

1968. No. 44

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MOTOR VEHICLES: CONSTRUCTION AND USE**The Motor Vehicles (Construction and Use) (Amendment) Regulations
(Northern Ireland) 1968**

REGULATIONS, DATED 8TH MARCH 1968, MADE BY THE MINISTRY OF HOME AFFAIRS UNDER SECTION 4 OF THE ROAD TRAFFIC ACT (NORTHERN IRELAND) 1955.

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:—

Citation and Commencement

1. These Regulations may be cited as the Motor Vehicles (Construction and Use) (Amendment) Regulations (Northern Ireland) 1968 and shall come into operation on 1st April 1968.

Interpretation

2. In these Regulations the expression "the Principal Regulations" means the Motor Vehicles (Construction and Use) Regulations (Northern Ireland) 1967(b).

Regulations Amended

3. The Motor Vehicles (Construction and Use) Regulations (Northern Ireland) 1967 shall be amended as follows:—

Overall Length

(1) In Regulation 6 for paragraph (2) there shall be substituted the following paragraphs:—

"(2) The overall length of a public service vehicle or a vehicle which is constructed or adapted for use as such a vehicle or a chassis which is constructed for such a vehicle shall not exceed 12 metres.

(3) The overall length of a motor vehicle other than one falling within either of the two foregoing paragraphs shall not exceed 11 metres."

Mirrors

(2) In Regulation 15 after paragraph (2) there shall be added the following paragraph:—

"(3) In the case of a motor vehicle registered on or after 1st April 1969, the edges of any mirror fitted internally to the vehicle to assist any person, if he so desires, to become aware of traffic to the rear of the vehicle, shall be surrounded by some material such as will render those edges and that material unlikely to cause severe cuts in the event of the mirror or that material being struck by any occupant of the vehicle."

(3) For Regulation 41 there shall be substituted the following Regulation:—

(a) 1955. c. 27.

(b) S.R. & O. (N.I.) 1967, No. 75.

“Seat Belts 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 hundred-weight;
- (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 provided with anchorage points designed to hold body-restraining seat belts securely in position on the vehicle for—

- (a) the driver's seat; and
- (b) the specified passenger's seat:

Provided that this paragraph shall not apply so as to require anchorage points to be provided for any seat which is a seat with integral seat-belt anchorages.

(3) Every motor car to which this Regulation applies shall be provided with—

- (a) a body-restraining seat belt designed for use by an adult for the driver's seat; and
- (b) a body-restraining seat belt for the specified passenger's seat:

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(c) or the Vehicles (Excise) Act 1962(d); 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) Every seat belt provided in pursuance of this Regulation shall, if the seat for which it is provided is a seat with integral seat-belt anchorages, be properly secured to the integral seat-belt anchorage points forming part thereof, or, if the seat for which it is provided is not such a seat, be properly secured to the structure of the vehicle by the anchorage points provided for it under paragraph (2) of this Regulation.

- (5) (a) Every vehicle which is provided with seat-belt anchorage points in pursuance of paragraph (2) of this Regulation shall be legibly and permanently marked with the specification number of the British Standard for seat-belt anchorage points, namely B.S. AU48: 1965;

- (b) where in the case of any motor car to which this Regulation applies the driver's seat or the specified passenger's seat is a seat with integral seat-belt anchorages, such seat shall be legibly and permanently marked with the specification number of the British Standard for seats with Integral Seat Belt Anchorages followed by the suffix '1', namely B.S. AU140/1: 1967, and if any such seat is provided for a vehicle on or after 1st January 1969, the vehicle for which it is so provided shall also be legibly and permanently marked with the said specification number, namely B.S. AU140: 1967;
- (c) 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.

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

(7) In this Regulation:—

“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;

“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

“specified passenger's seat” means in the case of a vehicle which has one forward-facing front seat for one passenger, such seat, and, in the case of a vehicle which has two or more forward-facing front seats for passengers, the forward-facing front seat furthest from the driver's seat.”

Brakes

(4) In Regulation 50

(a) in paragraph (1) there shall be substituted for the proviso the following proviso:—

“Provided that the provisions of item (i) of this paragraph shall not apply in the case of a trailer if the brakes of the trailer automatically come into operation on the overrun of the trailer.”

(b) in paragraph (2) there shall be substituted for the proviso the following proviso:—

“Provided that the provisions of sub-paragraphs (a) and (b) of this paragraph shall not apply in the case of a trailer if the brakes of the trailer automatically come into operation on the overrun of the trailer.”

Markings on Trailers

(5) Regulation 55 shall be omitted.

(6) In Regulation 58(2), in the proviso for the words "foregoing provisions" there shall be substituted the words "provisions of sub-paragraph (ii)";

(7) In Regulations 58(3)(a) and 59(4)(a) the words "on or after 1st February 1963 and" shall be omitted;

(8) In Regulations 59(3)(a) and 61(2)(a) the words "manufactured on or after 1st February 1963 and" shall be omitted;

Laden weight of trailer

(9) In Regulation 59 after paragraph (3) there shall be added the following paragraph:—

"(3A) The total laden weight of a trailer, which has no other brakes than a parking brake and brakes which automatically come into operation on the overrun of the trailer, shall not exceed $3\frac{1}{2}$ tons:

Provided that this paragraph shall not apply until 1st January 1969 in the case of a trailer which is neither a living van nor a trailer not constructed to carry any load other than plant or other special appliance or apparatus which is a permanent or essentially permanent fixture."

(10) For Regulation 69 there shall be substituted the following Regulation:—

"Maintenance of Tyres

69.—(1) Save as provided in paragraph (2) of this Regulation 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 pneumatic tyre, if—

- (a) the tyre is unsuitable having regard to the use to which the motor vehicle or trailer is being put or to the types of tyres fitted to its other wheels;
- (b) the tyre is not so inflated as to make it fit for the use to which the motor vehicle or trailer is being put;
- (c) the tyre has a break in its fabric, or has a cut in excess of one inch or ten per cent. of the section width of the tyre, whichever is the greater, measured in any direction on the outside of the tyre and deep enough to reach the body cords;
- (d) the tyre has any lump or bulge caused by separation or partial failure of its structure;
- (e) the tyre has any portion of the ply or cord structure exposed; or
- (f) where the tyre is fitted to a wheel of a motor vehicle, being a motor-cycle whereof the cylinder capacity of the engine does not exceed 50 cubic centimetres, the tread of the tyre does not show throughout at least three-quarters of the breadth of the tread and round the entire outer circumference of the tyre a pattern the relief of which is clearly visible, or, where the tyre is fitted to the wheel of any other motor vehicle or any trailer, the tread pattern (excluding any tie bar) of the tyre does not have a depth of at least 1 mm. throughout at least three-quarters of the breadth of the tread and round the entire outer circumference of the tyre:

Provided that this sub-paragraph shall not apply in the case of a motor-cycle having three wheels, the unladen weight of which does not exceed two hundredweight and which is incapable of exceeding a speed of 12 miles per hour on the level under its own power.

(2) Nothing in the foregoing paragraph shall apply to a land locomotive, land tractor, land implement or land implement conveyor, or to an agricultural trailer when the trailer is being drawn by a land tractor.

(3) 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.

(4) Without prejudice to paragraphs (1) and (3) of this Regulation, 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 fit for the use to which the vehicle or trailer is being put and 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."

Restrictions on use of vehicles carrying wide or long loads, etc.

(11) (a) In Regulation 92(1) for "20 feet" there shall be substituted "14 feet";

(b) In Regulation 92(2) for sub-paragraph (a)(ii) of the proviso there shall be substituted the following sub-paragraph:—

"(ii) the conditions specified in paragraph 1 of Schedule 4 have been complied with; or"; and

(c) In Regulation 92(4) for sub-paragraph (b) there shall be substituted the following sub-paragraph:—

"(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."

(12) In Schedule 2:—

(a) in Part I, the item "9. year of manufacture" shall be omitted; and

(b) in Part II, the item "7. year of manufacture" shall be omitted.

Permissible Maximum Weights

(13) In Schedule 3 in paragraph 2 after the words "and trailers" there shall be inserted the words "in each case not forming part of an articulated vehicle".

Sealed with the Official Seal of the Ministry of Home Affairs for Northern Ireland this 8th day of March 1968, in the presence of

(L.S.)

W. G. Robinson,
Assistant Secretary.

EXPLANATORY NOTE

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

These Regulations amend the Motor Vehicles (Construction and Use) Regulations (Northern Ireland) 1967 by:—

1. Increasing the maximum permitted overall length of a public service vehicle from 11 metres to 12 metres (Regulation 3(1)) and making certain minor and drafting amendments (Regulations 3(11) and 3(13)).

2. Requiring that the edges of internal mirrors fitted to motor vehicles registered on or after 1st April 1969 to enable any person to become aware of traffic to the rear shall be surrounded by a protective material capable of reducing the risk of occupants of a vehicle sustaining cuts if they strike such a mirror (Regulation 3(2)).

3. Allowing the use of seats with integral seat-belt anchorage points and built-in seat belts to be fitted in cars and light vans as alternatives to conventional seat-belt anchorage points and seat belts (Regulation 3(3)).

4. Removing the unladen weight limit of 1 ton in respect of trailers fitted with overrun brakes (Regulation 3(4)).

5. Making it no longer necessary for the unladen weight to be conspicuously marked on trailers fitted with overrun brakes (Regulation 3(5)).

6. Modifying the limitations at present imposed by Regulation 58(2) in relation to certain motor vehicles when drawing trailers (Regulation 3(6)).

7. Extending the application of certain provisions of Regulations 58, 59 and 61 (which relate to laden weights) to motor vehicles registered before and trailers manufactured before 1st February 1963 (Regulations 3(7) and 3(8)).

8. Restricting the total laden weight of trailers fitted with overrun brakes to 3½ tons (Regulation 3(9)).

9. Making more stringent provision with which tyres fitted to motor vehicles and trailers must comply (Regulation 3(10)).

10. Removing the requirement that the "year of manufacture" be shown on the plate with which certain vehicles are by Regulation 21 required to be equipped (Regulation 3(12)).