

EXPLANATORY NOTE

1. These Regulations consolidate (with amendments) the Motor Vehicles (Construction and Use) Regulations 1978 as amended and the Motor Vehicles (Construction and Use) (Track Laying Vehicles) Regulations 1955 as amended. The Statutory Instruments specified in Schedule 1 are revoked and re-enacted in a new presentation with more extensive use of tabulations, more logical arrangement of material and, as far as possible, simplified language.

Substantive changes in the requirements

2. The principal new requirements (including withdrawals of exemptions) are listed and explained in sub-paragraphs (i) to (xxvi) below—

- (i) regulation 7 to conform to the requirements of EC Directive 85/3, vehicles normally used on international journeys are exempted from the semi-trailer length limit of 12.2 metres;
- (ii) regulation 8 an increase in the maximum permitted width of refrigerated lorries is incorporated in recognition of the need for good thermal efficiency;
- (iii) regulation 9 the height limit in paragraph (1), applicable to public service vehicles whenever first used and to large passenger-carrying vehicles first used on or after 1st April 1982, is extended to all buses (the term “bus” replaces “large passenger-carrying vehicle”);
- (iv) regulation 10 the requirement for height notices in cabs, since it is easily complied with and does not require modification of the vehicle, is extended to track-laying vehicles;
- (v) regulation 13 the exclusions for buses first used before 1 April 1982, for minibuses and for vehicles not exceeding 7m in length are omitted;
- (vi) regulation 18(4)(b) the interpretation of the requirements as to braking efficiency in the sense that they must be met by a goods vehicle when operated at its maximum design weight, which was explicit in the case of plated vehicles, is also made explicit in relation to goods vehicles which are not plated;
- (vii) regulations 24 and 26 the use of temporary use spare tyres on passenger cars is permitted in certain circumstances;
- (viii) regulation 26 goods vehicles and buses are required to be fitted with tyres designed and maintained to support the vehicle's maximum axle weights at the vehicle's maximum permitted speed;
- (ix) regulation 28 the separate provision for agricultural motor vehicles first used before 1st January 1936 is omitted, as being out of date;
- (x) regulation 32(6) this provision, previously proposed for minibuses, is extended to all buses;
- (xi) regulation 32(9) the special provision in relation to French approved glass is limited to vehicles first used before 1 October 1986;
- (xii) regulation 33 new provisions recognising the requirements of EC Directive 85/205 for heavy goods vehicles are introduced;

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- (xiii) regulations 40 and 94-96 in the interests of safety the requirements of Schedule 5 as to gas systems are extended to track-laying vehicles. The necessary statement by the Secretary of State is included in regulation 4(4);
- (xiv) regulations 41-44 and Schedules 6 and 7 new construction requirements are introduced for vehicles with between 9 and 16 passenger seats first used on or after 1st April 1988;
- (xv) regulation 54 the inadvertent effect of amendments to the revoked Regulations was that vehicles first used before 1st April 1970 were not subject to any requirement not to make alterations resulting in increased noise. In view of this the earlier provision (which continued to apply to track-laying vehicles) is restored;
- (xvi) regulations 55 and 56 an error in S.I. 1984/1809, under which agricultural motor vehicles first used on or after 1st June 1986 and driven at more than 20 mph were excluded from certain noise requirements, but not included in others, is corrected, and new provisions concerning noise limits are introduced to comply with the requirements of EC Directive 84/424, and to set new limits for some vehicles outside the scope of the Directive;
- (xvii) regulation 63 the exemption for trailer pumps used for fire brigade purposes has been omitted;
- (xviii) regulation 67 the option for vehicles fitted with plates complying with Directive 76/114 is limited to vehicles first used before 1 April 1987; vehicles first used on or after that date are required to comply with Directive 78/507;
- (xix) regulation 75 *Table, sub3s 13 to 15*, regulation 76 *Table, sub3 4*, and regulation 78 *Table, sub3 11* special provisions, in the case of track-laying vehicles, for winding gear and for gas equipment, are omitted as being out of date;
- (xx) regulation 79 and Schedule 11 to conform to the requirements of EC Directive 85/3 triaxle spacing for a 22.5 tonnes load is reduced from 1.35 metres to 1.30 metres;
- (xxi) regulation 82 the previous dimensions of 1.07 and 1.83 metres are for convenience rounded to 1 and 2 metres. The treatment of track-laying vehicles is brought into line with that of wheeled vehicles;
- (xxii) regulation 83 the provision under which water-carrying trailers were disregarded has been omitted, as out of date;
- (xxiii) regulation 105 is extended to track-laying vehicles;
- (xxiv) regulation 107 the exclusion for gas-propelled vehicles is omitted, as being out of date;
- (xxv) regulation 108 the provision concerning suspension of implements is extended to track-laying vehicles;
- (xxvi) regulation 109 revised provisions governing the use of television sets in motor vehicles in use on the road are introduced.

3. Recognition of compliance with European vehicle standards as an alternative to national standards has been made more comprehensive by the insertion of appropriate references in Part II, which are interpreted in accordance with regulations 3 and 6. This system supersedes the provisions of former regulations 5, 5A, 5AA and 5B. In the former regulations the fact that a vehicle had been marked or certificated when new to show that it complied with a European standard for a particular system or component meant that it was totally exempted from the substantive regulation dealing with that system or component. Now, in the case of regulations dealing with systems or components which are liable to deteriorate or be replaced while the vehicle is in use, only continued compliance with the European standard is accepted as an alternative to compliance with the national standard.

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4. In regulation 7 the maximum permitted length of motor vehicles having at least 4 wheels is increased from 11m to 12m in accordance with Community Directive 85/3, and, in consequence, the previous turning circle requirements for articulated buses are dropped.

5. References to public service vehicles are replaced by references to buses.

6. Other relaxations in the 1978 and 1955 (TLV) Regulations are referred to in the Table of Derivations at Annex A following; regulations which have been omitted entirely are listed, with appropriate explanations, in sub-paragraphs (i) to (xi) below—

- (i) regulations 5-5B see above (para 3);
- (ii) regulation 6 no longer necessary as relevant provisions appear in individual regulations;
- (iii) regulations 15 and 16 the coverage of these regulations is generally confined to vehicles subject to National Type Approval, and the systems concerned are not likely to be modified or to deteriorate;
- (iv) regulations 21 and 40 and TLV regulation 13 no longer considered necessary;
- (v) regulation 99 this maintenance requirement for power-weight ratio is implicit in the corresponding construction requirement, in that some maintenance is necessary to ensure continued compliance;
- (vi) regulation 114 and TLV regulation 59 it is doubted whether the proviso to these regulations was *intra vires*; new regulation 97 is considered sufficient;
- (vii) regulation 116 the in-use noise limits were not, in practice, enforceable and have therefore been omitted;
- (viii) regulation 116B as the construction requirements referred to apply throughout the life of the vehicle on the road and cannot be complied with unless the parts necessary to comply with it are fitted, this regulation is considered to be superfluous;
- (ix) regulation 121 (TLV66) no longer considered necessary;
- (x) regulations 146 and 147 these are dropped as Part V is not retained as a separate Part. Where necessary definitions are transferred to regulation 3;
- (xi) TLV regulation 77 this is no longer appropriate to the Regulations.

7. Changes which do not affect the substance of the requirements are very numerous, but are not listed separately.

8. Annex B lists these regulations and shows where their content was to be found in the revoked Regulations.

ANNEX A

DERIVATION OF REGULATIONS AND SCHEDULES

<i>NEW REGULATION NO</i>	<i>OLD REGULATION NO</i>		<i>SUBJECT MATTER AND DESCRIPTION OF SUBSTANTIVE CHANGES(changes mentioned in paragraphs 2–5 above are not repeated in this Annex)</i>
	<i>C&U</i>	<i>TLV</i>	
1	1	1	<i>Commencement and citation</i>
2	2	2	<i>Revocations</i>

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<i>NEW REGULATION NO</i>	<i>OLD REGULATION NO</i>		<i>SUBJECT MATTER AND DESCRIPTION OF SUBSTANTIVE CHANGES(changes mentioned in paragraphs 2–5 above are not repeated in this Annex) Interpretation</i>
	<i>C&U</i>	<i>TLV</i>	
3	3	3	<p>Paragraph (1) provides for a simplified system of cross-references within the Regulations and Schedules.</p> <p>paragraph (2) introduces the following changes in the set of definitions contained in old regulation 3(2) as amended—</p> <p>The following definitions are omitted—</p> <ul style="list-style-type: none"> “the 1960 Act” “the 1967 Act” “direction indicator” “half-decked vehicle” “H.P. Din” “hours of darkness” (the effect of this is now contained in regulation 97(1)) “large passenger-carrying vehicle” (now appears under “bus”) “liquified petroleum gas” (transferred to regulation 94) “multi-pull means of operation” (transferred to Schedule 3) “safety glass” (transferred to regulation 30(4)) “two-tone horn” (transferred to regulation 37(10))” (transferred to regulation 37(10)) <p>The following definitions are introduced—</p> <ul style="list-style-type: none"> “The 1981 Act” “The 1984 Act” “The Type Approval for Goods Vehicles Regulations” “axle weight” (previously in regulation 146) “bus” “Community Directive” “container” (previously in regulation 80A) “design weight” (previously in regulation 146) “ECE Regulation” “engine power in kilowatts (kW) (replacing H.P. Din) “exhaust system” (previously defined, for a motorcycle in regulation 116C) “gross weight” (previously in regulation 146) “kerbside weight” (previously in regulation 136A) “longitudinal plane” “minibus”

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<i>NEW REGULATION NO</i>	<i>OLD REGULATION NO</i>	<i>C&U</i>	<i>TLV</i>	<i>SUBJECT MATTER AND DESCRIPTION OF SUBSTANTIVE CHANGES(changes mentioned in paragraphs 2–5 above are not repeated in this Annex)</i>
				<p>“maximum gross weight” (previously defined in various ways and also appearing without definition)</p> <p>“motor ambulance” (previously in regulations 17 and 26 in slightly different form)</p> <p>“overall height” (previously in regulation 10)</p> <p>“refuse vehicle”</p> <p>“relevant braking requirement”</p> <p>“resilient tyre”</p> <p>“secondary braking system”</p> <p>“service braking system”</p> <p>“silencer” (based upon revoked regulation 30)</p> <p>“temporary use spare tyre”</p> <p>“three-wheeled motor cycle”</p> <p>“transverse plane”</p> <p>“unbraked trailer” (previously in regulation 46A)” (previously in regulation 46A)</p> <p>The following definitions which repeat or are based on definitions appearing in sections 190 and 196 of the Road Traffic Act 1972 are included—</p> <p>“goods vehicle” (incorporating the definition in section 196 of “carriage”)</p> <p>“heavy motor car” (with modification to indicate that for the purposes of these Regulations locomotives and motor tractors are excluded)</p> <p>“invalid carriage”</p> <p>“locomotive” (incorporating the definitions in section 190 of “light locomotive” and “heavy locomotive”)</p> <p>“motor car” (with a modification to indicate that for the purpose of these Regulations motor tractors are excluded)</p> <p>“motor cycle”</p> <p>“motor vehicle”</p> <p>“trolley bus”</p> <p>“unladen weight”</p> <p>The following amended definitions are introduced—</p> <p>“The Approval Marks Regulations“ (replacing the previous definition of “The Designation of Approval Marks Regulations“)</p> <p>“ The Plating and Testing Regulations”</p> <p>“The Type Approval (Great Britain) Regulations”</p> <p>“agricultural trailed appliance” (inclusion of horticultural and forestry implements in (b)(ii))</p> <p>“overall length”</p> <p>“overall width”</p>

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NEW REGULATION NO	OLD REGULATION NO	C&U	TLV	SUBJECT MATTER AND DESCRIPTION OF SUBSTANTIVE CHANGES(changes mentioned in paragraphs 2–5 above are not repeated in this Annex) (the last two are based on the previous definitions as amended by S.I.1985/1363 but a number of out of date items of equipment are omitted and a simpler presentation is adopted). “recut pneumatic tyre”
4	4	4	<i>Application and Exemptions</i>	<p>References are included in the list in respect of the following in order to draw attention to provisions appearing in subsequent paragraphs of the regulation—</p> <ul style="list-style-type: none"> “axle” “axle weight” “braking system” “closely spaced” “first used” “resilient tyre” “trailer” “wheel” <p>Regulation 3(6) (previously 3(4)) has been extended to apply also to brake discs.</p> <p>Regulations 3(7) and (8) (previously 3(5) and (6)) have been modified so as to exclude regulation 27 as well as regulation 26.</p> <p>Previous regulations 3(10) and (11) are no longer required as their effect is secured is secured by the provisions of the Interpretation Act.</p> <p>Paragraph (1) embraces the scope of the previous Construction and Use Regulations and Track Laying Vehicles Regulations.</p> <p>Paragraphs 2 and 3 introduce new provisions making it unnecessary to define classes of motor vehicles by date of manufacture as well as by date of first use. Such definitions in the revoked Regulations appear in these Regulations as definitions referring solely to date of first use, the effect of the revoked references to date of manufacture being preserved by the new provisions.</p> <p><i>The Table</i> reproduces the effect of previous regulations 4(2) to (13) except as follows—</p> <p>Previous paragraphs (2) and (4) have been embodied in the regulations concerned;</p> <p>Previous paragraph (5) is omitted because the scope of the Regulations generally is use of vehicles on roads and the concept of limiting certain regulations to highways and</p>

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	<i>C&U</i>	<i>TLV</i>	
			<p>thus theoretically exempting from them vehicles used only on roads which are not highways in considered to be of no practical significance;</p> <p>Previous paragraph (6) is no longer required (but see paragraph 2(viii) above).</p> <p>The exemption for having implements in item 7 of the Table (previous regulation 4(12)) is extended to cover previous regulations 80A and 95A. Previous paragraph (13) is considered to be implicit in any reference to the drawing of a brokendown vehicle and is therefore omitted.</p>
5	7	—	<p><i>Provisions as respects Trade Descriptions Act 1968</i></p> <p>A reference to treating marks as evidence of compliance with a standard is added, in consequence of regulation 6. This provision is extended to track-laying vehicles.</p>
6	—	—	<p><i>Compliance with Community Directives and ECE Regulations</i></p> <p>This Regulation explains what constitutes compliance with an EC Directive or an ECE Regulation.</p>
7	9	5, 34	<p><i>Length</i></p> <p>The following changes are embodied—</p> <ul style="list-style-type: none"> (a) items 1 and 6 in the Table, and paragraphs (4) and (5) are applied to track-laying vehicles; (b) item 8(a) in the Table is based on maximum gross weight instead of unladen weight and the conditions are otherwise simplified; (c) item 8(b) increases the limit for agricultural trailers to 12m; (d) the exemption for trolley vehicles in the course of construction or delivery is omitted.
8	48, 53, 57, 62, 70, 74, 79A, 80 (part)	25, 30, 35	<p><i>Width</i> The previous width limits for wheeled vehicles are extended to track-laying vehicles in place of the lower limits for the latter, and the special lower limit for invalid carriages is omitted. The detailed provisions of previous regulations 74(1)(b) and (c) exempting certain trailers manufactured before 1st January 1933 are omitted, as is the exemption for trolley vehicles in the course of construction or delivery; Item 3 in the Table is based on maximum gross weight instend of unladen weight and the conditions are otherwise simplified. Item 4 extends the width limit for agricultural trailers to 2.5m.</p>

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9	10, 95A	—	<i>Height</i>
10	80A		<i>Indication of overall travelling height</i>
11	54, 58, 63, 79B	—	<i>Overhang</i> The exemption for heavy motor cars first used before 15.8.1928 is extended to those first used before 2.1.1933, in line with the exemption for motor cars. The exemption for articulated buses is extended to cover all buses.
12	74A	—	<i>Minimum ground clearance</i>
13	9A	—	<i>Turning circle</i> The previous reference to compliance with provisions of ECE Regulation 36 is replaced by new paragraphs (2) to (5) which state directly the effect of those provisions.
14	9B	—	<i>Connecting sections and direction-holding of articulated buses</i>
15	14A	—	<i>Braking systems of certain vehicles first used on or after 1 April 1983</i> ECE Regulation 13.05 is recognised as an additional option. An exemption is added for broken down vehicles being drawn in consequence of the breakdown.
16 with Schedule 3	13, 50, 51, 55, 59, 64, 67, 71, 75, 76, 79C & Sch 4A except as shown against Reg. 17	8, 28, 29, 30	<i>Braking systems of vehicle to which regulation 15 does not apply</i> The previous provisions are substantially simplified, notably by— (a) the omission of the requirement to have two means of operation; (b) the omission of the requirements in previous regulations 51(6), 55(5), 59(13) and 64(13); (c) the replacement of provisions relating to determining whether brakes apply to at least half the wheels of a vehicle by less complex provisions, in paragraph (4) of Schedule 3. (d) the extension to track-laying vehicles of certain exemptions applying only to wheeled vehicles. The reference to 7 passengers in former regulation 64(5) is effectively altered to 8 passengers (Sch. 3 para 4(d)).
17	14	10	<i>Vacuum or pressure brakes</i>

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18	C&U 59(4) to (7), 64(4) to (7), 67(3), 75(4A), 79C(2), 101 101A 152, 153 & Sch 4	54	<i>Maintenance and efficiency of brakes</i>
19	126	70	<i>Application of brakes of trailers</i>
20	8	—	<i>General requirement as to wheels and tracks</i>
21	20	—	<i>Diameter of wheels</i>
22	12	7	<i>Springs and resilient material</i> Paragraph (3)(a)(iii) is extended to cover work on unmade roads.
23	11	6	<i>Wheel loads</i>
24	52, 56, 60, 65, 68, 77, 78, 79D	27, 31, 32, 37, 38	<i>Tyres</i> By item 1 in the Table, track-laying locomotives are permitted to use pneumatic tyres.
			In item 3 the maximum weight for the exemption of vehicles used for work on rough ground is omitted, as is the maximum weight limit for the exemption of track-laying works trucks.
			In item 4 tower wagons and vehicles fitted with fire escapes are added to the exemptions and the maximum weight limit on truck-laying works trucks is omitted.
			It is made clear in items 3, 4, 5 and 7, column 5 that the mixing of pneumatic and resilient tyres on the wheels of vehicle is not prohibited; it was previously prohibited for motor cycles and possibly also for motor cars but not for heavy motor cars or trailers.
25	154	—	<i>Tyres loads and speed ratings</i>
26	108	—	<i>Mixing of tyres</i>
27	107	57	<i>Condition and maintenance of tyres</i>
28	—	9, 56	<i>Tracks</i>
29	102	54	<i>Maintenance of steering gear</i>

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30	22, 100	14, 53	<i>View to the front</i>
31	25	16	<i>Glass</i>
32	26	—	<i>Glass</i>
33	23, 24, 24A	15	<p><i>Mirrors</i> Reference is made to Community Directive 85/196 as a permitted alternative (paragraph (5)). The reference to 7 passengers in former regulation 24(1) is altered to 8 passengers.</p> <p>A new uniform definition of “mirror” replaces various descriptions and definitions.</p> <p>The treatment of track-laying vehicles is assimilated to that of wheeled vehicles in Table I, item 1, class (d) and item 6, class (b).</p>
34	27, 28, 103	17, 54	<i>Windscreen wipers and washers</i>
35	18	11	<p><i>Speedometers</i> The requirements as to accuracy are omitted, as is the requirement, for vehicles first used before 1 April 1984, to indicate speed in either miles or kilometres per hour. Track-laying vehicles are effectively exempted from the requirement by virtue of the extension to them of the exemption for wheeled vehicles with a legal maximum speed of not more than 25 mph (no tracklaying vehicle is permitted to be driven at more than 20 mph).</p>
36	98	52	<i>Maintenance of speedometers</i>
37	29	18	<p><i>Audible warning instruments</i> The previous exclusions have been simplified to a single exclusion of vehicles not driven at more than 20 mph. Two-tone horns are excepted from the requirement that any horn fitted to a vehicle shall be continuous and uniform and not strident.</p> <p>The exemptions in revoked regulations 5 and 5AA, for vehicles complying with Community Directives, are withdrawn in respect of reversing alarms as the Directives do not cover reversing alarms.</p>
38	—	—	<i>Motor cycle sidestands</i>
39	19	—	<i>Petrol tanks</i>
40	47	24	<i>Gas propulsion systems and gas-fired appliances</i>
41	—	—	<i>Construction of minibuses</i>
42	—	—	<i>Fire extinguishing apparatus for minibuses</i>

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43	—	—	First aid equipment for minibuses
44	—	—	Carriage of dangerous substances in minibuses
45	44, 45	—	Power-to-weight ratio The definition of “relevant weight” is simplified.
46	17 (part)	—	Seat belt anchorage points
47	17 (part)	—	Seat belts
48	102A	—	Maintenance of seat belts and anchorage points
49	46B	—	Rear under-run protection The previous definition of “outermost part” is superfluous and has been omitted.
50	105A	—	Maintenance of rear under-run protective device
51	46C, 46D	—	Sideguards
52	105B	—	Maintenance of Sideguards
53	142	76	Mascots The reference to a mascot is extended to “mascot, emblem or other ornamental object” in order to remove any suggestion that the provision is limited to objects intended or considered to be lucky.
54	116A	19, 55	Silencers
55	31A	—	Noise limits—general Provision is included in the Table to recognise conformity with Community Directive 84/424 as an additional option.
56	31C	—	Noise limits—agricultural motor vehicles and industrial tractors
57	31B, 116C	—	Noise limits—motor cycles
58	31	—	Noise limits—vehicles not subject to regulations 55 and 57 The effect of former regulation 31(2)(a) and (b) now appears in regulation 59.
59	31D	—	Exceptions to regulations 55 to 58
60	32	—	Radio interference suppression An exception is provided for amateur-built vehicles.

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61	33, 38, 109 to 112	20, 21, 28	<i>Emission of smoke, vapour, gases and oily substances</i> An error in former regulation 111 is corrected.
62	39, 113	—	<i>Closets etc</i> Provisions related to hygiene have been omitted.
63	61, 66, 69, 72, 79	33, 39	<i>Wings</i> The 12 mph speed condition has been increased to 20 mph to reflect the 1984 Act. An exemption is provided for agricultural trailers which are not drawn at a speed exceeding 20 mph.
64	46E	—	<i>Spray suppression devices</i>
65	105C	—	<i>Maintenance of spray suppression devices for goods vehicles and buses</i>
66	42	—	<i>Plates</i> The inadvertent extension of the scope of the previous regulation 41(1)(C)(iv) to certain trailers which was brought about by SI 1981/1119 is corrected.
67	43	—	<i>Vehicle identification numbers</i> A minor modification dealing with compliance with Section 3 and 4 of the Annex to the Directive is introduced.
68	42A	—	<i>Plates—agricultural trailed appliances</i>
69	46	—	<i>Plates—motor cycles</i>
70	148	—	<i>Ministry plates</i>
71	46A, 80	40	<i>Marking of weights on certain vehicles</i>
72	151	—	<i>Additional markings</i>
73	149	—	<i>Test date discs</i>
74	145	79	<i>Testing and inspection</i>
75–80	82– 95, 96A	26, 45–49	<i>Maximum permitted laden weight of a vehicle (75)</i> <i>Maximum permitted laden weight of a vehicle and trailer, other than an articulated vehicle (76)</i> <i>Maximum permitted laden weight of articulated vehicle (77)</i> <i>Maximum permitted wheel and axle weights (78)</i> <i>Maximum permitted weights for certain closely-spaced axles (79)</i> <i>Over-riding weight restrictions (80)</i>

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			<p>Former Schedules 6 and 7 are assimilated into Schedule 11. References to plates and plated weights are omitted and eligibility is related simply to actual weights and braking performance. Other consequential simplifications are made.</p> <p>The braking requirement relevant to Schedule 11 is referred to as “the relevant braking requirement” and is defined, in simplified terms, in regulation 3. Special references to temporarily imported vehicles are omitted.</p> <p>Only maximum laden weights for track-laying locomotives are retained.</p> <p>The provisions of former TLV regulation 47, proviso, are applied to combinations in which either the drawing vehicle or the trailer is a wheeled vehicle.</p>
81, 82	139, 140	75	<p><i>Restrictions on use of vehicles carrying wide or long loads or having fixed appliances or apparatus</i></p> <p>Paragraphs (i) and (j) of regulation 81 are drafted so as to link the points from which measurements are taken with the full revised definitions of overall width and overall length in regulation 3. Regulations 81(k) and 82(10) are extended to horticultural and forestry implements.</p>
83	132, 135, 137	73	<p><i>Number of trailers</i> It is made clear that when agricultural motor vehicles draw non-agro-cultural trailers the normal rules for other motor vehicles apply.</p>
84	130	—	<p><i>Trailers drawn by motor cycles</i> The exemption for the drawing of broken down motor cycles is extended to include the whole of paragraph (1)(e).</p>
85	137A	—	<p><i>Trailers drawn by agricultural motor vehicles</i></p>
86	128	72	<p><i>Distances between motor vehicles and trailers</i> The limitation to causes exceeding 1.5m is extended to track-laying vehicles.</p>
87	136A	—	<p><i>Unbraked trailers</i> The definition of unbraked trailer now appears in regulation 3 and is amended to refer to braking systems in accordance with regulation 15 as well as regulation 16.</p> <p>The wording of the regulation avoids any doubt that both the unladen weight of the trailer and the weight of its load have to be doubled for the purpose of determining whether the requirement is complied with.</p>
88	128A	—	<p><i>Use of bridging plates between motor vehicle and trailer</i></p>

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NEW REGULATION NO	OLD REGULATION NO		SUBJECT MATTER AND DESCRIPTION OF SUBSTANTIVE CHANGES(changes mentioned in paragraphs 2–5 above are not repeated in this Annex)
	C&U	TLV	
89	127	71	<i>Leaving trailers at rest</i> The option of a chock or other efficient device is extended to track-laying trailers.
90	133, 134	74	<i>Passengers in trailers</i> The references to the number of persons carried are altered to 8 exclusive of the driver.
91	138	78	<i>Attendants on trailers and certain other vehicles</i> The list of exemptions and paragraph (2) are extended generally to cover track-laying vehicles. An exemption for track-laying gas trailers is withdrawn in consequence of regulation 94.
92	129	—	<i>Attachment of sidecars</i>
93	141A	—	<i>Use of sidecars</i>
94	144A	—	<i>Use of gas propulsion systems</i>
95	144B	—	<i>Use of gas-fired appliances—general</i>
96	144C	—	<i>Use of gas fired appliances when a vehicle is in motion</i>
97	115	—	<i>Avoidance of excessive noise</i>
98	117	61	<i>Stopping of engine when stationary</i>
99	118	62, 63	<i>Use of audible warning instruments</i> The exemptions are extended to track-laying vehicles.
100	97	51	<i>Maintenance and use of vehicle so as not to be a danger etc</i> The formulation in former C&U regulation 97(2), which is more comprehensive than that in former TLV regulation 51(2), is applied to all vehicles.
101	123	66	<i>Parking in darkness</i>
102	141	—	<i>Passengers on motor cycles</i>
103	122	67	<i>Obstruction</i>
104	119	64	<i>Driver's control</i> The “causing or permitting” provision is extended to track-laying vehicles.
105	125	—	<i>Opening of doors</i>
106	120	65	<i>Reversing</i> The “causing or permitting” provision is extended to track-laying vehicles.
107	124	69	<i>Leaving motor vehicles unattended</i> The exemptions are extended to track-laying vehicles.
108	144	—	<i>Suspension of Implements</i>
109	143	—	<i>Television sets</i>
Schedules			

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NEW REGULATION NO	OLD REGULATION NO		SUBJECT MATTER AND DESCRIPTION OF SUBSTANTIVE CHANGES(changes mentioned in paragraphs 2–5 above are not repeated in this Annex)
	C&U	TLV	
1	1	1	Regulations revoked by regulation 2
2	—	—	Community Directives and ECE Regulations
3	—	—	Braking requirements See under regulation 15
4	3	3	Gas containers Reference to bars are converted to references to N/mm ² .
5	3A	—	Gas systems
6	—	—	Construction of minibuses
7	—	—	Fire extinguishing apparatus and first aid equipment for minibuses
8	2	—	Plates for certain vehicles In Part III, paragraph 1, the option of measuring power in accordance with ECE Regulation 24 is introduced.
9	12, 12A	—	Plates for motor cycles
10	11	—	Ministry Plate
11	7	—	Maximum permitted weights etc.
12	8	—	Wide or long loads

ANNEX B

LOCATION OF THESE REGULATIONS AND SCHEDULES IN THE FORMER REGULATIONS

A. C & U REGULATIONS

Old Reg	New Reg	Old Reg	New Reg	Old Reg	New Reg
1	1	41	previously revoked	80	8, 71
2	2			80A	10
3	3	42	66	81	previously revoked
4	4	42A	68		
5		43	67	82–95	75–80
5A		44	45	95A	9
5AA	omitted			96	previously revoked
5B		46	69		
6		46A	71	96A	75, 76

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<i>Old Reg</i>	<i>New Reg</i>	<i>Old Reg</i>	<i>New Reg</i>	<i>Old Reg</i>	<i>New Reg</i>
7	5	46B	49	97	100
8	20	46C	51	98	36
		46D			
9	7			99	omitted
		46E	65	100	30
9A	13	47	40	101	18
				101A	
9B	14	48	8		
10	9	49	78	102	29
11	23	50		102A	48
		51	16		
12	22			103	34
13	16	52	24	104	39
14	17	53	8	105	previously revoked
14A	15	54	11		
15		55	16	105A	50
16	omitted				
		56	24	105B	52
17	46, 47	57	8	105C	65
18	35	58	11	106	previously revoked
19	39	59	16, 18		
20	21	60	24	107	27
21	omitted	61	63	108	26
22	30	62	8	109	
23		63	11	110	
				111	61
24	33	64	16, 18		
24A		65	24	112	
25	31	66	63	113	62
26	32	67	16, 18	114	omitted
27		68	24	115	97
28	34				

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<i>Old Reg</i>	<i>New Reg</i>	<i>Old Reg</i>	<i>New Reg</i>	<i>Old Reg</i>	<i>New Reg</i>
		69	63	116	omitted
29	37	69A	37	116A	54
30	54	70	8	116B	omitted
31	58	71	16	116C	57
31A	55	72	63	117	98
31B	57	73	previously revoked	118	99
31C	56			119	104
31D	59	74	8	120	106
31E	55	74A	12	121	omitted
32	60	75		122	103
		76	16		
33				123	101
34		77		124	107
		78	24		
35				125	105
36	61				
		79	63	126	19
37		79A	8	127	89
38		79B	11	128	86
39	62	79C	16, 18	128A	88
40	omitted	79D	24	129	92

<i>Old Reg</i>	<i>New Reg</i>	<i>Old Reg</i>	<i>New Reg</i>	<i>Old Sch.</i>	<i>New Sch.</i>
130	84	141A	93	1	1
131	previously revoked	142	53	2	6
		143	109	3	4
132	83	144	108	3A	5
133		144A	94	4	Reg 18
134	90				
		144B	95	4A	Reg 15
135	93	144C	96	5	previously revoked
136	7	145	74		

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<i>Old Reg</i>	<i>New Reg</i>	<i>Old Reg</i>	<i>New Reg</i>	<i>Old Sch.</i>	<i>New Sch.</i>
136A	87	146	omitted	6	omitted
		147			
136B	8			7	11
137	83	148	70	8	12
137A	85	149	73	9	Reg 58
138	91	150	80	9A	omitted
138A	12	151	72	10	omitted
139	81	152	18	11	10
		153			
140	82			12	9
				12A	
141	102	154	25		

B. TLV REGULATIONS

<i>Old Reg</i>	<i>New Reg</i>	<i>Old Reg</i>	<i>New Reg</i>	<i>Old Reg</i>	<i>New Reg</i>
1	1	28	16	56	28
		29			
2	2			57	27
3	3	30	8	58	61
4	4	31	24	59	omitted
		32			
4A	previously revoked			60	97
		33	63	61	98
5	7	34	7	62	99
				63	
6	23	35	8		
7	22	36	16	64	104
8	16	37	24	65	106
		38			
9	28			66	omitted
10	17	39	63	67	103

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<i>Old Reg</i>	<i>New Reg</i>	<i>Old Reg</i>	<i>New Reg</i>	<i>Old Reg</i>	<i>New Reg</i>
11	35	40	71	68	101
12	21	41		69	107
13	omitted	42		70	19
14	30	43	previously revoked	71	89
15	33	44		72	86
16	31	45	75	73	83
17	34	46	75	74	90
18	37	47	76	75	81, 82
19	54	48	75, 78	76	53
20		49	75	77	omitted
21	61				
		50	78	78	91
21A		51	100	79	74
22	previously revoked	52	36	Old Sch.	New Sch.
23		53	30		
24	40	54	18, 29, 34		
25	8	54A	previously revoked	I	I
26	75			II, IV, V	Previously revoked
27	24	55	54		
				III	4

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