) of this Regulation has brakes which (whether assisted by the brakes on the trailer or not) as applied by one means of operation have a total braking efficiency of not less than 50 per cent. and as applied by a second independent means of operation or as applied on a failure in the case of a split braking system have a total braking efficiency of not less than 25 per cent.;

“a post 1968 vehicle” means a heavy motor car or motor car—

- (a) registered on or after 1st January 1968, or a motor tractor registered on or after the said date which complies with the requirements of paragraph (2) of Regulation 21 and paragraph (4) of Regulation 33, notwithstanding that those paragraphs do not apply to the said motor tractor; and
- (b) which in each case while drawing a trailer mentioned in paragraph (3) of this Regulation has brakes which (whether assisted by the brakes on the trailer or not) as applied by one means of operation have a total braking efficiency of not less than 50 per cent. and as applied by a second independent means of operation or as applied on a failure in the case of a split braking system have a total braking efficiency of not less than 25 per cent.;

“a temporarily imported motor vehicle” means a motor tractor, heavy motor car or motor car brought temporarily into Northern Ireland by a person resident outside the United Kingdom which—

- (a) is not registered under the Vehicles (Excise) Act (Northern Ireland) 1954 or the Vehicles (Excise) Act 1962;
- (b) complies with the requirements mentioned in Regulation 4(5);
- (c) carries a plate securely affixed to it in a conspicuous and readily accessible position issued by the competent authority in the country where it is registered indicating the permissible maximum weight for the vehicle in that country; and
- (d) while drawing a trailer mentioned in paragraph (3) of this Regulation has brakes which (whether assisted by the brakes of the trailer or not) as applied by one means of operation have a total braking efficiency of not less than 50 per cent. and as applied by a second independent means of operation or as applied on a failure in the case of a split braking system have a total braking efficiency of not less than 25 per cent.;

“a temporarily imported trailer” means a trailer whenever manufactured brought temporarily into Northern Ireland by a person resident outside the United Kingdom which—

- (a) complies with the requirements mentioned in Regulation 4(5); and
- (b) carries a plate securely affixed to it in a conspicuous and readily accessible position issued by the competent authority in a country outside the United Kingdom indicating the permissible maximum weight for the trailer in that country.

#### *Laden weight of vehicle and trailer*

60.—(1) The total laden weight of a trailer, whether wheeled or track laying together with that of any motor tractor, heavy motor car or motor car drawing such trailer, in each case whether wheeled or track laying, shall not exceed 24 tons:

Provided that where the trailer is fitted with power assisted brakes which can be operated by the driver of the drawing vehicle and are not rendered ineffective by the non-rotation of the engine of the drawing vehicle, the total laden weight of the trailer together with that of the drawing vehicle may, if the drawing vehicle is equipped with a warning device so placed as to be readily visible to the driver when in the driving seat in order to indicate an impending failure or deficiency in the vacuum or pressure system, equal but not exceed 32 tons.

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

*Laden weight of articulated vehicle*

61.—(1) Save as provided in paragraph (2) of this Regulation, the total laden weight of an articulated vehicle shall not exceed—

- (a) if the trailer has less than four wheels, 20 tons, and
- (b) if the trailer has four wheels or more, 24 tons.

(2) In the case of an articulated vehicle formed by—

- (a) a trailer manufactured on or after 1st February 1963 and equipped with a plate complying with the requirements of paragraph (2) of Regulation 21, whether that paragraph applies to the trailer or not, or a temporarily imported trailer; and

- (b) a prior 1968 vehicle, a post 1968 vehicle or a temporarily imported motor vehicle,

where the articulated vehicle is fitted with a number of axles specified in column 1 of paragraph 3 of Schedule 3 as respects which the measurements apply as so specified, the sum of the weights transmitted to the road surface by all the wheels of the articulated vehicle may amount to but shall not exceed the weight specified in relation to that vehicle in column 2 of the said paragraph.

(3) For the purpose of this Regulation, “a temporarily imported trailer” has the same meaning as in Regulation 59(4) and “a prior 1968 vehicle”, “a post 1968 vehicle” and “a temporarily imported motor vehicle” have the same meanings as in the definitions of those terms in that Regulation subject, however, to any references to a motor tractor in those definitions being omitted.

*Distribution of weight*

62. In the case of a heavy motor car, motor car or trailer, whether laden or unladen, the weight transmitted by more than two wheels to any strip of the road surface upon which the vehicle rests contained between any two parallel lines drawn on that surface at right angles to the longitudinal axis of the vehicle—

- (a) less than 3 feet 4 inches apart shall not exceed 11 tons,
- (b) less than 4 feet apart but 3 feet 4 inches or more apart shall not exceed 16 tons, and
- (c) less than 7 feet apart but 4 feet or more apart shall not exceed 18 tons.

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

63.—(1) Every motor vehicle, every trailer drawn thereby and all parts and accessories of such vehicle and trailer shall at all times be in such condition, and the number of passengers carried by such vehicle or trailer, the manner in which any passengers are carried in or on such vehicle or trailer, and the weight, distribution, packing and adjustment of the load of such vehicle or trailer shall at all times be such that no danger is caused or is likely to be caused to any person on the vehicle or trailer or on a road.

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

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



(4) No motor vehicle or trailer shall be used for any purpose for which it is so unsuitable as to cause or be likely to cause danger to any person on the vehicle or trailer or on a road.

#### *Maintenance of speedometer*

64. Every instrument for indicating speed provided in compliance with the requirements of Regulation 11 shall

- (a) at all material times be maintained in good working order, and
- (b) be kept free from any obstruction which might prevent its being easily read (or the appropriate indication given thereby being easily seen):

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

- (i) the defect occurred in the course of the journey during which the contravention was detected, or
- (ii) at the time when the contravention was detected steps had already been taken to have the defect remedied with all reasonable expedition.

#### *Maintenance of glass*

65. All glass or other transparent material fitted to motor vehicles shall be maintained in such condition that it does not obscure the vision of the driver while the vehicle is being driven on a road.

#### *Maintenance of brakes*

66.—(1) Every part of every braking system and of the means of operation thereof fitted to a motor vehicle or trailer shall at all times while the vehicle or trailer is used on a road—

- (a) be maintained in good and efficient working order and be properly adjusted;
- (b) in the case of motor vehicles to which paragraph (4) of either Regulation 33 or Regulation 38 applies, where such a vehicle is not being used while drawing a trailer, be so maintained that the brakes forming part of the system comply with the requirements as to the efficiency of brakes which are applicable to such a vehicle by virtue of the provisions contained in either of such paragraphs;
- (c) in the case of motor vehicles to which paragraph (5) or (6) of either Regulation 33 or Regulation 38 applies, where such a vehicle is not being used while drawing a trailer, be so maintained that the brakes forming part of the system comply with the requirements as to the efficiency of brakes which are applicable to such a vehicle by virtue of the provisions contained in any of such paragraphs; and
- (d) in the case of motor vehicles or trailers to which paragraph (2) of Regulation 9 or, as the case may be, paragraph (2) of Regulation 50 applies, be so maintained that the system complies with the requirements as to its braking force which are applicable to such a vehicle by virtue of sub-paragraph (b)(ii) of Regulation 9(2) or by virtue of sub-paragraph (c)(iii) of Regulation 50(2).

(2) Where a motor vehicle to which paragraph (5) of either Regulation 33 or Regulation 38 applies is being used while drawing a trailer manufactured

on or after 1st January 1968 (other than a trailer not required by these Regulations to be equipped with a braking system), whether or not that motor vehicle and trailer together form an articulated vehicle, then every part of every braking system with which that motor vehicle is equipped and every part of every braking system with which the trailer is equipped shall be so maintained that, when the brakes of any braking system of that motor vehicle (being a system to which the said paragraph (4) applies) are applied by their means of operation and the brakes of any braking system of that trailer applied by that same means of operation are applied, those brakes together produce the same total braking efficiencies as would be required of the brakes of such a motor vehicle when applied by that means of operation if that motor vehicle were not drawing a trailer.

(3) Where a motor vehicle to which paragraph (4) of either Regulation 33 or Regulation 38 applies being a goods vehicle, is being used while drawing a trailer manufactured before 1st January 1968 (other than a trailer not required by these Regulations to be equipped with a braking system), whether or not that motor vehicle and trailer together form an articulated vehicle, then every part of every braking system with which that motor vehicle is equipped and every part of every braking system with which the trailer is equipped shall be so maintained that, when the brakes of any braking system of the motor vehicle (being a system to which the said paragraph (4) applies) are applied by their means of operation they produce (whether assisted by the brakes on the trailer or not) the same total braking efficiencies as would be required of the brakes of such a motor vehicle when applied by that means of operation if that motor vehicle were not drawing a trailer and if it were treated as being a motor vehicle registered before 1st January 1968 and as having to comply with paragraph (6) of either Regulation 33 or Regulation 38 notwithstanding that the said paragraph does not apply to that motor vehicle.

(4) As from 1st May 1968, where a motor vehicle to which paragraphs (5) or (6) of either Regulation 33 or Regulation 38 applies is being used while drawing a trailer (whenever manufactured) other than a trailer not required by these Regulations to be equipped with a braking system, whether or not that motor vehicle and trailer together form an articulated vehicle, then every part of every braking system with which that motor vehicle is equipped and every part of every braking system with which the trailer is equipped shall be so maintained that, when the brakes of any braking system with which the motor vehicle is equipped are applied by their means of operation, they produce (whether assisted by the brakes on the trailer or not) the same total braking efficiencies as would be required of the brakes of such a motor vehicle when applied by that means of operation if that motor vehicle were not drawing a trailer, and if, in the case of a motor vehicle in which the said paragraph (5) applies, it were treated as being a motor vehicle having to comply with paragraph (6) of either Regulation 33 or Regulation 38.

(5) Where a motor vehicle to which Regulation 9(2) applies is attached to a trailer manufactured on or after 1st January 1968 (other than a trailer not required by these Regulations to be equipped with a braking system), whether or not that motor vehicle and trailer together form an articulated vehicle, and the combination of those vehicles is stationary, then every part of every braking system with which that motor vehicle is equipped and every part of every braking system with which the trailer is equipped shall be so maintained that the brakes of those systems as applied by the means of operation specified in the said paragraph (2) can together produce a braking force sufficient to hold the combination of vehicles stationary on a gradient of at least 1 in 6.25 without the assistance of stored energy.

*Maintenance of steering gear and windscreen wiper*

**67.**—(1) 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.

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

*Use and maintenance of silencer*

**68.**—(1) No person shall use or cause or permit to be used on a road any vehicle propelled by an internal combustion engine so that the exhaust gases from the engine escape into the atmosphere without first passing through the silencer expansion chamber or other contrivance required by these Regulations to be fitted.

(2) Every such silencer expansion chamber or other contrivance shall at all times while the vehicle is used on a road be maintained in good and efficient working order, and shall not have been altered in such a way that the noise caused by the escape of the exhaust gases is made greater by the alteration.

*Maintenance of tyres*

**69.**—(1) All the tyres of a motor vehicle or trailer shall at all times while the vehicle or trailer is used on a road be maintained in such condition as to be free from any defect which might in any way cause damage to the surface of the road or danger to persons on or in the vehicle or to other persons using the road.

(2) No person shall use or cause or permit to be used on a road any motor vehicle or trailer a wheel of which is fitted with a recut pneumatic tyre the fabric of which has been cut or exposed by the recutting process.

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

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

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

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

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

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

*Contents of lavatories, etc.*

**71.** No part of the contents of any closet, urinal, wash basin or sink carried by a motor vehicle or trailer, or of any tank into which such closet, urinal, lavatory basin or sink drains shall be discharged or allowed to leak on to a road.

*Excessive noise*

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

- (a) any defect (including a defect in design or construction), lack of repair or faulty adjustment in the motor vehicle or trailer or any part or accessory of such motor vehicle or trailer, or
- (b) the faulty packing or adjustment of the load of such motor vehicle or trailer:

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

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

73. No motor vehicle shall be used on a road in such manner as to cause any excessive noise which could have been avoided by the exercise of reasonable care on the part of the driver.

*Stopping of engine when stationary*

74. The driver of every motor vehicle shall, when the vehicle is stationary otherwise than through enforced stoppage owing to the necessities of traffic, stop the action of any machinery attached to, or forming part of, such vehicle, so far as may be necessary for the prevention of noise:

Provided that this Regulation shall not apply so as to prevent the examination or working of the machinery attached to, or forming part of, a motor vehicle where any such examination or working is rendered necessary by any failure or derangement of the said machinery or where the machinery attached to or forming part of the vehicle is required to be worked for some ancillary purpose.

*Use of warning instruments*

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

*Duties of driver*

76. No person while actually driving a motor vehicle shall be in such a position that he cannot have proper control over the vehicle or that he cannot retain a full view of the road and traffic ahead and no person shall cause or permit any other person while actually driving a motor vehicle on a road to be in such a position as aforesaid.

77. No person shall except in the case of a road roller or other road plant while actually engaged in the construction, maintenance or repair of roads, cause a motor vehicle to travel backwards for a greater distance or time than may be requisite for the safety or reasonable convenience of the occupants of that vehicle or of other traffic on the road.

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

79. No person shall cause or permit to be on a road any motor vehicle which is not attended by a person duly licensed to drive it unless the engine is stopped and, where the vehicle is fitted with a brake capable of being set, the brake is set so as effectually to prevent two at least or in the case of a vehicle with only three wheels one of the wheels, from revolving:

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

#### *Application of brakes of trailers*

80. Where a trailer is drawn by a motor vehicle whether wheeled or track laying the driver (or in the case of a locomotive one of the persons employed in driving or tending the locomotive) shall be in a position readily to operate any brakes required by these Regulations to be fitted to the trailer as well as the brakes of the motor vehicle, unless a person other than the driver is in a position and competent efficiently to apply the brakes of the trailer:

Provided that this Regulation shall not apply in the case of trailers which, in compliance with these Regulations, are fitted with brakes which automatically come into operation on the overrun of the trailer or where a motor vehicle is drawing a broken down vehicle, whether or not in consequence of a breakdown, in such a manner that the broken down vehicle cannot be steered by its own steering gear.

81. No person in charge of a motor vehicle whether wheeled or track laying or trailer drawn thereby shall cause or permit such trailer to stand when detached from the drawing vehicle unless one at least of the wheels of the trailer is prevented from revolving by the setting of the brake or the use of a chain or otherwise.

#### *Opening of doors*

82. No person shall open or cause or permit to be opened any door of a motor vehicle or trailer on a road so as to cause injury or danger to any person.

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

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

(2) Where a motor vehicle is drawing a trailer or trailers and the distance between the nearest points of the trailer or, as the case may be, of any trailer

so drawn and the vehicle to which it is attached exceeds 5 feet, steps shall be taken to render the means whereby that trailer is attached to that vehicle clearly visible to other persons using the road within a reasonable distance from either side of either vehicle.

(3) For the purposes of this Regulation, in determining the nearest points of two vehicles any part of either vehicle designed primarily for use as a means of attaching the one vehicle to the other and of any fitting designed for use in connection with any such part shall be disregarded.

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

**84.** Every sidecar fitted to a motor cycle shall be so attached that the wheel thereof is not wholly outside perpendicular planes at right angles to the longitudinal axis of the motor cycle passing through the extreme projecting points in the front and in the rear of the motor cycle.

**85.** A motor cycle with not more than two wheels and without a sidecar shall not draw a trailer:

Provided that this Regulation shall not apply to prevent the towing of a broken down motor cycle which is being drawn by another motor cycle in consequence of the breakdown.

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

**87.** No straddle carrier or invalid carriage shall draw a trailer.

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

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

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

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

(c) in the case of a motor car or heavy motor car, one, or two if one of the trailers being drawn is a towing implement and the other is a vehicle part of which is secured to and rests on or is suspended from the towing implement.

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

(3) Where a motor vehicle is drawing only one trailer the overall length of the combination of vehicles shall not exceed 18 metres, except that this paragraph shall not apply where the trailer being drawn is constructed and normally used for the conveyance of indivisible loads of exceptional length.

(4) Where a motor vehicle is drawing two or more trailers or only one trailer constructed and normally used for the conveyance of indivisible loads of exceptional length, the overall length of the motor vehicle shall not exceed 30 feet and unless the conditions specified in paragraphs 1 and 2 of Schedule 4 have been complied with, the overall length of the combination of vehicles shall not exceed 85 feet.

(5) For the purposes of this Regulation the references to the combination of vehicles shall be construed in the same manner as provided in sub-

paragraph (g) of Regulation 91 for the purposes of Regulation 92 and the overall length of such a combination shall be measured in the manner provided in sub-paragraph (h) of the said Regulation 91.

*Passengers on motor bicycles*

90. If any person in addition to the driver is carried astride any two-wheeled motor cycle (whether a sidecar is attached thereto or not), suitable supports or rests for the feet shall be available on such cycle for that person.

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

91. For the purposes of this and the following Regulations and of Schedule 4—

- (a) the expression "lateral projection" in relation to a load carried by a vehicle means that part of the load which extends beyond a side of the vehicle;
- (b) the width of any lateral projection shall be measured between vertical planes parallel to the longitudinal axis of the vehicle and passing through the extreme projecting point of the vehicle on that side on which the projection lies and that part of the projection furthest laterally from that point;
- (c) references to a special appliance or apparatus in relation to a vehicle, are references to any crane or other special appliance or apparatus fitted to the vehicle which is a permanent or essentially permanent fixture;
- (d) the expressions "forward projection" and "rearward projection"—
  - (i) in relation to a load carried in such a manner that its weight rests on only one vehicle, mean respectively that part of the load which extends beyond the foremost point of the vehicle and that part which extends beyond the rearmost point of the vehicle,
  - (ii) in relation to a load carried in such a manner that part of its weight rests on more than one vehicle, mean respectively that part of the load which extends beyond the foremost point of the foremost vehicle by which the load is carried and that part of the load which extends beyond the rearmost point of the rearmost vehicle by which the load is carried, and
  - (iii) in relation to any special appliance or apparatus, mean respectively that part of the appliance or apparatus which, if it were deemed to be a load carried by the vehicle, would be a part of a load extending beyond the foremost point of the vehicle and that part which would be a part of a load extending beyond the rearmost point of the vehicle,

and references in the following Regulation and in Schedule 4 to a forward projection or to a rearward projection in relation to a vehicle shall be construed accordingly:

- (e) the length of any forward projection or of any rearward projection shall be measured between vertical planes at right angles to the longitudinal axis of the vehicle and passing—
  - (i) in the case of a forward projection, through the foremost point of the vehicle and that part of the projection foremost from that point, and
  - (ii) in the case of a rearward projection, through the rearmost point of the vehicle and that part of the projection rearmost from that point.

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

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

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

- (g) references to a combination of vehicles, in relation to a motor vehicle which is drawing one or more trailers, are references to the motor vehicle and the trailer or trailers drawn thereby, including any other motor vehicle which is used for the purposes of assisting in the propulsion of the trailer or the trailers on the road;
- (h) the overall length of a combination of vehicles shall be taken as the distance between the foremost point of the drawing vehicle comprised in the combination and the rearmost point of the rearmost vehicle comprised therein, measured when the longitudinal axis of each vehicle comprised in the combination lies in the same vertical plane;
- (i) the extreme projecting point of a vehicle shall be taken as excluding any part of, or part of the equipment of, a vehicle which, by virtue of sub-paragraphs (a) to (e) of the definition of the overall width of a vehicle contained in Regulation 3(1) falls to be excluded in determining that overall width; and
- (j) the foremost or, as the case may be, the rearmost point of a vehicle shall be taken as excluding any part of, or part of the equipment of, a vehicle which, by virtue of sub-paragraphs (a) to (f) of the definition of the overall length of a vehicle contained in Regulation 3(1), falls to be excluded in determining that overall length.

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

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

- (a) where the load has a lateral projection exceeding 1 foot in width, or
- (b) where the overall width of the vehicle together with the width of any lateral projection or projections of its load exceeds 9 feet 6 inches:

Provided that this paragraph shall not apply—

- (a) to the carriage of an indivisible load if—
- (i) it is not reasonably practicable to comply with the requirements of the said paragraph, and
- (ii) the conditions specified in paragraph 1 of Schedule 4 have been complied with and, in a case where the overall width of the vehicle together with the width of any lateral projection or projections of its load exceeds 14 feet, the conditions specified in paragraph 2 of the said Schedule have been complied with; or



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

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

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

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

(b) without prejudice to the foregoing sub-paragraph, no load shall be carried on a trailer drawn by a motor vehicle or in such a manner that part of its weight rests on more than one trailer so drawn where the overall length of the combination of vehicles together with the length of any forward projection of the load extending beyond the foremost point of the drawing vehicle comprised in the combination and the length of any rearward projection of the load extending beyond the rearmost point of the rearmost vehicle comprised therein exceeds 85 feet unless the conditions specified in paragraphs 1 and 2 of Schedule 4 have been complied with.

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

(a) has a forward projection exceeding 6 feet in length but not exceeding 10 feet in length, shall be used on a road unless the conditions specified in paragraphs 2 and 3 of Schedule 4 have been complied with;

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

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

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

(a) where the load has a forward projection exceeding 6 feet in length but not exceeding 10 feet in length unless the conditions specified in paragraphs 2 and 3 of Schedule 4 have been complied with, and

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

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

Provided that this paragraph shall not apply—

(i) to the carriage of a load which consists, whether wholly or partly, of a boat used for racing and propelled solely by oars if any provision

of this paragraph would otherwise apply by reason only of the boat being so carried that it has a forward projection or, as the case may be, a rearward projection, or

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

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

- (a) exceeding 3 feet 6 inches unless the condition specified in paragraph 4 of Schedule 4 has been complied with, or
- (b) exceeding 10 feet unless the conditions specified in paragraphs 1 and 4 of the said Schedule have been complied with.

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

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

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

- (a) where the load has a forward projection exceeding 6 feet in length, or
- (b) where the load has a rearward projection exceeding 10 feet in length, or
- (c) where the overall length of the vehicle together with the length of any forward projection and of any rearward projection of its load exceeds 40 feet:

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

- (i) the vehicle is not driven at a speed exceeding 12 miles per hour, and
- (ii) where the overall length of the vehicle together with the length of any forward projection and of any rearward projection of its load exceeds 40 feet, the conditions specified in paragraphs 1 and 2 of Schedule 4 have been complied with.

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

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

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

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

(ii) in either of the cases mentioned in sub-paragraph (b), the provisions of the said paragraphs (5), (6) and (7), in so far as they provide for compliance with the said paragraph 3 or 4, shall apply as if each of the references in the said paragraphs (5), (6) and (7) to a forward projection and to a rearward projection were treated respectively as a reference to so much of a forward projection as extends beyond the foremost point of that other vehicle and to so much of a rearward projection as extends beyond the rearmost point of that other vehicle measured, in either case, when the longitudinal axis of each vehicle lies in the same vertical plane between vertical planes at right angles to the said longitudinal axis and passing, in the case of a forward projection, through the foremost point of the said other vehicle and that part of the projection foremost from that point or, in the case of a rearward projection, through the rearmost point of the said other vehicle and that part of the projection rearmost from that point.

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

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

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

#### *Attendants*

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

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

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

(a) to any road roller;

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

(c) in the case of any articulated vehicle;

- (d) where a land implement or land implement conveyor is drawn by a land locomotive or land tractor, or where an agricultural trailer is drawn by a land tractor;
- (e) where a trailer with not more than two wheels is drawn by a motor car or a motor cycle or where a four-wheeled trailer having two close-coupled wheels on each side is drawn by a motor car;
- (f) where a motor tractor is drawing—
  - (i) any closed trailer specially constructed and used for the conveyance of meat between docks and railway stations or between wholesale markets and docks or railway stations;
  - (ii) any machine or implement used for the purpose of the maintenance, repair or cleansing of roads; or
  - (iii) any trailer designed for use and used solely in connection with street cleansing, the collection or disposal of refuse, or the collection or disposal of the contents of gullies or cesspools;
- (g) where a works truck is drawing any works trailer and the weight unladen of each vehicle does not exceed 30 cwt.;
- (h) where a motor vehicle is drawing a trailer not exceeding 1 ton in weight, unladen, or a trailer not constructed to carry and not carrying a load other than plant or other special appliance or apparatus which is a permanent or essentially permanent fixture, and not exceeding 45 cwt. in total weight, or a trailer which is a living van not exceeding 2 tons in weight unladen and fitted with pneumatic tyres, if in each case the brakes of the trailer automatically come into operation on the overrun of the trailer;
- (i) where a motor vehicle belonging to the Secretary of State for Defence and being used for naval, military or air force purposes is drawing a trailer fitted with brakes which can be applied by the driver of the drawing vehicle;
- (j) where a motor vehicle is drawing a broken down vehicle, whether or not in consequence of a breakdown, in such a manner that the broken down vehicle cannot be steered by its own steering gear;
- (k) where a towing implement is being drawn by a motor vehicle while it is not attached to any vehicle except the one drawing it; or
- (l) in the case of any locomotive propelled by the combination of liquid fuel or by electrical power and not drawing a trailer or trailers.

(4) The provisions of this Regulation shall not be treated as prejudicing the operation of any provision of Regulation 92 in so far as it provides, in relation to the use of a vehicle on a road, for compliance with the conditions specified in paragraph 2 of Schedule 4 (which relates to the employment of persons in attending to vehicles and their load).

#### *Mascots*

**94.** No mascot shall be carried by a motor vehicle in any position where it is likely to strike any person with whom the vehicle may collide unless the mascot is not liable to cause injury to such person by reason of any projection thereon.

#### *Television sets*

**95.—(1)** No person shall use or install for use in a motor vehicle a television receiving apparatus if the screen thereof is partly or wholly, and whether directly or in any reflection, visible to the driver while in the driving seat or if the

controls thereof, other than the sound volume control and the main switch, are within reach of the driver whilst in the driving seat.

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

*Implements suspended from lifting appliances*

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

*Penalty*

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

Sealed with the Official Seal of the Ministry of Home Affairs for Northern Ireland this 13th day of April 1967, in the presence of

(L.S.)

J. W. E. Cathcart,  
Assistant Secretary.

## SCHEDULES

## SCHEDULE 1 (see Regulation 2)

## REGULATIONS REVOKED

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

The Motor Vehicles (Use and Construction) (Amendment) Regulations (Northern Ireland) 1965(b):

## SCHEDULE 2 (see Regulations 21, 58, 59 and 61)

## 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.
4. Chassis or serial number.
5. Number of axles.
6. Maximum axle weight for each axle (a).
7. Maximum gross weight (b).
8. Maximum train weight (c).
9. Year of manufacture.

(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) 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).

(c) 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.

(a), (b), (c). 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.

## 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. Year of manufacture.

(a) S.R. & O. (N.I.) 1964, No. 72.

(b) S.R. & O. (N.I.) 1965, No. 155.

- (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.
  - (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 weights so to be transmitted both of the trailer and of any load or persons carried by it and references to the weights 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.

### PART III

1. The weights to be shown on the plate in respect of items 6, 7 and 8 in Part I of this Schedule and of items 4, 5 and 6 in Part II thereof, shall be those which the manufacturer of the vehicle or a person duly authorised on behalf of the manufacturer, considers to represent weight limits at or below which the vehicle is fit for use, having regard to its design, construction and equipment and the stresses to which it is likely to be subject in use:

Provided that, where alterations are made to a vehicle which may render the vehicle fit for use at weights which exceed those shown on the plate—

- (i) 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) 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,
- (ii) where the new weights shown on the plate have been determined by or on behalf of a person carrying on business as aforesaid, the name of that person shall be shown on the plate as having made that determination.

2. Weights shall be shown in tons and decimals thereof.

3. All letters and figures shown on the plate shall be not less than one-quarter of an inch in height.

4. In this Schedule references to the manufacturer of a motor vehicle or trailer are—

- (a) in relation to a motor vehicle constructed with a chassis which has not previously formed part of another vehicle, references to the person by whom that chassis was made,
- (b) in relation to any other motor vehicle, references to the person by whom that vehicle was constructed,
- (c) in relation to a trailer, references to the person by whom the trailer was constructed.

SCHEDULE 3 (see Regulations 58, 59 and 61)

PERMISSIBLE MAXIMUM WEIGHTS

1. For the purposes of this Schedule, the distance between any two axles shall be obtained by measuring the shortest distance between the line joining the centres of the points of contact with the road surface of the wheels of one axle and the line joining the centres of the points of contact with the road surface of the wheels of the other axle.

Column 1	Column 2  Tons
2. Heavy motor cars, motor cars and trailers:—	
(a) in the case of a vehicle with two axles—	
(i) where the distance between the axles is at least 10 feet 8 inches but less than 12 feet . . . . .	15
(ii) where the distance between the axles is at least 12 feet . . . . .	16
(b) in the case of a vehicle with three axles, where the distance between the foremost and rearmost axles is at least 18 feet . . . . .	
22	
(c) in the case of a vehicle with more than three axles—	
(i) where the distance between the foremost and rearmost axles is at least 23 feet but less than 26 feet . . . . .	26
(ii) where the distance between the foremost and rearmost axles is at least 26 feet . . . . .	28
3. Articulated vehicles:—	
(a) in the case of an articulated vehicle with three axles—	
(i) where the distance between the foremost and rearmost axles is less than 18 feet . . . . .	20
(ii) where the distance between the foremost and rearmost axles is at least 18 feet . . . . .	24
(b) in the case of an articulated vehicle with four axles—	
(i) where the distance between the foremost and rearmost axles is less than 23 feet . . . . .	24
(ii) where the distance between the foremost and rearmost axles is at least 23 feet but less than 26 feet . . . . .	26
(iii) where the distance between the foremost and rearmost axles is at least 26 feet but less than 32 feet . . . . .	28
(iv) where the distance between the foremost and rearmost axles is at least 32 feet but less than 38 feet . . . . .	30
(v) where the distance between the foremost and rearmost axles is at least 38 feet . . . . .	32
(c) in the case of an articulated vehicle with more than four axles—	
(i) where the distance between the foremost and rearmost axles is less than 23 feet . . . . .	24
(ii) where the distance between the foremost and rearmost axles is at least 23 feet but less than 26 feet . . . . .	26
(iii) where the distance between the foremost and rearmost axles is at least 26 feet but less than 29 feet 6 inches . . . . .	28
(iv) where the distance between the foremost and rearmost axles is at least 29 feet 6 inches but less than 32 feet . . . . .	30
(v) where the distance between the foremost and rearmost axles is at least 32 feet . . . . .	32



## SCHEDULE 4

## PART I

*Conditions to be complied with in relation to the use of vehicles carrying wide or long loads or carrying loads or having fixed appliances or apparatus which project. (See Regulations 89(4) and 92.)*

1. The conditions referred to in Regulation 89(4) and in paragraphs (2), (4), (5), (6), (7) and (9) of Regulation 92 as the conditions specified in paragraph 1 of this Schedule are as follows:—

- (a) save in so far as the Inspector General of the Royal Ulster Constabulary dispenses with any of the requirements contained in this and in the following sub-paragraph as to length of notice or particulars to be given, the owner of the vehicle or vehicles in question shall, before using the vehicle or, as the case may be, the vehicles on a road, give at least two clear days' notice of the intended use (excluding Sundays and public holidays) to the said Inspector General;
- (b) the notice referred to in the foregoing sub-paragraph shall contain particulars of the time, date and route of the journey and—
  - (i) in a case where this paragraph applies by virtue of paragraph (2) of Regulation 92, particulars of the overall length and overall width of the vehicle by which the load is to be carried and of the width of any lateral projection or projections of its load;
  - (ii) in a case where this paragraph applies by virtue of paragraph (4)(a) of the said Regulation 92, particulars of the overall length and overall width of each vehicle by which the load is to be carried and of the length of any forward projection and of any rearward projection of the load and, where the load is to be carried by more than one vehicle, of the distance between vehicles;
  - (iii) in a case where this paragraph applies by virtue of the said Regulation 89(4) or paragraph (4)(b) of the said Regulation 92, particulars of the overall length of the combination of vehicles to be used and, in the second-mentioned case, particulars of the length of any forward projection and of any rearward projection of the load, being the projection or projections thereof as mentioned in the said paragraph (4)(b), and
  - (iv) in a case where this paragraph applies by virtue of paragraphs (5), (6), (7) or (9) of the said Regulation 92, particulars of the overall length of the vehicle to be used and of the length of any forward projection and of any rearward projection of its special appliance or apparatus or, as the case may be, of its load; and
- (c) subject to any variations in the time, date or route of the journey which the owner of the vehicle or vehicles may be directed to make by the Inspector General of the Royal Ulster Constabulary, the vehicle or, as the case may be, the vehicles shall be used only in circumstances which accord with the particulars given in compliance with the foregoing sub-paragraph as to the time, date and route of the journey and only if any dimension or measurement relating to the vehicle or the vehicles (including that relating to a combination of vehicles), to a special appliance or apparatus or to a load, being a dimension or measurement of which particulars have been given as aforesaid, is not exceeded.

For the purposes of this sub-paragraph and of item (iv) of the foregoing sub-paragraph, the references to a load shall, in a case where this paragraph applies by virtue of paragraph (7) of the said Regulation 92, be treated as a reference to a boat used for racing as mentioned in the said paragraph (7).

2. The conditions referred to in Regulation 89(4) and in paragraphs (2), (4), (5), (6) and (9) of Regulation 92 as the conditions specified in paragraph 2 of this Schedule are that at least one person in addition to the person or persons employed in driving the motor vehicle in question shall be employed in attending to that

vehicle and its load and any other vehicle or vehicles drawn by that vehicle and the load or loads carried on the vehicle or vehicles so drawn and to give warning to the driver of the said motor vehicle and to any other person of any danger likely to be caused to any such other person by reason of the presence of the said vehicle or vehicles on the road.

For the purposes of this paragraph:—

- (a) in a case where a motor vehicle is drawing a trailer or trailers any person employed in pursuance of Regulation 93(1) and (2) of these Regulations in attending that vehicle or any such 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 this paragraph.
- (b) in a case where a motor vehicle is drawing a trailer or trailers and another motor vehicle is used for the purpose of assisting in their propulsion on the road, the person or persons employed in driving that other motor vehicle shall not be treated as a person or persons employed in attending the first-mentioned vehicle or any vehicle or vehicles drawn thereby.

3. The conditions referred to in paragraphs (5) and (6) of Regulation 92 as the conditions specified in paragraph 3 of this Schedule are as follows:—

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

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

- (b) subject to the provisions of sub-paragraph (e), three surfaces shall be exhibited of which one (hereafter referred to as "the end projection surface") shall be of the shape and colour shown in the diagram first set out in Part II of this Schedule and shall conform with the dimensions there shown in relation to the size and colouring of that surface, and the other two, and any surface additional to those two required by the said sub-paragraph (e), (each hereafter referred to as a "side projection surface") shall be of the shape and colour shown in the diagram secondly set out in Part II of this Schedule and shall conform with the dimensions there shown in relation to the size and colouring of that surface;
- (c) the end projection surface shall be exhibited so that it may be seen, in the case of a forward projection, from the front thereof or, in the case of a rearward projection, from the rear thereof and shall be situated—
  - (i) so that it lies, as near as practicable, in a vertical plane at right angles to the longitudinal axis of the vehicle and passing through a point not more than 2 feet from the extreme end of the projection,
  - (ii) so that the vertical distance between the carriageway of the road and the nearest point on the surface does not exceed 8 feet 6 inches,
  - (iii) so that the surface and any object or device by means of which it is exhibited impedes, as little as possible, the view of the driver to the front or, as the case may be, to the rear of the vehicle, and
  - (iv) so that every part of the surface is clearly visible to other persons using the road within a reasonable distance from that end of the projection from which the surface may be seen as provided by the foregoing provisions of this sub-paragraph;
- (d) the two side projection surfaces shall be exhibited so that one may be seen from one side of the projection and the other may be seen from the other side thereof and each surface shall be situated—
  - (i) so that it lies, as near as practicable, in a vertical plane parallel to the longitudinal axis of the vehicle,
  - (ii) so that no part of it extends beyond the end of the projection,
  - (iii) so that the horizontal distance between it and the end projection surface does not exceed 3 feet,

- (iv) so that the vertical distance between the carriageway of the road and any point on at least one side of the surface does not exceed 8 feet 6 inches and
- (v) so that every part of the surface is clearly visible to other persons using the road within a reasonable distance from that side of the projection from which the surface may be seen as provided by the foregoing provisions of this sub-paragraph;
- (e) in the case of a forward projection exceeding 15 feet in length or a rearward projection exceeding 17 feet in length such a number of side projection surfaces additional to the two side projection surfaces required by sub-paragraph (b) of this paragraph shall be exhibited on each side of the projection as to ensure that the horizontal distance between the foremost or, as the case may be, the rearmost point of the vehicle and that part of any side projection surface exhibited on the same side nearest that point, or between the nearest points of adjacent side projection surfaces exhibited on the same side, does not exceed, in the case of such surfaces exhibited on a forward projection, 8 feet or, in the case of such surfaces exhibited on a rearward projection, 12 feet.

For the purposes of this sub-paragraph the expression "the vehicle" shall not include any special appliance or apparatus or any part thereof which is a forward projection or a rearward projection within the meaning of Regulation 91;

- (f) the provisions of items (i), (iv) and (v) of sub-paragraph (d) shall apply in relation to the additional side projection surfaces exhibited in accordance with the foregoing sub-paragraph as they apply in relation to the side projection surfaces referred to in the said sub-paragraph (d); and
- (g) every surface exhibited in compliance with the foregoing provisions of this paragraph shall be kept clean and unobscured and during the hours of darkness shall be illuminated by means of lamps sufficient to render the surface readily distinguishable from a reasonable distance and so shielded that only light reflected from the surface is visible to other persons using the road.

4. The condition referred to in paragraphs (5), (6), (7) and (8) of Regulation 92 as the condition specified in paragraph 4 of this Schedule is that steps shall have been taken to render the relevant projection clearly visible to other persons using the road within a reasonable distance, in the case of a forward projection, from the front thereof or, in the case of a rearward projection, from the rear thereof and, in either case, from either side thereof.

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

PART II

Projection markers (see paragraph 3 of this Schedule)

Diagram of end projection surface

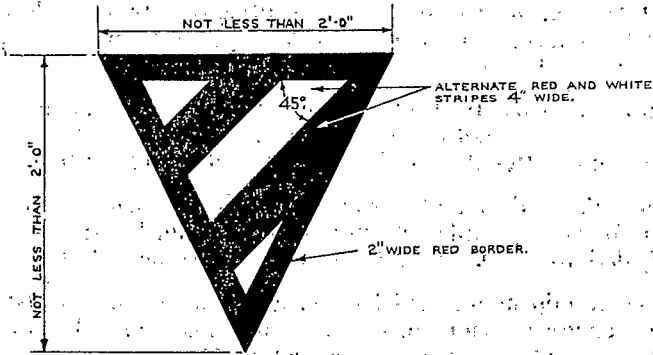
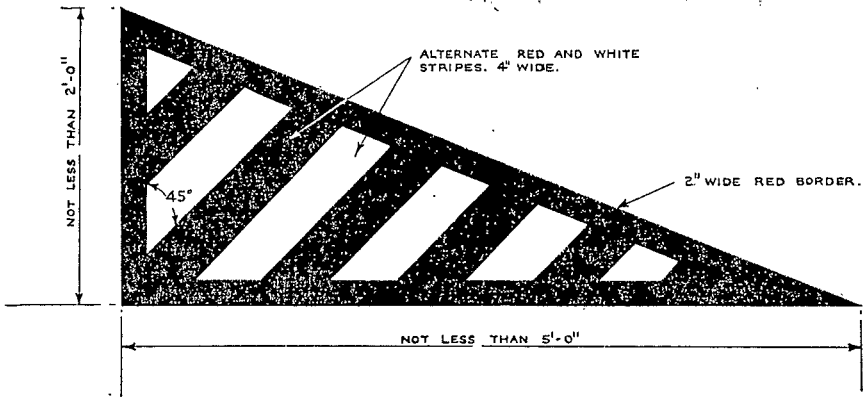


Diagram of side projection surface



## EXPLANATORY NOTE

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

These Regulations consolidate with minor amendments the existing Northern Ireland regulations relating to the construction and use of motor vehicles and with the introduction of certain new measures bring the law on these matters more into line with that in Great Britain. The principal new measures are:—

1. Prohibiting from the 1st July 1967 the fitting of a two-tone horn to motor vehicles except for those vehicles specified in Regulation 17(4). (Regulation 17(3)).
2. Prohibiting from the 1st July 1967 the fitting of re-cut pneumatic tyres to motor tractors, motor cars, motor cycles and trailers, with certain exceptions. (Regulations 30(2), 39(2), 43(1) and 52(2)).
3. Requiring all goods vehicles over 30 cwt. in unladen weight to be fitted with brakes capable of producing specified braking efficiencies. (Regulations 33(4), 33(5), 33(6), 38(4), 38(5) and 38(6)).
4. Requiring certain motor vehicles registered on or after the 1st May 1967 to be equipped with anchorage points and seat belts for the driver and front-seat passenger. (Regulation 41).
5. Prohibiting the opening of any door of a vehicle so as to cause injury or damage. (Regulation 82).