

Status: Point in time view as at 05/11/1993.

Changes to legislation: There are currently no known outstanding effects for the Road Traffic Regulation Act 1984, Part IV. (See end of Document for details)

SCHEDULES

SCHEDULE 6

SPEED LIMITS FOR VEHICLES OF CERTAIN CLASSES

PART IV

APPLICATION AND INTERPRETATION

- 1 This Schedule does not apply to a vehicle which is being used for the purpose of experiments or trials under section 6 of the ^{M1}Road Improvements Act 1925 or section 283 of the ^{M2}Highways Act 1980.

Marginal Citations

M1 1925 c. 68(108).

M2 1980 c. 66(59).

- 2 In this Schedule—
- [^{F1} “agricultural motor vehicle”] “articulated vehicle”, “dual-purpose vehicle”, “industrial tractor”, “passenger vehicle”, “pneumatic tyre”, “track-laying”, “wheel” and “works truck” have the same meanings as are respectively given to those expressions in Regulation 3(1) of the ^{M3}Motor Vehicles (Construction and Use) Regulations 1978;
- “car-derived van” means a goods vehicle which is constructed or adapted as a derivative of a passenger vehicle and which has a maximum laden weight not exceeding 2 tonnes;
- “construction and use requirements” has the same meaning as in [^{F2}section 41(7) of the Road Traffic Act 1988];
- “dual-carriageway road” means a road part of which consists of a central reservation to separate a carriageway to be used by vehicles proceeding in one direction from a carriageway to be used by vehicles proceeding in the opposite direction;
- “goods vehicle” has the same meaning as in [^{F3}section 192(1) of the Road Traffic Act 1988];
- “maximum laden weight” in relation to a vehicle or a combination of vehicles means—
- in the case of a vehicle, or combination of vehicles, in respect of which a gross weight not to be exceeded in Great Britain is specified in construction and use requirements, that weight;
 - in the case of any vehicle, or combination of vehicles, in respect of which no such weight is specified in construction and use requirements, the weight which the vehicle, or combination of vehicles, is designed

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or adapted not to exceed when in normal use and travelling on a road laden;

“motor caravan” has the same meaning as in Regulation 2(1) of the ^{M4}Motor Vehicles (Type Approval) (Great Britain) Regulations 1979;

“motorway” has the same meaning as in Regulation 3(1) of the ^{M5}Motorways Traffic (England and Wales) Regulations 1982, as regards England and Wales, and Regulation 2(2) of The ^{M6}Motorways Traffic (Scotland) Regulations 1964, as regards Scotland; and

“resilient tyre” means a tyre, not being a pneumatic tyre, which is soft or elastic.

Textual Amendments

- F1** Words inserted by [S.I. 1986/1175, reg. 2\(2\)](#)
- F2** Words substituted by [Road Traffic \(Consequential Provisions\) Act 1988 \(c. 54, SIF 107:1\), s. 4 Sch. 3 para. 25\(10\)\(a\)](#)
- F3** Words substituted by [Road Traffic \(Consequential Provisions\) Act 1988 \(c. 54, SIF 107:1\), s. 4 Sch. 3 para. 25\(10\)\(b\)](#)

Marginal Citations

- M3** [S.I. 1978/1017.](#)
- M4** [S.I. 1979/1092.](#)
- M5** [S.I. 1982/1163.](#)
- M6** [S.I. 1964/1002.](#)

- 3 The specification as regards springs and wings mentioned in item 6 of Part I of this Schedule is that the vehicle—
- (i) is equipped with suitable and sufficient springs between each wheel and the frame of the vehicle, and
 - (ii) unless adequate protection is afforded by the body of the vehicle, is provided with wings or other similar fittings to catch, so far as practicable, mud or water thrown up by the rotation of the wheels.
- 4 A vehicle falling in two or more classes specified in Part I, II or III of this Schedule shall be treated as falling within the class for which the lower or lowest speed limit is specified.

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