

SCHEDULE 1

REGULATIONS REVOKED BY REGULATION 2

Commencement Information

II [Sch. 1](#) in force at 11.8.1986, see [reg. 1](#)

<i>Title</i>	<i>Year and Number</i>
The Motor Vehicles (Construction and Use) (Track Laying Vehicles) Regulations 1955	S.I. 1955/990
The Motor Vehicles (Construction and Use) (Track Laying Vehicles) (Amendment) Regulations 1957	S.I. 1957/439
The Motor Vehicles (Construction and Use) (Track Laying Vehicles) (Amendment) (No. 2) Regulations 1957	S.I. 1957/972
The Motor Vehicles (Construction and Use) (Track Laying Vehicles) (Amendment) Regulations 1959	S.I. 1959/2053
The Motor Vehicles (Construction and Use) (Track Laying Vehicles) (Amendment) Regulations 1984	S.I. 1984/817
The Motor Vehicles (Construction and Use) (Track Laying Vehicles) (Amendment) (No. 2) Regulations 1984	S.I. 1984/1811
The Motor Vehicles (Construction and Use) Regulations 1978	S.I. 1978/1017
The Motor Vehicles (Construction and Use) (Amendment) Regulations 1978	S.I. 1978/1233
The Motor Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 1978	S.I. 1978/1235
The Motor Vehicles (Construction and Use) (Amendment) (No. 4) Regulations 1978	S.I. 1978/1263
The Motor Vehicles (Construction and Use) (Amendment) (No. 5) Regulations 1978	S.I. 1978/1317
The Motor Vehicles (Construction and Use) (Amendment) Regulations 1979	S.I. 1979/138
The Motor Vehicles (Construction and Use) (Amendment) (No. 2) Regulations 1979	S.I. 1979/843
The Motor Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 1979	S.I. 1979/1062
The Motor Vehicles (Construction and Use) (Amendment) Regulations 1980	S.I. 1980/140
The Motor Vehicles (Construction and Use) (Amendment) (No. 2) Regulations 1980	S.I. 1980/139
The Motor Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 1980	S.I. 1980/287

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<i>Title</i>	<i>Year and Number</i>
The Motor Vehicles (Construction and Use) (Amendment) (No. 4) Regulations 1980	S.I. 1980/610
The Motor Vehicles (Construction and Use) (Amendment) (No. 5) Regulations 1980	S.I. 1980/880
The Motor Vehicles (Construction and Use) (Amendment) (No. 6) Regulations 1980	S.I. 1980/1166
The Motor Vehicles (Construction and Use) (Amendment) (No. 7) Regulations 1980	S.I. 1980/1789
The Motor Vehicles (Construction and Use) (Amendment) Regulations 1981	S.I. 1981/261
The Motor Vehicles (Construction and Use) (Amendment) (No. 2) Regulations 1981	S.I. 1981/697
The Motor Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 1981	S.I. 1981/915
The Motor Vehicles (Construction and Use) (Amendment) (No. 4) Regulations 1981	S.I. 1981/1189
The Motor Vehicles (Construction and Use) (Amendment) (No. 5) Regulations 1981	S.I. 1981/1580
The Motor Vehicles (Construction and Use) (Amendment) (No. 6) Regulations 1981	S.I. 1981/1663
The Motor Vehicles (Construction and Use) (Amendment) (No. 7) Regulations 1981	S.I. 1981/1688
The Motor Vehicles (Construction and Use) (Amendment) Regulations 1982	S.I. 1982/1057
The Motor Vehicles (Construction and Use) (Amendment) (No. 2) Regulations 1982	S.I. 1982/1132
The Motor Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 1982	S.I. 1982/1223
The Motor Vehicles (Construction and Use) (Amendment) (No. 4) Regulations 1982	S.I. 1982/1272
The Motor Vehicles (Construction and Use) (Amendment) (No. 5) Regulations 1982	S.I. 1982/1422
The Motor Vehicles (Construction and Use) (Amendment) (No. 6) Regulations 1982	S.I. 1982/1480
The Motor Vehicles (Construction and Use) (Amendment) (No. 7) Regulations 1982	S.I. 1982/1576
The Motor Vehicles (Construction and Use) (Amendment) Regulations 1983	S.I. 1983/112
The Motor Vehicles (Construction and Use) (Amendment) (No. 2) Regulations 1983	S.I. 1983/471

<i>Title</i>	<i>Year and Number</i>
The Motor Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 1983	S.I. 1983/932
The Motor Vehicles (Construction and Use) (Amendment) Regulations 1984	S.I. 1984/195
The Motor Vehicles (Construction and Use) (Amendment) (No. 2) Regulations 1984	S.I. 1984/331
The Motor Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 1984	S.I. 1984/386
The Motor Vehicles (Construction and Use) (Amendment) (No. 4) Regulations 1984	S.I. 1984/679
The Motor Vehicles (Construction and Use) (Amendment) (No. 5) Regulations 1984	S.I. 1984/813
The Motor Vehicles (Construction and Use) (Amendment) (No. 6) Regulations 1984	S.I. 1984/1543
The Motor Vehicles (Construction and Use) (Amendment) (No. 7) Regulations 1984	S.I. 1984/1809
The Motor Vehicles (Construction and Use) (Amendment) Regulations 1985	S.I. 1985/91
The Motor Vehicles (Construction and Use) (Amendment) (No. 2) Regulations 1985	S.I. 1985/730
The Motor Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 1985	S.I. 1985/1363
The Motor Vehicles (Construction and Use) (Amendment) (No. 4) Regulations 1985	S.I. 1985/2039
The Motor Vehicles (Construction and Use) (Amendment) (No. 5) Regulations 1985	S.I. 1985/2051

SCHEDULE 2

(see regulation 3)

COMMUNITY DIRECTIVES AND ECE REGULATIONS

Commencement Information

I2 Sch. 2 in force at 11.8.1986, see [reg. 1](#)

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TABLE I
Community Directives

1 Item	2 Reference No.	3 Community Directives				4 Item No. in Schedule 1 to—	
		(a) Date	(b) Official Journal Reference	(c) Subject matter	(d) Previous The Type Directives included	(a) Approval (Great Britain) Regulations	(b) The Type Approval for Goods Vehicles Regulations
1	70/157	6.2.70	L42, 23.2.70, p.16	The permissible sound level and the exhaust system of motor vehicles			
2	70/220	20.3.70	L76, 6.4.70, p.1	Measures to be taken against air pollution by gases from spark ignition engines of motor vehicles			
3	70/221	20.3.70	L76, 6.4.70, p. 23	Liquid fuel tanks and rear protective devices for motor vehicles and their trailers			
4	70/388	27.7.70	L176, 10.8.70, p. 12	Audible warning devices for motor vehicles			
5	71/127	1.3.71	L68, 22.3.71, p. 1	The rear-view mirrors of motor vehicles		10	
6	71/320 ^{F1}	26.7.71	L202, 6.9.71, p. 37	The braking devices of certain categories of motor vehicles and their trailers			
7	72/245	20.6.72	L152, 6.7.72, p. 15	The suppression of radio interference produced by spark ignition engines fitted to motor vehicles		2A	5A
8	72/306	2.8.72	L190, 20.8.72, p. 1	The emission of pollutants from diesel engines for use in vehicles		5	3
9	73/350	7.11.73	L321, 22.11.73, p. 33	The permissible sound level and the exhaust	70/157		4A

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1 Item	2 Reference No.	3 Community Directives				4 Item No. in Schedule 1 to—	
		(a) Date	(b) Official Journal Reference	(c) Subject matter	(d) Previous Directives included	(a) The Type Approval (Great Britain) Regulations	(b) The Type Approval for Goods Vehicles Regulations
				system of motor vehicles			
10	74/132	11.2.74	L74, 19.3.74, p. 7	The braking devices of certain categories of motor vehicles and their trailers	71/320		
11	74/151	4.3.74	L84, 28.3.74, p. 25	Parts and characteristics of agricultural motor vehicles (see Note 1)			
12	74/290	28.5.74	L159, 15.6.74, p. 61	Measures to be taken against air pollution by gases from spark ignition engines for motor vehicles	70/220		
13	74/346	25.6.74	L191, 15.7.74, p. 1	Rear view mirrors for agricultural motor vehicles (see Note 1)			
14	74/347	25.6.74	L191, 15.7.74, p. 5	Field of vision and windscreen wipers for agricultural motor vehicles (see Note 1)			
15	74/483	17.9.74	L266, 2.10.74, p. 4	External projections of motor vehicles		19	
16	75/322	20.5.75	L147, 9.6.75, p. 28	Suppression of radio interference from spark ignition engines of agricultural motor vehicles (see Note 1)			
17	75/443	26.6.75	L196, 26.7.75, p. 1	Reverse and speedometer equipment of motor vehicles		20	
18	75/524	25.7.75	L236, 8.9.75, p. 3	The braking devices of certain categories of motor vehicles and their trailers	71/320	13A as amended by 74/132	

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19	76/114	18.12.75	L24, 30.1.76, p. 1	Statutory plates and inscriptions for motor vehicles and trailers			
20	76/115	18.12.75	L24, 30.1.76, p. 6	Anchorage for motor vehicle seat belts		12A	
21	76/432	6.4.76	L122, 8.5.76, p. 1	Braking devices of agricultural vehicles (see Note 1)			
22	77/102	30.11.76	L32, 3.2.77, p. 32	Measures to be taken against air pollution by gases from spark ignition engines of motor vehicles	70/220 as amended by 74/290		
23	77/212	8.3.77	L66, 12.3.77, p. 33	The permissible sound level and the exhaust system of motor vehicles	70/157 as amended by 73/350	14B	4B, 4C, 4D
24	77/537	28.6.77	L220, 29.8.77, p. 38	Emission of pollution from diesel engines for agricultural motor vehicles (see Note 1)			
25	77/541	28.6.77	L220, 29.8.77, p. 95	Seat belts and restraint systems for motor vehicles		12A	
26	77/649	27.9.77	L267, 19.10.77, p. 1	Field of vision of motor vehicle drivers			
27	78/318	21.12.77	L81, 28.3.78, p. 49	Wiper and washer systems of motor vehicles		22	
28	78/507	19.5.78	L155, 13.6.78, p. 31	Statutory plates and inscriptions for motor vehicles and trailers	76/114		
29	78/549	12.6.78	L168, 26.6.78, p. 45	Wheel guards of motor vehicles			
30	78/665	14.7.78	L223, 14.8.78, p. 48	Measures to be taken against air pollution	70/220 as	4B, 4C	2

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				by gases from spark ignition engines of motor vehicles	amended by 74/290 and 77/102		
31	78/1015	23.11.78	L349, 13.12.78, p. 21	The permissible sound level and exhaust system of motorcycles			
32	79/488	18.4.79	L128, 26.5.79, p. 1	External projections of motor vehicles	74/483	19A	
33	79/489	18.4.79	L128, 26.5.79, p. 12	The braking devices of certain categories of motor vehicles and their trailers	71/320 as amended by 74/132 and 75/524	13B	6, 6C
34	79/490	18.4.79	L128, 26.5.79, p. 22	Liquid fuel tanks and rear under-run protection	70/221		
35	79/795	20.7.79	L239, 22.9.79, p. 1	The rear-view mirrors of motor vehicles	71/127	10A	
36	79/1073	22.11.79	L331, 27.12.79, p. 20	Field of vision and windscreen wipers for agricultural motor vehicles	74/347		
37	80/780	22.7.80	L229, 30.8.80, p. 49	Rear view mirrors for motor cycles			
38	80/1269	16.12.80	L375, 31.12.80, p. 46	The engine power of motor vehicles			
39	81/334	13.4.81	L131, 18.5.81, p. 6	The permissible sound level and exhaust system of motor vehicles	70/157 as amended by 73/350 and 77/212	14C	4B, 4C, 4D

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40	81/575	29.7.81	L209, 29.7.81, p. 30	Anchorage for motor vehicle seat belts	76/115	12A	
41	81/576	29.7.81	L209, 29.7.81, p. 32	Seat belts and restraint systems for motor vehicles	77/541	12A	
42	81/643	29.7.81	L231, 15.8.81, p. 41	Field of vision of motor vehicles drivers	77/649		
43	82/318	2.4.82	L139, 19.5.82, p. 9	Anchorage for motor vehicle seat belts	76/115 as amended by 81/575	12A	
44	82/319	2.4.82	L139, 19.5.82, p. 17	Seat belts and restraint systems for motor vehicles	77/541 as amended by 81/576	12A	
45	82/890	17.12.82	L378, 31.12.82, p. 45	Agricultural motor vehicles			
46	83/351	16.6.83	L197, 20.7.83, p. 1	Air pollution by gases from positive ignition engines of motor vehicles	70/220 as amended by 74/290, 77/102 and 78/665	4C	
47	84/372	3.7.84	L196, 26.7.84, p. 47	The permissible sound level and exhaust system of motor vehicles	70/157 as amended by 73/350, 77/212 and 81/334		
48	84/424	3.9.84	L238, 6.9.84, p. 31	The permissible sound level and exhaust	70/157 as amended		

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				system of motor vehicles	by 73/350, 77/212, 81/334 and 84/372	
[^{F2} 48A	85/3	19.12.84	L2, 3.1.85, p.14	The weights dimensions and other technical characteristics of certain road vehicles]		
49	85/205	18.2.85	L90, 29.3.85, p. 1	Mirrors	71/127 as amended by 79/795	10B
[^{F3} 49A	85/210	20.3.85	L96, 3.4.85, p.25	The lead content of petrol]		
[^{F4} 50] [^{F5} 85[^{F6} 23]	[^{F7} 12.85]	[^{F7} L380,	[^{F8} The braking devices	[^{F9} 71/320	as amended by 74/132, 75/524 and 79/489]	
[^{F10} 50A	86/360	24.7.86	L217, 5.8.86, p.19	The weights dimensions and other technical characteristics of certain road vehicles	85/3]	
[^{F11} 51	86/56	26.11.86	L327, 27.11.86, p.49	Mirrors	71/127 as amended by 79/795 and 85/205]	

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[^{F12} 51A	87/56	18.12.86	L24, 27.1.87, p.42.	The permissible sound level and exhaust system of motorcycles	78/1015]		
[^{F13} 52	88/76	3.12.87	L36, 9.2.88, p.1	Measures to be taken against air pollution by gases from the engines of motor vehicles	70/220 as amended by 74/290, 77/102, 78/665, and 83/351	4D	2B]
[^{F14} 53	89/297	13.4.89	L124, 5.5.89,p.1.	Lateral protection (side guards) of certain motor vehicles and their trailers]			
[^{F15} 54	88/77	3.12.87	L36, 9.2.88, p.33	Measures to be taken against the emission of gaseous pollutants from diesel engines for use in vehicles		4E	2D
[^{F16} 54A	88/194	24.3.88	L92, 9.4.88 p.47	The braking devices of certain categories of motor vehicles and their trailers	71/320 as amended by 74/132, 75/524, 79/489 and 85/647]		
[^{F17} 55	88/195	24.3.88	L92, 9.4.88, p.50	Engine power of motor vehicles	80/1269		
55A	88/218	11.4.88	L98, 15.4.88, p.48	The weights dimensions and other technical characteristics of certain road vehicles	85/3 as amended by 86/360		
55B	88/321	16.5.88	L147, 14.6.88, p.77	Mirrors	71/127 as	10C	

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55C	88/366	17.5.88	L181, 12.7.88, p.40	Field of vision of motor vehicle drivers	amended by 79/795, 85/205 and 86/562 77/649 as amended by 81/643		
56	88/436	16.6.88	L124, 6.8.88, p.1	Measures to be taken against air pollution by gases from engines of motor vehicles (restriction of particulate pollution emissions from diesel engines)	70/220 as amended by 74/290, 77/102, 78/665, 83/351 and 88/76	4D	2C]
[^{F18} 56A	89/235	13.3.89	L98, 11.4.89. p.1	The permissible sound level and exhaust systems of motor cycles	78/1015 amended by 87/56	—	—]
[^{F19} 56AA]	[^{F20} 89/338	27.4.89	L142, 25.5.89, p.3	The weights dimensions and other technical characteristics of certain road vehicles	85/3 as amended by 86/360 and 88/218]		
57	89/458	18.7.89	L226, 3.8.89, p. 1	Measures to be taken against air pollution by emissions from motor vehicles	70/220 as amended by 74/290, 77/102, 78/665, 83/351,		

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					88/76 and 88/436]	
F2157A	89/460	18.7.89	L226, 3.8.89, p.5	The weights dimensions and other technical characteristics of certain road vehicles	85/3 as amended by 86/360, 88/218 and 89/338]	
F2157B	89/461	18.7.89	L226, 3.8.89, p.7	The weights dimensions and other technical characteristics of certain road vehicles	85/3 as amended by 86/360, 88/218, 89/338 and 89/460]	
F2257C	89/491	17.07.89	L238, 15.08.89 p.43	Motor Vehicles	72/306]	
F2358	90/628	30.10.90	L341, 6.12.90, p.1	Safety belts and restraint systems of motor vehicles	77/541 as amended by 81/576 and 82/319	12A
59	F24 90/629	30.10.90	L341, 6.12.90, p.14	Anchorage for motor vehicle safety belts	76/115 as amended by 81/575 and 82/318	12A
60	90/360	30.10.90	L341, 6.12.90, p.20	Field of vision of motor vehicle drivers	77/649 as amended	

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[^{F25} 60A	91/60	4.2.91	L37, 9.2.91, p.37	The weights dimensions and other technical characteristics of certain vehicles	85/3 as amended by 81/643 and 88/366]	
[^{F26} 61	91/226	27.3.91	L103, 23.4.91, p.5	Spray-suppression systems of certain categories of motor vehicles and their trailers]		
[^{F27} 61A	91/422	15.7.91	L233, 22.8.91, p.21	The braking devices of certain categories of motor vehicles and their trailers	71/320 as amended by 74/132, 75/524, 79/489, 85/647 and 88/194]	
[^{F28} 62	92/7	10.2.91	L57, 2.3.92, p.29	The weights dimensions and other technical characteristics of certain road vehicles	85/3 as amended by 86/360, 88/218, 89/338, 89/460 and 89/641]	

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[^{F29} 63	91/441	26.6.9	L242, 30.8.91, p.1	Measures to be taken against air pollution by emissions from motor vehicles	70/220 as amended by 74/290, 77,102, 78/665, 83/351, 88/76, 88/436 and 89/458	4G	2F]
[^{F29} 64	91/542	1.10.91	L295, 25.10.91, p.1	Measures to be taken against the emission of gaseous pollutants from diesel engines for use in vehicles	88/77	4H	2G]
[^{F30} 64A	92/6	10.2.92	L57, 2.3.92, p.27	The installation and use of speed limitation devices]			
[^{F31} 65	92/22	31.3.92	L129, 14.5.92, p. 11	Safety glazing and glazing materials on motor vehicles and their trailers	—	—	—]
[^{F31} 66	92/23	31.3.92	L129, 14.5.92, p.95	Tyres of motor vehicles and their trailers and their fitting	—	—	—]
[^{F32} 67	92/24	31.3.92	L129, 14.5.92, p154	Speed limitation devices or similar speed limitation onboard certain categories of motor vehicles	—	—	—]
[^{F33} 67A	93/14	5.4.93	L121, 15.5.93, p.1	The braking of two or three-wheel motor vehicles]			
[^{F34} 68	93/59	28.6.93		Measures to be taken against air pollution by	70/220 as amended	4K	2I]

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[^{F35} 69	94/12	23.3.94.	L100, 19.4.94, p.42	emissions from motor vehicles	by 74/290, 77/102, 78/665, 83/351, 88/76, 88/436, 89/458 and 91/441	4L	2J]
[^{F36} 69A	94/20	30.5.94	L195, 29.7.94, p.1	Mechanical coupling devices of motor vehicles and their trailers]			
[^{F37} 70	92/97	10.11.92	L371, 19.12.92, p.1	Permissible sound level and the exhaust system of motor vehicles	70/157 as amended by 73/350, 77/212, 81/334, 84/372 and 84/424	14G	4F

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71	95/54	31.10.95	L266, 8.11.95, p.1	The suppression of radio interference of motor vehicles	72/245	2B	5B
72	96/1	22.1.96	L40, 17.2.96, p.1	Measures to be taken against the emission of gaseous pollutants from diesel engines for use in vehicles	88/77 as amended by 91/542	4N	2L
73	96/20	27.3.96	L92, 13.4.96, p.23	Permissible sound level and the exhaust system of motor vehicles	70/157 as amended by 73/350, 77/212, 81/334, 84/372, 84/424 and 92/97	141	4G]
[^{F38} 73A	96/36	17.6.96	L178, 17.7.96, p.15	Safety belts and restraint systems of motor vehicles	77/541 as amended by 81/576, 82/319 and 90/628		
73B	96/38	17.6.96	L187, 26.7.96, p.95	Anchorage for motor vehicle safety belts	76/115 as amended by 81/575, 82/318 and 90/629]		
[^{F39} 74	96/53	25.7.96	L 234, 17.9.96, p.59	Maximum dimensions in national and international traffic			

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1 Item	2 Reference No.	3 Community Directives				4 Item No. in Schedule 1 to—	
		(a) Date	(b) Official Journal Reference	(c) Subject matter	(d) Previous The Type Directives included	(a) The Type Approval (Great Britain) Regulations	(b) The Type Approval for Goods Vehicles Regulations
				and maximum weights in international traffic			
F40	74A96/63	30.9.96	L253, 5.10.96, p.13	Braking devices of wheeled agricultural or forestry tractors	76/432]		
F41	74B96/69	08.10.96	L282,1.11.96, p.64	Measures to be taken against air pollution by emissions from motor vehicles	70/220 as amended by 74/290, 77/102, 78/665, 83/351, 88/76, 88/436, 89/491, 91/441, 93/59, 94/12, and 96/44]		
F42	F42	F42	F42	F42			
...			
75	97/19	18.4.97	L 125, 16.5.97, p.1	Liquid fuel tanks and rear under-run protection of motor vehicles and their trailers	70/221 as amended by 79/490 and 81/333		
F43	75A97/20	18.04.97	L125, 16.05.97, p.21	The measures to be taken against the emission of pollutants from diesel engines for use in vehicles	72/306, as amended by 89/491]		
76	97/27	22.7.97	L 233, 25.8.97, p.1	Masses and dimensions of certain categories of vehicle and their trailers			

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1 Item	2 Reference No.	3 Community Directives				4 Item No. in Schedule 1 to—	
		(a) Date	(b) Official Journal Reference	(c) Subject matter	(d) Previous Directives included	(a) The Type Approval (Great Britain) Regulations	(b) The Type Approval for Goods Vehicles Regulations
77	97/39	27.4.97	L 177, 5.7.97, p.15	Reverse and speedometer equipment of motor vehicles	75/443]		
[^{F44} 77A	98/12	27.1.98	L81, 18.3.98, p.1	The braking devices of certain vehicles and their trailers	71/320 as amended by 74/132, 75/524, 79/489, 85/647, 88/184, 91/422 and 98/12]		
[^{F45} 78	98/69	13.10.98	L350, 28.12.98, p.1	Measures to be taken against air pollution by emissions from motor vehicles	70/220 as amended by 74/290, 77/102, 78/665, 83/351, 88/76, 88/436, 89/491, 91/441, 93/59, 94/12, 96/44 and 96/69		
79	1999/96	13.12.99	L44, 16.2.2000, p.1	Measures to be taken against the emission of gaseous and particulate pollutants from compression ignition engines for use in vehicles and the emission of	88/77 as amended by 91/542 and 96/1		

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1 Item	2 Reference No.	3 Community Directives				4 Item No. in Schedule 1 to—	
		(a) Date	(b) Official Journal Reference	(c) Subject matter	(d) Previous The Type Directives included	(a) The Type Approval (Great Britain) Regulations	(b) The Type Approval for Goods Vehicles Regulations
80	1999/1025.12.99	L334, 28.12.99, p.43	gaseous pollutants from positive ignition engines fuelled with natural gas or liquefied petroleum gas for use in vehicles	Measures to be taken against air pollution by emissions from motor vehicles	70/220 as amended by 74/290, 77/102, 78/665, 83/351, 88/76, 88/436, 89/491, 91/441, 93/59, 94/12, 96/44, 96/69 and 98/69]		
[^{F46} 81	2001/22.01.2001	L35, 06.2.2001, p. 34	gaseous pollutants from positive ignition engines fuelled with natural gas or liquefied petroleum gas for use in vehicles	Measures to be taken against air pollution by emissions from motor vehicles	70/220 as amended by 74/290, 77/102, 78/665, 83/351, 88/76, 88/436, 89/491, 91/441, 93/59, 94/12, 96/44, 96/69, 98/69,		

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1 Item	2 Reference No.	3 Community Directives				4 Item No. in Schedule 1 to—	
		(a) Date	(b) Official Journal Reference	(c) Subject matter	(d) Previous The Type Directives included	(a) Approval (Great Britain) Regulations	(b) The Type Approval for Goods Vehicles Regulations
[^{F47} 82	2001/27	10.4.01	L107, 18.4.2001 p.10	Measures to be taken against the emission of gaseous and particulate pollutants from compression-ignition engines for use in vehicles, and the emission of gaseous pollutants from positive-ignition engines fuelled with natural gas or liquefied petroleum gas for use in vehicles	88/77 as amended by 91/542 and 1999/96]	and 1999/102]	
[^{F48} 82A	2001/43	4.8.2001	L211, 4.8.2001, p.25	Tyres for motor vehicles and their trailers and to their fitting	92/23]		
^{F49}	^{F49}	^{F49}	^{F49}	^{F49}			
...			
[^{F50} 84	2002/85	11.2002	L57, 4.12.2002, p.327	Installation and use of speed limitation devices for certain categories of motor vehicles in the Community	92/6]		
[^{F50} 85	2003/263	4.2003	L90, 8.4.2003, p.37	Speed limiters and exhaust emissions of commercial vehicles	2000/30]		
[^{F50} 86	2003/273	4.2003	L90, 8.4.2003, p.41	Testing of exhaust emissions from motor vehicles	96/96]		
[^{F50} 87	2003/90	11.2003	L25, 29.1.2004, p.1	Devices for indirect vision	71/127 as amended by 79/795,		

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1 Item	2 Reference No.	3 Community Directives				4 Item No. in Schedule 1 to—	
		(a) Date	(b) Official Journal Reference	(c) Subject matter	(d) Previous The Type Directives included	(a) The Type Approval (Great Britain) Regulations	(b) The Type Approval for Goods Vehicles Regulations
[F50	88 2004/111.2.2004	L44, 14.2.2004,p.19	Speed limitation devices or similar speed limitation on- board systems of certain categories of motor vehicles	85/205, 86/562 and 88/321]	92/24	9A]	
[F51	88A2005/07.03.2005	L61, 08.03.2005, p.25	The measures to be taken against the emission of pollutants from diesel engines for use in vehicles	72/306, as amended by 89/491, 97/20]			
[F50	89 2005/230.3.2005	L81, 30.3.2005, p.44	Devices for indirect vision	71/127 as replaced by 2003/97]			
[F52	90. 2005/5528.09.05	L275, 20.10.05, p1	The measures to be taken against the emission of gaseous and particulate pollutants from compression-ignition engines for use in vehicles, and the emission of gaseous pollutants from positive-ignition engines fuelled with natural gas or liquefied petroleum gas for use in vehicles]				
[F52	91. 2005/78 14.11.05	L31, 29.11.05, p1	The measures to be taken against the emission of gaseous and particulate	2005/55]			

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1 Item	2 Reference No.	3 Community Directives			4 Item No. in Schedule 1 to—	
		(a) Date	(b) Official Journal Reference	(c) Subject matter	(d) Previous The Type Directives included	(a) The Type Approval (Great Britain) Regulations
[^{F53} 91A	2006/407.5.2006	L161, 14.6.2006, p.12	Emissions from air conditioning systems in motor vehicles.]			
[^{F52} 92.	2006/51	6.6.06 L152. 7.6.2006, p11	The measures to be taken against the emission of gaseous and particulate pollutants from compression-ignition engines for use in vehicles, and the emission of gaseous pollutants from positive ignition engines fuelled with natural gas or liquefied petroleum gas for use in vehicles	2005/55, 2005/78]		
[^{F54} 93	2007/38	11.07.07 L184, 14.7.2007, p.25	Retrofitting of mirrors to certain heavy goods vehicles]			
[^{F55} 94.	2007/465.9.2007	L263, 9.10.2007, p1	Framework Directive for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles.]			

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1 Item	2 Reference No.	3 Community Directives				4 Item No. in Schedule 1 to—	
		(a) Date	(b) Official Journal Reference	(c) Subject matter	(d) Previous Directives included	(a) The Type Approval (Great Britain) Regulations	(b) The Type Approval for Goods Vehicles Regulations
[F56]95	2014/45	29.4.14	L127, 29.4.14, p. 51	Periodic roadworthiness tests for motor vehicles and their trailers	2009/40]		
[F56]96	2014/47	29.4.14	L127, 29.4.14, p. 134	Technical roadside inspection of the roadworthiness of commercial vehicles	2000/30.]		

Textual Amendments

- F1** Word in Sch. 2 Table 1 substituted (2.11.1990) by The Road Vehicles (Construction and Use) (Amendment) (No. 4) Regulations 1990 (S.I. 1990/1981), regs. 1, **12(3)(a)**
- F2** Sch. 2 Table 1 Item 48A inserted (1.1.1993) by The Road Vehicles (Construction and Use) (Amendment) (No. 4) Regulations 1992 (S.I. 1992/2016), regs. 1, **9(1)(a)**
- F3** Sch. 2 Table 1 Item 49A inserted (1.10.1988) by The Road Vehicles (Construction and Use) (Amendment) (No. 6) Regulations 1988 (S.I. 1988/1524), regs. 1, **8(a)**
- F4** Word in Sch. 2 Table 1 inserted (6.5.1987) by The Road Vehicles (Construction and Use) (Amendment) Regulations 1987 (S.I. 1987/676), regs. 1(2), **11(a)**
- F5** Word in Sch. 2 Table 1 inserted (6.5.1987) by The Road Vehicles (Construction and Use) (Amendment) Regulations 1987 (S.I. 1987/676), regs. 1(2), **11(b)**
- F6** Word in Sch. 2 Table 1 inserted (6.5.1987) by The Road Vehicles (Construction and Use) (Amendment) Regulations 1987 (S.I. 1987/676), regs. 1(2), **11(c)**
- F7** Words in Sch. 2 Table 1 inserted (6.5.1987) by The Road Vehicles (Construction and Use) (Amendment) Regulations 1987 (S.I. 1987/676), regs. 1(2), **11(d)**
- F8** Words in Sch. 2 Table 1 inserted (6.5.1987) by The Road Vehicles (Construction and Use) (Amendment) Regulations 1987 (S.I. 1987/676), regs. 1(2), **11(e)**
- F9** Words in Sch. 2 Table 1 inserted (6.5.1987) by The Road Vehicles (Construction and Use) (Amendment) Regulations 1987 (S.I. 1987/676), regs. 1(2), **11(f)**
- F10** Sch. 2 Table 1 Item 50A inserted (1.1.1993) by The Road Vehicles (Construction and Use) (Amendment) (No. 4) Regulations 1992 (S.I. 1992/2016), regs. 1, **9(1)(b)**
- F11** Sch. 2 Table 1 Item 51 inserted (25.7.1988) by The Road Vehicles (Construction and Use) (Amendment) (No. 4) Regulations 1988 (S.I. 1988/1178), regs. 1, **4**
- F12** Sch. 2 Table 1 Item 51A inserted (8.11.1989) by The Road Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 1989 (S.I. 1989/1865), regs. 1, **9** (with reg. 2(2))
- F13** Sch. 2 Table 1 Item 52 inserted (1.10.1988) by The Road Vehicles (Construction and Use) (Amendment) (No. 6) Regulations 1988 (S.I. 1988/1524), regs. 1, **8(b)**
- F14** Sch. 2 Table 1 Item 53 inserted (30.10.1989) by The Road Vehicles (Construction and Use) (Amendment) (No. 2) Regulations 1989 (S.I. 1989/1695), regs. 1, **4** (with reg. 2(2))
- F15** Sch. 2 Table 1 Items 53-57 inserted (26.6.1990) by The Road Vehicles (Construction and Use) (Amendment) (No. 2) Regulations 1990 (S.I. 1990/1131), regs. 1, **6(1)**

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- F16** Words in Sch. 2 Table 1 inserted (2.11.1990) by The Road Vehicles (Construction and Use) (Amendment) (No. 4) Regulations 1990 (S.I. 1990/1981), regs. 1, **12(3)(b)**
- F17** Sch. 2 Table 1 Items 54B-56 substituted for Items 55-56 (1.10.1996) by The Road Vehicles (Construction and Use) (Amendment) (No. 5) Regulations 1996 (S.I. 1996/2329), regs. 1, **10(1)**
- F18** Sch. 2 Table 1 Item 56A inserted (1.7.1994) by The Road Vehicles (Construction and Use) (Amendment) Regulations 1994 (S.I. 1994/14), regs. 1(1), **4**
- F19** Sch. 2: Table 1 Item 56A renumbered as Item 56AA (1.7.1994) by The Road Vehicles (Construction and Use) (Amendment) Regulations 1994 (S.I. 1994/14), regs. 1(1), **4**
- F20** Sch. 2 Table 1 Item 56A inserted (1.1.1993) by The Road Vehicles (Construction and Use) (Amendment) (No. 4) Regulations 1992 (S.I. 1992/2016), regs. 1, **9(1)(d)**
- F21** Sch. 2 Table 1 Items 57A, 57B inserted (1.1.1993) by The Road Vehicles (Construction and Use) (Amendment) (No. 4) Regulations 1992 (S.I. 1992/2016), regs. 1, **9(1)(e)**
- F22** Sch. 2 Table 1 Item 57C added (1.12.2007) by The Road Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 2007 (S.I. 2007/3132), regs. 1(1), **3(a)**
- F23** Sch. 2 Table 1 Items 58-60 inserted (7.10.1991) by The Road Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 1991 (S.I. 1991/2003), regs. 1, **6(3)**
- F24** Word in Sch. 2 Table 1 item 59 substituted (1.10.2001) by The Road Vehicles (Construction and Use) (Amendment) (No. 2) Regulations 2001 (S.I. 2001/1043), regs. 1, **7**
- F25** Sch. 2 Table 1 Item 60A inserted (1.1.1993) by The Road Vehicles (Construction and Use) (Amendment) (No. 4) Regulations 1992 (S.I. 1992/2016), regs. 1, **9(1)(f)**
- F26** Sch. 2 Table 1 Item 61 inserted (1.4.1992) by The Road Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 1992 (S.I. 1992/646), regs. 1, **3**
- F27** Sch. 2 Table 1 Item 61A inserted (1.4.1995) by The Road Vehicles (Construction and Use) (Amendment) Regulations 1995 (S.I. 1995/551), regs. 1, **9(2)**
- F28** Sch. 2 Table 1 Item 62 inserted (1.1.1993) by The Road Vehicles (Construction and Use) (Amendment) (No. 4) Regulations 1992 (S.I. 1992/2016), regs. 1, **9(1)(g)**
- F29** Sch. 2 Table 1 Items 63, 64 inserted (31.12.1992) by The Road Vehicles (Construction and Use) (Amendment) (No. 5) Regulations 1992 (S.I. 1992/2137), regs. 1, **4(1)**
- F30** Sch. 2 Table 1 Item 64A inserted (1.9.1996) by The Road Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 1996 (S.I. 1996/2064), regs. 1(2), **5**
- F31** Sch. 2 Table 1 Items 65, 66 inserted (1.1.1993) by The Road Vehicles (Construction and Use) (Amendment) (No. 7) Regulations 1992 (S.I. 1992/3088), regs. 1, **9(3)**
- F32** Sch. 2 Table 1 Item 67 inserted (1.9.1993) by The Road Vehicles (Construction and Use) (Amendment) (No. 1) Regulations 1993 (S.I. 1993/1946), regs. 1, **3(3)**
- F33** Sch. 2 Table 1 Item 67A inserted (1.1.1997) by The Road Vehicles (Construction and Use) (Amendment) (No. 7) Regulations 1996 (S.I. 1996/3033), regs. 1, **10**
- F34** Sch. 2 Table 1 Item 68 inserted (1.10.1993) by The Road Vehicles (Construction and Use) (Amendment) (No. 2) Regulations 1993 (S.I. 1993/2199), regs. 1, **5(1)**
- F35** Sch. 2 Table 1 Item 69 inserted (25.9.1995) by The Road Vehicles (Construction and Use) (Amendment) (No. 5) Regulations 1995 (S.I. 1995/2210), regs. 1(2), **5**
- F36** Sch. 2 Table 1 Item 69A inserted (1.8.1998) by The Road Vehicles (Construction and Use) (Amendment) (No. 4) Regulations 1998 (S.I. 1998/1281), regs. 1, **4**
- F37** Sch. 2 Table 1 Items 70-73 inserted (1.10.1996) by The Road Vehicles (Construction and Use) (Amendment) (No. 5) Regulations 1996 (S.I. 1996/2329), regs. 1, **10(2)**
- F38** Sch. 2 Table 1 Items 73A, 73B inserted (1.11.1998) by The Road Vehicles (Construction and Use) (Amendment) (No. 6) Regulations 1998 (S.I. 1998/2429), regs. 1, **8(2)**
- F39** Sch. 2 Table 1 Items 74-77 inserted (1.6.1998) by The Road Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 1998 (S.I. 1998/1188), regs. 1, **14(2)**
- F40** Sch. 2 Table 1 Item 74A inserted (1.11.1998) by The Road Vehicles (Construction and Use) (Amendment) (No. 6) Regulations 1998 (S.I. 1998/2429), regs. 1, **8(3)**
- F41** Sch. 2 Table 1 item 74B inserted (1.1.2001) by The Road Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 2000 (S.I. 2000/3197), regs. 1, **6(1)**

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- F42** Words in Sch. 2 Table 1 Item 74C omitted (20.5.2018) by virtue of The Road Vehicles (Construction and Use) (Amendment) Regulations 2017 (S.I. 2017/851), regs. 1, **7(a)**
- F43** Sch. 2 Table 1 Item 75A added (1.12.2007) by The Road Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 2007 (S.I. 2007/3132), regs. 1(1), **3(b)**
- F44** Sch. 2 Table 1 Item 77A inserted (1.5.2002) by The Road Vehicles (Construction and Use) (Amendment) (No. 4) Regulations 2001 (S.I. 2001/3208), regs. 1(2), **11(2)**
- F45** Sch. 2 Table 1 items 78-80 inserted (1.1.2001) by The Road Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 2000 (S.I. 2000/3197), regs. 1, **6(2)**
- F46** Sch. 2 Table 1 item 81 inserted (1.8.2001) by The Road Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 2001 (S.I. 2001/1825), regs. 1, **4**
- F47** Sch. 2 Table 1 item 82 inserted (1.7.2002) by The Road Vehicles (Construction and Use) (Amendment) (No. 2) Regulations 2002 (S.I. 2002/1474), regs. 1, **3**
- F48** Sch. 2 Table 1 Item 82A inserted (23.3.2010) by The Road Vehicles (Construction and Use) (Amendment) Regulations 2010 (S.I. 2010/312), regs. 1, **4(2)(a)**
- F49** Words in Sch. 2 Table 1 Item 83 omitted (20.5.2018) by virtue of The Road Vehicles (Construction and Use) (Amendment) Regulations 2017 (S.I. 2017/851), regs. 1, **7(b)**
- F50** Sch. 2 Table 1 Items 74C, 83-89 added (12.12.2005) by The Road Vehicles (Construction and Use) (Amendment) (No. 4) Regulations 2005 (S.I. 2005/3165), regs. 1, **6(1)**
- F51** Sch. 2 Table 1 Item 88A added (1.12.2007) by The Road Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 2007 (S.I. 2007/3132), regs. 1(1), **3(c)**
- F52** Sch. 2 Table 1 Items 90-92 added (20.10.2006) by The Road Vehicles (Construction and Use) and Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) (Amendment) Regulations 2006 (S.I. 2006/2565), regs. 1(2), **5**
- F53** Sch. 2 Table 1 Item 91A inserted (7.9.2009) by The Road Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 2009 (S.I. 2009/2196), regs. 1, **5(2)(a)**
- F54** Sch. 2 Table 1 Item 93 added (31.3.2009) by The Road Vehicles (Construction and Use) (Amendment) Regulations 2009 (S.I. 2009/142), regs. 1(2), **8(2)**
- F55** Sch. 2 Table 1 Item 94 added (7.9.2009) by The Road Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 2009 (S.I. 2009/2196), regs. 1, **5(2)(b)**
- F56** Sch. 2 Table 1 Items 95, 96 inserted (20.5.2018) by The Road Vehicles (Construction and Use) (Amendment) Regulations 2017 (S.I. 2017/851), regs. 1, **7(c)**

NOTE 1. This item is to be interpreted as including reference to the amendments made by Community Directive 82/890 (item 45).

TABLE II

ECE REGULATIONS

1 Item Reference	2 No.	3 ECE Regulations			4 Item No. in Schedule 1 to—		
		(a) Number	(b) Date	(c) Subject matter	(d) Date of amendment	(a) The Type Approval (Great Britain) Regulations	(b) The Type Approval for Goods Vehicles Regulations
1	10	10	17.12.68	Radio interference suppression	—	2	5

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1 Item Reference	2 No.	3 ECE Regulations			4 Item No. in Schedule 1 to—		
		(a) Number	(b) Date	(c) Subject matter	(d) Date of amendment	(a) The Type Approval (Great Britain) Regulations	(b) The Type Approval for Goods Vehicles Regulations
2	10.01	10	17.12.68	Radio interference suppression	19.3.78	2A	5A
^{F57} 2A	10.02		8.12.97	Radio interference suppression]			
^{F57} 2B	10.02	Amend. 1	9.7.99	Radio interference suppression]			
^{F57} 2C	10.02	Corr. 1	11.2.00	Radio interference suppression]			
3	13.03	13	29.5.69	Brakes	4.1.79	13C, 13D	6A, 6B, 6D
4	13.04	13	29.5.69	Brakes	11.8.81	13C, 13D	6A, 6B, 6D
^{F58} 4A]	13.05	13	29.5.69	Brakes	26.11.84	—	—
^{F59} 4B	13.06	13	29.5.69	Brakes	22.11.90	—	—]
^{F60} 4C	13.07	13	29.5.69	Brakes	18.9.94	—	—]
^{F61} 4D	13.08	13	29.5.69	Brakes	26.3.95	—	—]
^{F61} 4E	13.09	13	29.5.69	Brakes	28.8.96	—	—]
^{F62} 5A	14	14	30.1.70	Anchorage for seat belts	—	—	—]
6	14.01	14	30.1.70	Anchorage for seat belts	28.4.76	12A	—
^{F63} 6A	14.02	14	30.1.70	Anchorage for seat belts	22.11.84	12A	—]
^{F64} 6B	14.03	14	30.1.70	Anchorage for seat belts	29.1.92	—	—
6C	14.04	14	30.1.70	Anchorage for seat belts	18.1.98	—	—
6D	14.05	14	30.1.70	Anchorage for seat belts	4.2.99	—	—]
^{F65} 6C	14.03		30.1.70	Anchorage for seat belts	29.1.92	12A	—]
7	15.03	15	11.3.70	Emission of gaseous pollutants	6.3.78	4B	2
8	15.04	15	11.3.70	Emission of gaseous pollutants	20.10.81	4C	2
9	16.03	16	14.8.70	Seat belts and restraint systems	9.12.79	12A	—

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1 Item Reference	2 No.	3 ECE Regulations			4 Item No. in Schedule 1 to—		
		(a) Number	(b) Date	(c) Subject matter	(d) Date of amendment	(a) The Type Approval (Great Britain) Regulations	(b) The Type Approval for Goods Vehicles Regulations
10	24.01	24	23.8.71	Emission of pollutants by a diesel engine	11.9.73	5	3
11	24.02	24	23.8.71	Emission of pollutants by a diesel engine	11.2.80	5A	3A
12	24.03	24	23.8.71	Emission of pollutants by a diesel engine	20.4.86	—	—
13	26.01	26	28.4.72	External projections	11.9.73	19	—
[^{F66} 13A30		30	1.4.75	Pneumatic tyres for motor vehicles and their trailers	—	17,17A	—]
[^{F66} 13B30		30.01	1.4.75	Pneumatic tyres for motor vehicles and their trailers	25.9.77	17,17A	—]
[^{F67} [^{F68} 13B01		30	1.4.75	Pneumatic tyres for motor vehicles and their trailers	5.10.87	17,	17A]
14	34	34	25.7.75	Prevention of fire risks	—	—	—
15	34.01	34	25.7.75	Prevention of fire risks	18.1.79	—	—
16	36	36	12.11.75	Construction of public service vehicles	—	—	—
17	39	39	11.7.78	Speedometers	—	20	—
18	43	43	15.9.80	Safety glass and glazing materials	—	15B	—
19	43.01	43	15.9.80	Safety glass and glazing materials	12.11.82	15B	—
20	44	44	1.2.81	Child restraints	—	—	—
21	44.01	44	1.2.81	Child restraints	1.2.84	—	—
[^{F69} 21A46.01		46.	21.10.84	Mirrors	30.5.88	—	—]
[^{F70} 21A(46).02		46	21.10.84.	Mirrors	23.06.05]		
[^{F71} 21A49.01		49	14.5.90	emissions of gaseous pollutants	—	—]	
[^{F72} 21A49.02		49	15.4.82	Emissions of gaseous pollutants	30.12.92]		

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1 Item Reference	2 No.	3 ECE Regulations			4 Item No. in Schedule 1 to—		
		(a) Number	(b) Date	(c) Subject matter	(d) Date of amendment	(a) Type Approval (Great Britain) Regulations	(b) Type Approval for Goods Vehicles Regulations
[^{F73} 21BA]	1.02	51	18.4.95	Noise emissions from motor vehicles having at least 4 wheels	—	14E	4D(4) or 4E]
[^{F74} 21B]	2.01	52	1.11.1982	Construction of small buses and coaches (M2 and M3)	12.9.1995	—	—]
[^{F75} [^{F76} 21B]	49	49	15.4.82.	Emissions of gaseous pollutants	—	—	—]
[^{F77} [^{F78} 21C]	54	54	1.3.83	Pneumatic tyres for commercial vehicles and their trailers	—	17A	—]
22 64	64	64	1.8.85	Vehicles with temporary-use spare wheels/tyres	—	—	—
[^{F79} 22A]	67	67	27.04.90	Vehicles using liquefied petroleum gas	—	—	—
22B 67.01	67	67	13.11.99	Vehicles using liquefied petroleum gas	—	—	—]
[^{F80} [^{F81} 23]	78	78	15.10.88	Brakes	—	—	—]
[^{F80} [^{F81} 24]	78.01	78	15.10.88	Brakes	22.11.90	—	—]
[^{F82} 25	83	83	5.11.89	Emissions of gaseous pollutants	—	4F	2H]
[^{F82} 26	83.01	83	5.11.89	Emissions of gaseous pollutants	30.12.92	4K	2F]
[^{F83} 27	107.01	107	18.6.1998	Construction of small buses and coaches (M2 and M3)	12.8.2004	—	—]
[^{F83} 28	107.02	107	18.6.1998	(Construction of small buses and coaches (M2 and M3)	10.11.2007	—	—]
[^{F84} 28A]	108	108	23.6.98	Retreaded tyres for passenger cars and their trailers	—	—]	
[^{F84} 28B]	109	109	23.6.98	Retreaded tyres for commercial vehicles and their trailers	—	—]	

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1 Item Reference No.	2		3		4	
	(a) Number	(b) Date	(c) Subject matter	(d) Date of amendment	(a) Type Approval (Great Britain) Regulations	(b) Type Approval for Goods Vehicles Regulations
F8529	117.01	117	6.4.2005	Tyres – Rolling sound emissions and adhesion to wet surfaces	2.2.2007	— —

Textual Amendments

- F57** Sch. 2 Table 2 Items 2A-2C inserted (4.9.2002) by The Road Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 2002 (S.I. 2002/2126), regs. 1, **3(1)**
- F58** Sch. 2 Table 2 Item 5 renumbered as Sch. 2 Table 2 Item 4A (1.4.1992) by The Road Vehicles (Construction and Use) (Amendment) Regulations 1992 (S.I. 1992/352), regs. 1, **8(a)**
- F59** Sch. 2 Table 2 Item 4B inserted (1.4.1992) by The Road Vehicles (Construction and Use) (Amendment) Regulations 1992 (S.I. 1992/352), regs. 1, **8(b)**
- F60** Sch. 2 Table 2 Item 4C inserted (3.1.1997) by The Road Vehicles (Construction and Use) (Amendment) (No. 8) Regulations 1996 (S.I. 1996/3133), regs. 1, **5**
- F61** Sch. 2 Table 2 Items 4D, 4E inserted (1.5.2002) by The Road Vehicles (Construction and Use) (Amendment) (No. 4) Regulations 2001 (S.I. 2001/3208), regs. 1(2), **11(3)**
- F62** Sch. 2 Table 2 Item 5A inserted (7.9.1989) by The Road Vehicles (Construction and Use) (Amendment) Regulations 1989 (S.I. 1989/1478), regs. 1, **5(2)**
- F63** Sch. 2 Table 2 Item 6A inserted (7.9.1989) by The Road Vehicles (Construction and Use) (Amendment) Regulations 1989 (S.I. 1989/1478), regs. 1, **5(3)**
- F64** Sch. 2 Table 2 items 6B-6D inserted (1.10.2001) by The Road Vehicles (Construction and Use) (Amendment) (No. 2) Regulations 2001 (S.I. 2001/1043), regs. 1, **8**
- F65** Sch. 2 Table 2 Item 6C inserted (1.2.1995) by The Road Vehicles (Construction and Use) (Amendment) (No.3) Regulations 1994 (S.I. 1994/3270), regs. 1, **5**
- F66** Sch. 2 Table 2 Items 13A, 13B inserted (1.1.1992) by The Road Vehicles (Construction and Use) (Amendment) (No. 5) Regulations 1991 (S.I. 1991/2710), regs. 1, **5(a)**
- F67** Sch. 2 Table 2 Item 13A inserted (2.11.1990) by The Road Vehicles (Construction and Use) (Amendment) (No. 4) Regulations 1990 (S.I. 1990/1981), regs. 1, **12(3)(c)**
- F68** Sch. 2 Table 2 Item 13A renumbered as Item 13C (1.1.1992) by The Road Vehicles (Construction and Use) (Amendment) (No. 5) Regulations 1991 (S.I. 1991/2710), regs. 1, **5(b)**
- F69** Sch. 2 Table 2 Item 21A inserted (1.1.1993) by The Road Vehicles (Construction and Use) (Amendment) (No. 7) Regulations 1992 (S.I. 1992/3088), regs. 1, **9(4)**
- F70** Sch. 2 Table 2 Item 21A(1) added (12.12.2005) by The Road Vehicles (Construction and Use) (Amendment)(No. 4) Regulations 2005 (S.I. 2005/3165), regs. 1, 6(2)
- F71** Sch. 2 Table 2 Item 21AA inserted (31.12.1992) by The Road Vehicles (Construction and Use) (Amendment) (No. 5) Regulations 1992 (S.I. 1992/2137), regs. 1, **4(2)**
- F72** Sch. 2 Table 2 Item 21AB inserted (1.10.1993) by The Road Vehicles (Construction and Use) (Amendment) (No. 2) Regulations 1993 (S.I. 1993/2199), regs. 1, **5(2)(a)**
- F73** Sch. 2 Table 2 Item 21BA inserted (1.10.1996) by The Road Vehicles (Construction and Use) (Amendment) (No. 5) Regulations 1996 (S.I. 1996/2329), regs. 1, **10(3)**

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- F74** Sch. 2 Table 2 Item 21BB inserted (3.3.2009) by The Road Vehicles (Construction and Use) (Amendment) Regulations 2009 (S.I. 2009/142), regs. 1(2), **8(3)(a)**
- F75** Sch. 2 Table 2 Item 21A inserted (26.6.1990) by The Road Vehicles (Construction and Use) (Amendment) (No. 2) Regulations 1990 (S.I. 1990/1131), regs. 1, **6(2)**
- F76** Sch. 2 Table 2 Item 21A renumbered as Item 21B (1.1.1993) by The Road Vehicles (Construction and Use) (Amendment) (No. 7) Regulations 1992 (S.I. 1992/3088), regs. 1, **9(4)**
- F77** Sch. 2 Table 2 Item 21B inserted (2.11.1990) by The Road Vehicles (Construction and Use) (Amendment) (No. 4) Regulations 1990 (S.I. 1990/1981), regs. 1, **12(3)(d)**
- F78** Sch. 2 Table 2 Item 21B renumbered as Item 21C (1.1.1993) by The Road Vehicles (Construction and Use) (Amendment) (No. 7) Regulations 1992 (S.I. 1992/3088), regs. 1, **9(4)**
- F79** Sch. 2 Table 2 Items 22A, 22B inserted (1.8.2003) by The Road Vehicles (Construction and Use) (Amendment) (No. 2) Regulations 2003 (S.I. 2003/1690), regs. 1, **4**
- F80** Sch. 2 Table 2 Items 9A, 9B inserted (1.4.1992) by The Road Vehicles (Construction and Use) (Amendment) Regulations 1992 (S.I. 1992/352), regs. 1, **8(c)**
- F81** Sch. 2 Table 2 Items 9A, 9B renumbered as Items 23, 24 (1.1.1993) by The Road Vehicles (Construction and Use) (Amendment) (No. 4) Regulations 1992 (S.I. 1992/2016), regs. 1, **9(2)**
- F82** Sch. 2 Table 2 Items 25, 26 inserted (1.10.1993) by The Road Vehicles (Construction and Use) (Amendment) (No. 2) Regulations 1993 (S.I. 1993/2199), regs. 1, **5(2)(b)**
- F83** Sch. 2 Table 2 Items 27, 28 added (3.3.2009) by The Road Vehicles (Construction and Use) (Amendment) Regulations 2009 (S.I. 2009/142), regs. 1(2), **8(3)(b)**
- F84** Sch. 2 Table 2 Items 28A, 28B inserted (1.2.2021) by The Road Vehicles (Construction and Use) (Amendment) Regulations 2020 (S.I. 2020/1178), regs. 1, **2(5)**
- F85** Sch. 2 Table 2 Item 29 added (23.3.2010) by The Road Vehicles (Construction and Use) (Amendment) Regulations 2010 (S.I. 2010/312), regs. 1, **4(2)(b)**

[^{F86}SCHEDULE 2A

Regulation 3A

VEHICLES FOR WHICH A MINISTER'S APPROVAL CERTIFICATE HAS BEEN ISSUED UNDER THE MOTOR VEHICLES (APPROVAL) REGULATIONS 1996

Textual Amendments

- F86** Sch. 2A inserted (1.7.1997) by The Road Vehicles (Construction And Use) (Amendment) (No. 6) Regulations 1996 (S.I. 1996/3017), regs. 1, 6, **Sch.**

PART I INTERPRETATION

General Interpretation

1.—(1) In this Schedule—

- “the Approval Regulations” means the Motor Vehicles (Approval) Regulations 1996;
- “approval certificate” means a Minister’s approval certificate in the form prescribed by the Approval Regulations;
- “approval date”, in relation to a vehicle in respect of which an approval certificate has been issued, is the date that the certificate was issued;

“goods vehicle approval certificate” means an approval certificate which appears to have been issued on the basis that the vehicle is a vehicle to which Part III of the Approval Regulations applies;

[^{F87}“individual approval certificate” means a certificate issued under regulation 27(10) of the Vehicle Approval Regulations;]

“passenger vehicle approval certificate” means an approval certificate which appears to have been issued on the basis that the vehicle is a vehicle to which Part II of the Approval Regulations applies.

Textual Amendments

F87 Words in Sch. 2A para. 1(1) inserted (7.9.2009) by The Road Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 2009 (S.I. 2009/2196), regs. 1, 6(2)

Interpretation of references to a vehicle complying with the approval requirements and to a vehicle exempt from the approval requirements

2.—(1) Subject to paragraph 3, references in this Schedule to a vehicle complying with or being exempt from the approval requirements shall be construed in accordance with the following provisions of this paragraph.

(2) Subject to sub-paragraphs (4) and (5), a vehicle in respect of which a goods vehicle approval certificate has been issued shall be regarded as complying with or exempt from the approval requirements in relation to a specified subject matter if and only if it for the time being satisfies at least one of the conditions in regulation 6(5) of the Approval Regulations in relation to that subject matter.

(3) Subject to sub-paragraphs (4) and (5), a vehicle in respect of which a passenger vehicle approval certificate has been issued shall be regarded as complying with or exempt from the approval requirements in relation to a specified subject matter if and only if it for the time being satisfies at least one of the conditions in regulation 4(5) of the Approval Regulations in relation to that subject matter.

(4) A vehicle in respect of which an approval certificate has been issued shall be regarded as neither complying with nor being exempt from the approval requirements in relation to any subject matter if—

- (a) the certificate is a goods vehicle approval certificate and the vehicle is not for the time being a vehicle to which Part III of the Approval Regulations applies; or
- (b) the certificate is a passenger vehicle approval certificate and the vehicle is not for the time being a vehicle to which Part II of the Approval Regulations applies.

(5) For the purposes of this paragraph, the Approval Regulations shall have effect with the omission of regulations 4(8) and 6(7).

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PART II

MODIFICATION OF THE REGULATIONS

Part exemption from regulation 32 (glazing)

3. Regulation 32(2), (7) and (10) shall not apply to a vehicle in respect of which a passenger vehicle approval certificate has been issued, if it complies with or is exempt from the approval requirements relating to glazing.

Exemption from regulation 33 (mirrors)

4. Regulation 33 shall not apply to a vehicle in respect of which a passenger vehicle approval certificate has been issued, if it complies with or is exempt from the approval requirements relating to rear view mirrors.

Exemption from regulation 35 (speedometers)

5. Regulation 35 shall not apply to a vehicle in respect of which a passenger approval certificate has been issued, if it complies with or is exempt from the approval requirements relating to speedometers.

Exemption from regulation 39(2)(c)(i) (fuel tanks to be made of metal)

6. Regulation 39(2)(c)(i) shall not apply to a vehicle in respect of which either a passenger vehicle approval certificate or a goods vehicle approval certificate has been issued, if it complies with the approval requirements relating to general vehicle construction.

Exemption from regulation 46 (seat belt anchorages)

7. Regulation 46 shall not apply to a vehicle in respect of which a passenger vehicle approval certificate has been issued, if it complies with or is exempt from the approval requirements relating to anchorage points.

Part exemption from regulation 47 (seat belts)

8. Regulation 47, so far as it relates to seat belts for adults, shall not apply to a vehicle in respect of which a passenger vehicle approval certificate has been issued, if it complies with or is exempt from the approval requirements relating to seat belts (including the requirements relating to the installation of seat belts).

Modifications to regulation 61 (emissions)

9.—(1) Regulation 61 shall have effect with the following modifications in relation to a vehicle in respect of which there has been issued an approval certificate containing the letter “A” pursuant to regulation 12(2)(c) of the Approval Regulations.

(2) For the purposes of paragraphs (3A), (7), (8) and (9), the date of first use of the vehicle shall be regarded as being 1st January immediately preceding the date of manufacture of the engine by which it is propelled.

However, the date on which the vehicle is first used shall not, by virtue of this paragraph, be regarded in any circumstances as being later than the date on which it would otherwise have been regarded as being first used had this paragraph been omitted.

(3) Paragraphs 10(A) and 10(AA) shall not apply to the vehicle if it complies with or is exempt from the approval requirements relating to exhaust emissions.

[^{F88}**9A.** Paragraphs (10A), (10AA) and (10BA) of regulation 61 shall not apply to a vehicle in respect of which either a passenger vehicle approval certificate or a goods vehicle approval certificate has been issued, if it complies with, or is exempt from, the approval requirements relating to exhaust or smoke emissions.

Textual Amendments

F88 Sch. 2A paras. 9A, 9B inserted (1.1.2001) by [The Road Vehicles \(Construction and Use\) \(Amendment\) \(No. 3\) Regulations 2000 \(S.I. 2000/3197\)](#), regs. 1, 7

Modifications to regulation 61A (emissions)

9B.—(1) Regulation 61A shall not apply to a vehicle in respect of which either a passenger vehicle approval certificate or a goods vehicle approval certificate has been issued, if it complies with or is exempt from the approval requirements relating to exhaust or smoke emissions.

(2) Regulation 61A shall have effect with the following modifications in relation to a vehicle in respect of which there has been issued an approval certificate containing the letter “A” pursuant to regulation 12(2)(c) of the Approval Regulations.

(3) For the purposes of paragraphs (2) and (3) of regulation 61A, the date as is specified (as defined in regulation 61A) shall be regarded as being the 1st January immediately preceding the date of manufacture of the engine by which the vehicle is propelled; provided that the date as is specified shall not in any circumstances be regarded as being later than the date on which the motor vehicle would otherwise have been regarded as being first used.]

Textual Amendments

F88 Sch. 2A paras. 9A, 9B inserted (1.1.2001) by [The Road Vehicles \(Construction and Use\) \(Amendment\) \(No. 3\) Regulations 2000 \(S.I. 2000/3197\)](#), regs. 1, 7

[^{F89}**Modification to regulation 61B (retrofitting and refilling of certain air conditioning systems)**

9C. Paragraphs (5) and (6) of regulation 61B shall not apply to a vehicle in relation to which a passenger vehicle approval certificate, a goods vehicle approval certificate or an individual approval certificate has been issued if it complies with the approval requirements for air conditioning systems designed to contain high-GWP fluorinated greenhouse gases.]

Textual Amendments

F89 Sch. 2A para. 9C inserted (7.9.2009) by [The Road Vehicles \(Construction and Use\) \(Amendment\) \(No. 3\) Regulations 2009 \(S.I. 2009/2196\)](#), regs. 1, 6(3)

Modification to regulation 67 (vehicle identification numbers)

10. Regulation 67 shall not apply to a vehicle in respect of which an approval certificate has been issued if—

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- (a) the vehicle is equipped with a plate which is in a conspicuous and readily accessible position, is affixed to a vehicle part which is not normally subject to replacement and shows clearly and indelibly the identification number shown on the certificate and the name of the manufacturer; and
- (b) that number is marked on the chassis, frame or other similar structure, on the offside of the vehicle, in a clearly visible and accessible position, and by a method such as hammering or stamping, in such a way that it cannot be obliterated or deteriorate.]

SCHEDULE 3

(see regulation 16)

BRAKING REQUIREMENTS

1. The braking requirements referred to in regulation 16(4) are set out in the Table and are to be interpreted in accordance with paragraphs 2 to 5 of this Schedule.

TABLE

(Schedule 3)

<i>Number</i>	<i>Requirement</i>
1	<p>The vehicle shall be equipped with—</p> <ul style="list-style-type: none"> (a) one efficient braking system having two means of operation; (b) one efficient split braking system having one means of operation; or (c) two efficient braking systems each having a separate means of operation. <p>and in the case of a vehicle first used on or after 1st January 1968, no account shall be taken of a multi-pull means of operation unless, at first application, it operates a hydraulic, electric or pneumatic device which causes the application of brakes with total braking efficiency not less than 25%.</p>
2	<p>The vehicle shall be equipped with—</p> <ul style="list-style-type: none"> (a) one efficient braking system having two means of operation; or (b) two efficient braking systems each having a separate means of operation.
3	<p>The vehicle shall be equipped with an efficient braking system.</p>
4	<p>The braking system shall be so designed that in the event of failure of any part (other than a fixed member or a brake shoe anchor pin) through or by means of which the force necessary to apply the brakes is transmitted, there shall still be available for application by the driver brakes sufficient under the most adverse conditions to bring the vehicle to rest within a reasonable distance. The brakes so available shall be applied to—</p> <ul style="list-style-type: none"> (a) in the case of a track-laying vehicle, one track on each side of the vehicle; (b) in the case of a wheeled motor vehicle, one wheel if the vehicle has 3 wheels and otherwise to at least half the wheels; and

<i>Number</i>	<i>Requirement</i>
	<p>(c) in the case of a wheeled trailer, at least one wheel if it has only 2 wheels and otherwise at least 2 wheels.</p>
	<p>This requirement applies to the braking systems of both a trailer and the vehicle by which it is being drawn except that if the drawing vehicle complies with regulation 15, [F90Community Directive [F9179/489, 85/647, 88/194, 91/422 or 98/12 or ECE Regulation 13.03, 13.04, 13.05, 13.06, 13.07, 13.08 or 13.09]], the requirements applies only to the braking system of the drawing vehicle. It does not apply to vehicles having split braking systems (which are subject to regulation 18(3)(b)) or to road rollers. (The expressions 'part' and 'half the wheels' are to be interpreted in accordance with paragraphs (3) and (4) respectively).</p>
5	<p>The braking system shall be so designed and constructed that, in the event of the failure of any part thereof, there shall still be available for application by the driver a brake sufficient under the most adverse conditions to bring the vehicle to rest within a reasonable distance.</p>
6	<p>The braking system of a vehicle, when drawing a trailer which complies with regulation 15, [F90Community Directive [F9279/489, 85/647, 88/194, 91/422 or 98/12 or ECE Regulation 13.03, 13.04, 13.05, 13.06, 13.07, 13.08 or 13.09]], shall be so constructed that, in the event of a failure of any part (other than a fixed member or brake shoe anchor pin) of the service braking system of the drawing vehicle (excluding the means of operation of a split braking system) the driver can still apply brakes to at least one wheel of the trailer, if it has only 2 wheels, and otherwise to at least 2 wheels, by using the secondary braking system of the drawing vehicle.</p>
	<p>(The expression "part" is to be interpreted in accordance with paragraph 3).</p>
7	<p>The application of any means of operation of a braking system shall not affect or operate the pedal or hand lever of any other means of operation.</p>
8	<p>The braking system shall not be rendered ineffective by the non-rotation of the engine of the vehicle or, in the case of a trailer, the engine of the drawing vehicle (steam-propelled vehicles, other than locomotives and buses, are excluded from this requirement).</p>
9	<p>At least one means of operation shall be capable of causing brakes to be applied directly, and not through the transmission gear, to at least half the wheels of the vehicle. This requirement does not apply to a works truck with an unladen weight not exceeding 7370 kg, or to an industrial tractor; and it does not apply to a vehicle with more than 4 wheels if—</p> <p>(a) the drive is transmitted to all wheels other than the steering wheels without the interposition of a differential driving gear or similar mechanism between the axles carrying the driving wheels; and</p> <p>(b) the brakes applied by one means of operation apply directly to 2 driving wheels on opposite sides of the vehicle; and</p> <p>(c) the brakes applied by another means of operation act directly on all the other driving wheels.</p>

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<i>Number</i>	<i>Requirement</i>
	(The expression “half the wheels” is to be interpreted in accordance with paragraph (4)).
10	The brakes of a trailer shall come into operation automatically on its overrun or, in the case of a track-laying trailer drawn by a vehicle having steerable wheels at the front or a wheeled trailer, the driver of, or some other person on, the drawing vehicle or on the trailer shall be able to apply the brakes on the trailer.
11	The brakes of a trailer shall come into operation automatically on its overrun or the driver of the drawing vehicle shall be able to apply brakes to all the wheels of the trailer, using the means of operation which applies the service brakes of the drawing vehicle.
12	The brakes of the vehicle shall apply to all wheels other than the steering wheels.
13	The brakes of the vehicle shall apply to at least 2 wheels.
14	The brakes of the vehicle shall apply in the case of a wheeled vehicle to at least 2 wheels if the vehicle has no more than 4 wheels and to at least half the wheels if the vehicle has more than 4 wheels; and in the case of a track-laying vehicle to all the tracks.
15	The brakes shall apply to all the wheels.
16	<p>The parking brake shall be so designed and constructed that—</p> <ul style="list-style-type: none"> <li data-bbox="469 1133 1337 1227">(a) in the case of a wheeled heavy motor car or motor car, its means of operation is independent of the means of operation of any split braking system with which the vehicle is fitted; <li data-bbox="469 1229 1342 1384">(b) in the case of a motor vehicle other than a motor cycle or an invalid carriage, either— <ul style="list-style-type: none"> <li data-bbox="533 1290 1337 1350">(i) it is capable of being applied by direct mechanical action without the intervention of any hydraulic, electric or pneumatic device; or <li data-bbox="533 1352 1121 1384">(ii) the vehicle complies with requirement 15; and <li data-bbox="469 1386 1342 1574">(c) it can at all times when the vehicle is not being driven or is left unattended be set so as— <ul style="list-style-type: none"> <li data-bbox="533 1447 1262 1478">(i) in the case of a track-laying vehicle, to lock the tracks; and <li data-bbox="533 1480 1337 1574">(ii) in the case of a wheeled vehicle, to prevent the rotation of at least one wheel in the case of a three wheeled vehicle and at least two wheels in the case of a vehicle with more than three wheels.
17	The parking brake shall be capable of being set so as effectively to prevent two at least of the wheels from revolving when the trailer is not being drawn.
18	<p>The parking brake shall be so designed and constructed that—</p> <ul style="list-style-type: none"> <li data-bbox="469 1736 1321 1861">(a) in the case of a motor vehicle, its means of operation (whether multi-pull or not) is independent of the means of operation of any braking system required by regulation 18 to have a total braking efficiency of not less than 50%; and <li data-bbox="469 1899 1337 1955">(b) in the case of a trailer, its brakes can be applied and released by a person standing on the ground by a means of operation fitted to the trailer; and

<i>Number</i>	<i>Requirement</i>
	(c) in either case, its braking force, when the vehicle is not being driven or is left unattended (and in the case of a trailer, whether the braking force is applied by the driver using the service brakes of the drawing vehicle or by a person standing on the ground in the manner indicated in sub-paragraph (b)) can at all times be maintained in operation by direct mechanical action without the intervention of any hydraulic, electric or pneumatic device and, when so maintained, can hold the vehicle stationary on a gradient of at least 16% without the assistance of stored energy.

Textual Amendments

- F90** Words in Sch. 3 Table substituted (2.11.1990) by The Road Vehicles (Construction and Use) (Amendment) (No. 4) Regulations 1990 (S.I. 1990/1981), regs. 1, 6(d)
- F91** Words in Sch. 3 Table Item 4 substituted (1.5.2002) by The Road Vehicles (Construction and Use) (Amendment) (No. 4) Regulations 2001 (S.I. 2001/3208), regs. 1(2), 12(3)
- F92** Words in Sch. 3 Table Item 6 substituted (1.5.2002) by The Road Vehicles (Construction and Use) (Amendment) (No. 4) Regulations 2001 (S.I. 2001/3208), regs. 1(2), 12(2)

Commencement Information

- I3** Sch. 3 para. 1 in force at 11.8.1986, see reg. 1

2. For the purposes of requirement 3 in the Table, in the case of a motor car or heavy motor car propelled by steam and not used as a bus, the engine shall be deemed to be an efficient braking system with one means of operation if the engine is capable of being reversed and, in the case of a vehicle first used on or after 1st January 1927, is incapable of being disconnected from any of the driving wheels of the vehicle except by the sustained effort of the driver.

Commencement Information

- I4** Sch. 3 para. 2 in force at 11.8.1986, see reg. 1

3. For the purpose of requirements 4 and 6 in the Table, in the case of a wheeled motor car and of a vehicle first used on or after 1st October 1938 which is a locomotive, a motor tractor, a heavy motor car or a track-laying motor car, every moving shaft which is connected to or supports any part of a braking system shall be deemed to be part of the system.

Commencement Information

- I5** Sch. 3 para. 3 in force at 11.8.1986, see reg. 1

4. For the purpose of [F93 requirements 4, 9 and 14] in the Table, in determining whether brakes apply to at least half the wheels of a vehicle, not more than one front wheel shall be treated as a wheel to which brakes apply unless the vehicle is—

- a locomotive or motor tractor with more than 4 wheels;
- a heavy motor car or motor car first used before 1st October 1938;
- a motor car with an unladen weight not exceeding 1020 kg;
- a motor car which is a passenger vehicle but is not a bus;
- a works truck;

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- (f) a heavy motor car or motor car with more than 3 wheels which is equipped in respect of all its wheels with brakes which are operated by one means of operation; or
- (g) a track-laying vehicle.

Textual Amendments

F93 Words in Sch. 3 para. 4 substituted (6.5.1987) by The Road Vehicles (Construction and Use) (Amendment) Regulations 1987 (S.I. 1987/676), regs. 1(2), **15(6)**

Commencement Information

I6 Sch. 3 para. 4 in force at 11.8.1986, see **reg. 1**

5. In this Schedule a “multi-pull means of operation” means a device forming part of a braking system which causes the muscular energy of the driver to apply the brakes of that system progressively as a result of successive applications of that device by the driver.

Commencement Information

I7 Sch. 3 para. 5 in force at 11.8.1986, see **reg. 1**

^{F94}SCHEDULE 3A

(see regulations 39A and 39B)

EXCLUSION OF CERTAIN VEHICLES FROM THE APPLICATION OF REGULATION 39A

Textual Amendments

F94 Sch. 3A inserted (1.10.1988) by The Road Vehicles (Construction and Use) (Amendment) (No. 6) Regulations 1988 (S.I. 1988/1524), reg. 1, **Sch.**

PART I

1.—(1) In this Part —

“EEC type approval certificate” means a certificate issued by a member state of the European Economic Community in accordance with Community Directive 70/220 as originally made or with any amendments which have from time to time been made before 5th September 1988;

“engine capacity” means in the case of a reciprocating engine, the nominal swept volume and, in the case of a rotary engine, double the nominal swept volume;

^{F95} ...

“relevant authority” means —

- (a) in relation to an EEC type approval certificate issued by the United Kingdom, the Secretary of State, and
- (b) in relation to an EEC type approval certificate issued by any other member state of the European Economic Community, the authority having power under the law of that state to issue that certificate.

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(2) The reference in this Schedule to a M1 category vehicle is a reference to a vehicle described as M1 in Council Directive [70/156/EEC](#) of 6th February 1970 as amended at 5th September 1988.

Textual Amendments

F95 Words in Sch. 3A para. 1 omitted (26.6.1990) by virtue of [The Road Vehicles \(Construction and Use\) \(Amendment\) \(No. 2\) Regulations 1990](#) (S.I. 1990/1131), regs. 1, **6(3)(a)**

^{F96}**2.** A vehicle of a description specified in column 2 of the Table below is excluded from the application of regulation 39A if it is first used before the date specified in column 3 and the conditions specified in paragraph 3 are satisfied in respect to it on that date.

Textual Amendments

F96 Sch. 3A para. 3 renumbered as Sch. 3A para. 2 (26.6.1990) by [The Road Vehicles \(Construction and Use\) \(Amendment\) \(No. 2\) Regulations 1990](#) (S.I. 1990/1131), regs. 1, **6(3)(b)**

^{F97}**3.** The conditions referred to in paragraph 2 are —

- (a) that the vehicle is a model in relation to which there is in force an EEC type approval certificate issued before 1st October 1989;
- (b) that the manufacturer of the vehicle has supplied to the relevant authority which issued the EEC type approval certificate, a certificate stating that adapting vehicles of that model to the fuel requirements specified in the Annexes to Community Directive 88/76 would entail a change in material specification of the inlet or exhaust valve seats or a reduction in the compression ratio or an increase in the engine capacity to compensate for loss of power; and
- (c) that the relevant authority has accepted the certificate referred to in sub-paragraph (b).

Table

Item	Description of vehicle	Date before which vehicle must be first used
(1)	(2)	(3)
1.	Vehicles with an engine capacity of less than 1400cc.	1.4.92
2.	Vehicles with an engine capacity of not less than 1400cc and not more than 2000cc.	1.4.94
3.	M1 category vehicles with an engine capacity of more than 2000cc and which — (a) are constructed or adapted to carry not more than 5 passengers excluding the driver, or	1.4.93

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Item	Description of vehicle	Date before which vehicle must be first used
(1)	(2)	(3)
	(b) have a maximum gross weight of not more than 2500kg. not being in either case, an off-road vehicle.	

Textual Amendments

F97 Sch. 3A para. 4 renumbered as Sch. 3A para. 3 (26.6.1990) by [The Road Vehicles \(Construction and Use\) \(Amendment\) \(No. 2\) Regulations 1990 \(S.I. 1990/1131\)](#), regs. 1, **6(3)(b)**

PART II

SYMBOL INDICATING THAT VEHICLE CAN RUN ON UNLEADED PETROL]



[^{F98}SCHEDULE 3B

Regulation 36C

AUTHORISED SEALERS

Textual Amendments

F98 Sch. 3B inserted (1.8.1992) by The Road Vehicles (Construction and Use) (Amendment) (No. 2) Regulations 1992 (S.I. 1992/422), regs. 1(2), 5(2), **Sch.**

PART I

general

1. The Secretary of State may authorise—
 - (a) an individual proposing to seal speed limiters other than on behalf of another person;
 - (b) a firm; or
 - (c) a corporation; and a person or body so authorised is referred to in this Schedule as an “authorised sealer”.
2. An authorised sealer shall comply with the conditions set out in Part II of this Schedule and with such other conditions as may from time to time be imposed by the Secretary of State.
3. An authorised sealer may charge for sealing a speed limiter.
4. The Secretary of State may at any time withdraw an authorisation granted under this Schedule.
- 5.—(1) An authorisation under this Schedule in respect of an individual shall terminate if—
 - (a) he dies;
 - (b) is [^{F99}made] bankrupt or, in Scotland, has his estate sequestrated; or
 - (c) becomes a [^{F100}person who lacks capacity (within the meaning of the Mental Capacity Act 2005 (c.9)) to carry on the activities covered by the authorisation] or, in Scotland, becomes incapable of managing his own affairs.(2) An authorisation under this Schedule in respect of a firm shall terminate if the firm is dissolved or if all the partners are adjudged bankrupt.
 - (3) An authorisation under this Schedule in respect of a company shall terminate if—
 - (a) the company goes into liquidation or [^{F101}enters administration];
 - (b) a receiver or manager of the trade or business of the company is appointed; or
 - (c) possession is taken by or on behalf of the holders of any debenture secured by a floating charge, or any property of the company comprised in or subject to the charge, occurs.

Textual Amendments

F99 Word in Sch. 3B para. 5(1)(b) substituted (6.4.2016) by The Enterprise and Regulatory Reform Act 2013 (Consequential Amendments) (Bankruptcy) and the Small Business, Enterprise and Employment Act 2015 (Consequential Amendments) Regulations 2016 (S.I. 2016/481), reg. 1, **Sch. 2 para. 13**

F100 Words in Sch. 3B para. 5(1)(c) substituted (E.W.) (1.10.2007) by The Mental Capacity Act 2005 (Transitional and Consequential Provisions) Order 2007 (S.I. 2007/1898), art. 1, **Sch. 1 para. 10**

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F101 Words in Sch. 3B para. 5(3)(a) substituted (15.9.2003) by The Enterprise Act 2002 (Insolvency) Order 2003 (S.I. 2003/2096), art. 1(1), Sch. para. 43 (with art. 6)

PART II

the conditions

- [^{F102}6. An authorised sealer shall not—
- (a) seal a speed limiter fitted to a vehicle to which regulation 36A applies unless he is satisfied that the speed limiter fulfils the requirements of—
 - (i) paragraph (5)(b);
 - (ii) paragraph (6), (7) or (7A); and
 - (iii) paragraph (8) or (9),of that regulation, or
 - (b) seal a speed limiter fitted to a vehicle to which regulation 36B applies unless he is satisfied that the speed limiter fulfils the requirements of—
 - (i) paragraph (7)(b);
 - (ii) paragraph (8) or (9); and
 - (iii) paragraph (10) or (11),of that regulation.]

Textual Amendments

F102 Sch. 3B para. 6 substituted (1.12.2007) by The Road Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 2007 (S.I. 2007/3132), regs. 1(1), 4

7. When sealing a speed limiter fitted to a vehicle to which regulation 36A applies, an authorised sealer shall do so in such a manner that the speed limiter fulfils the requirements of [^{F103}paragraph (5) (a)] of that regulation.

Textual Amendments

F103 Words in Sch. 3B para. 7 substituted (1.9.2003) by The Road Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 2003 (S.I. 2003/1946), regs. 1, 6(4)

8. When sealing a speed limiter fitted to a vehicle to which regulation 36B applies, an authorised sealer shall do so in such a manner that the speed limiter fulfils the requirements of [^{F104}paragraph (7) (a)] of that regulation.

Textual Amendments

F104 Words in Sch. 3B para. 8 substituted (1.9.2003) by The Road Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 2003 (S.I. 2003/1946), regs. 1, 6(5)

9. When an authorised sealer has sealed a speed limiter fitted to a vehicle to which section 36A applies he shall supply the owner with a plate which fulfils the requirements of regulation 70A.

10. When an authorised sealer has sealed a speed limiter fitted to a vehicle to which section 36B applies he shall supply the owner with a plate which fulfils the requirements of [^{F105}regulation 70A]

Textual Amendments

F105 Words in Sch. 3B para. 10 substituted (1.9.2003) by The Road Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 2003 (S.I. 2003/1946), regs. 1, 6(6)

SCHEDULE 4

(see regulation 40)

GAS CONTAINERS

PART I

Definitions relating to gas containers

1. In this Schedule, unless the context otherwise requires, the following expressions have the meanings hereby assigned to them respectively, that is to say—

“gas container” means a container fitted to a motor vehicle or a trailer and intended for the storage of gaseous fuel for the purpose of the propulsion of the vehicle or the drawing vehicle as the case may be;

“gas cylinder” means a container fitted to a motor vehicle or a trailer and intended for the storage of compressed gas for the purpose of the propulsion of the vehicle or the drawing vehicle as the case may be;

“compressed gas” means gaseous fuel under a pressure exceeding 1.0325 bar above atmospheric pressure;

“pipe line” means all pipes connecting a gas container or containers—

(a) to the engine or the mixing device for the supply of a mixture of gas and air to the engine; and

(b) to the filling point on the vehicle;

“pressure pipe line” means any part of a pipe line intended for the conveyance of compressed gas; and

“reducing valve” means an apparatus which automatically reduces the pressure of the gas passing through it.

Commencement Information

18 Sch. 4 Pt. I para. 1 in force at 11.8.1986, see reg. 1

Gas containers

2. Every gas container shall—

(a) be securely attached to the vehicle in such manner as not to be liable to displacement or damage due to vibration or other cause; and

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- (b) be so placed or insulated as not to be adversely affected by the heat from the exhaust system.

Commencement Information

I9 Sch. 4 Pt. I para. 2 in force at 11.8.1986, see [reg. 1](#)

Pipe lines

3.—(1) Every pipe line shall be supported in such manner as to be protected from excessive vibration and strain.

(2) No part of a pipe line shall be in such a position that it may be subjected to undue heat from the exhaust system.

(3) Every pressure pipe line shall be made of steel solid drawn.

(4) The maximum unsupported length of a pressure pipe line shall not exceed 920 mm.

Commencement Information

I10 Sch. 4 Pt. I para. 3 in force at 11.8.1986, see [reg. 1](#)

Unions

4.—(1) Every union shall be so constructed and fitted that it will—

(a) not be liable to work loose or develop leakage when in use; and

(b) be readily accessible for inspection and adjustment.

(2) No union on a pressure pipe line or on a gas cylinder shall contain a joint other than a metal to metal joint.

Commencement Information

I11 Sch. 4 Pt. I para. 4 in force at 11.8.1986, see [reg. 1](#)

Reducing valves

5. Every reducing valve shall be—

(a) so fitted as to be readily accessible; and

(b) so constructed that there can be no escape of gas when the engine is not running.

Commencement Information

I12 Sch. 4 Pt. I para. 5 in force at 11.8.1986, see [reg. 1](#)

Valves and cocks

6.—(1) Every valve or cock intended to be subjected to a pressure exceeding 6.8948 bar shall be of forged steel or of brass or bronze complying with the specification contained in Part II of this Schedule.

(2) A valve or cock shall be fitted to the pipe line to enable the supply of gas from the container or containers to the mixing device to be shut off.

- (a) (3) (a) In the case of a pressure pipe line the valve or cock shall be placed between the reducing valve and the container or containers and shall be readily visible and accessible from the outside of the vehicle and a notice indicating its position and method of operation shall be affixed in a conspicuous position on the outside of the vehicle carrying the gas container or containers.
- (b) In other cases, if the valve or cock is not so visible and accessible as aforesaid, a notice indicating its position shall be affixed in a conspicuous position on the outside of the vehicle carrying the container or containers.

Commencement Information

I13 Sch. 4 Pt. I para. 6 in force at 11.8.1986, see [reg. 1](#)

Pressure gauges

7. Every pressure gauge connected to a pressure pipe line shall be so constructed as not to be liable to deterioration under the action of the particular gases employed and shall be so constructed and fitted that—

- (a) in the event of failure of such pressure gauge no gas can escape into any part of the vehicle;
- (b) it is not possible owing to leakage of gas into the casing of the pressure gauge for pressure to increase therein to such extent as to be liable to cause a breakage of the glass thereof; and
- (c) in the event of failure of such pressure gauge the supply of gas thereto may be readily cut off.

Commencement Information

I14 Sch. 4 Pt. I para. 7 in force at 11.8.1986, see [reg. 1](#)

Charging connections

8.—(1) Every connection for charging a gas container shall be outside the vehicle and in the case of a public service vehicle no such connection shall be within 610 mm of any entrance or exit.

(2) An efficient shut-off valve shall be fitted as near as practicable to the filling point.

Provided that in cases where compressed gas is not used a cock or an efficient non-return valve may be fitted in lieu thereof.

(3) Where compressed gas is used an additional emergency shut-off valve shall be fitted adjacent to the valve referred to in sub-paragraph (2) of this paragraph.

(4) A cap shall be fitted to the gas filling point on the vehicle and where compressed gas is used this cap shall be made of steel with a metal to metal joint.

Commencement Information

I15 Sch. 4 Pt. I para. 8 in force at 11.8.1986, see [reg. 1](#)

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Trailers

9.—(1) Where a trailer is used for the carriage of a gas cylinder, a reducing valve shall be fitted on the trailer.

(2) No pipe used for conveying gas from a trailer to the engine of a vehicle shall contain compressed gas.

Commencement Information

I16 Sch. 4 Pt. I para. 9 in force at 11.8.1986, see [reg. 1](#)

Construction, etc., of system

10. Every part of a gas container propulsion system shall be—

- (a) so placed or protected as not to be exposed to accidental damage and shall be soundly and properly constructed of suitable and well-finished materials capable of withstanding the loads and stresses likely to be met with in operation and shall be maintained in an efficient, safe and clean condition; and
- (b) so designed and constructed that leakage of gas is not likely to occur under normal working conditions, whether or not the engine is running.

Commencement Information

I17 Sch. 4 Pt. I para. 10 in force at 11.8.1986, see [reg. 1](#)

PART II

SPECIFICATION FOR BRASS OR BRONZE VALVES

Manufacture of valves

1. The stamping or pressing from which each valve is manufactured shall be made from bars produced by (a) extrusion, (b) rolling, (c) forging, (d) extrusion and drawing, or (e) rolling and drawing.

Commencement Information

I18 Sch. 4 Pt. II para. 1 in force at 11.8.1986, see [reg. 1](#)

Heat treatment

2. Each stamping or pressing shall be heat treated so as to produce an equiaxed microstructure in the material.

Commencement Information

I19 Sch. 4 Pt. II para. 2 in force at 11.8.1986, see [reg. 1](#)

Freedom from defects

3. All stampings or pressings and the bars from which they are made shall be free from cracks, laminations, hard spots, segregated materials and variations in composition.

Commencement Information

I20 Sch. 4 Pt. II para. 3 in force at 11.8.1986, see [reg. 1](#)

Tensile test

4. Tensile tests shall be made on samples of stampings or pressings taken at random from any consignment. The result of the tensile test shall conform to the following conditions—

Yield Stress.—Not less than 231.6 N/mm².

Ultimate Tensile Stress.—Not less than 463.3 N/mm².

Elongation on 50 mm gauge length.—Not less than 25%.

Note.—When the gauge length is less than 50 mm the required elongation shall be proportionately reduced.

The fractured test piece shall be free from piping and other defects (see paragraph 3 of this Part of this Schedule).

Commencement Information

I21 Sch. 4 Pt. II para. 4 in force at 11.8.1986, see [reg. 1](#)

SCHEDULE 5

(see regulations 40 and 96)

GAS SYSTEMS

Definitions

1. In this Schedule—

“check valve” means a device which permits the flow of gas in one direction and prevents the flow of gas in the opposite direction;

“design pressure” means the pressure which a part of a gas system has been designed and constructed safely to withstand;

“double-check valve” means a device which consists of two check valves in series and which permits the flow of gas in one direction and prevents the flow of gas in the opposite direction;

[^{F106}“electrically operated valve” means a device which is electrically operated and opens when the ignition is switched on and closes when the ignition is switched off or the power is otherwise cut off;]

“excess flow valve” means a device which automatically and instantaneously reduces to a minimum the flow of gas through the valve when the flow rate exceeds a set value;

“fixed gas container” means a gas container which is attached to a vehicle permanently and in such a manner that the container can be filled without being moved;

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“gas container” means any container, not being a container for the carriage of gas as goods, which is fitted to or carried on a motor vehicle or trailer and is intended for the storage of gas for either—

- (a) the propulsion of the motor vehicle, or
- (b) the operation of a gas-fired appliance;

“high pressure” means a pressure exceeding 1.0325 bar absolute;

“high pressure pipeline” means a pipeline intended to contain gas at high pressure;

“pipeline” means any pipe or passage connecting any two parts of a gas propulsion system of a vehicle or of a gas-fired appliance supply system on a vehicle or any two points on the same part of any such system;

“portable gas container” means a gas container which may be attached to a vehicle but which can readily be removed;

“pressure relief valve” means a device which opens automatically when the pressure in the part of the gas system to which it is fitted exceeds a set value, reaches its maximum flow capacity when the set valve is exceeded by 10% and closes automatically when the pressure falls below a set value ; and

“reducing valve” means a device which automatically reduces the pressure of the gas passing through it, and includes regulator devices.

Textual Amendments

F106 Words in [Sch. 5 para. 1](#) inserted (1.8.2003) by [The Road Vehicles \(Construction and Use\) \(Amendment\) \(No. 2\) Regulations 2003 \(S.I. 2003/1690\)](#), regs. 1, **5(2)**

Commencement Information

I22 [Sch. 5 para. 1](#) in force at 11.8.1986, see [reg. 1](#)

Gas containers

- 2.—(1) Every gas container shall—
- (a) be capable of withstanding the pressure of the gas which may be stored in the container at the highest temperature which the gas is likely to reach,
 - (b) if fitted inside the vehicle be so arranged as to prevent so far as is practicable the possibility of gas entering the engine, passenger or living compartments due to leaks or venting from the container or valves, connections and gauges immediately adjacent to it, and the space containing these components shall be so ventilated and drained as to prevent the accumulation of gas,
 - (c) be securely attached to the vehicle in such a manner as not to be liable to displacement or damage due to vibration or other cause, and
 - (d) be so placed and so insulated or shielded as not to suffer any adverse effect from the heat of the exhaust system of any engine or any other source of heat.
- (2) Every portable gas container shall be either—
- (a) hermetically sealed, or
 - (b) fitted with a valve or cock to enable the flow of gas from the container to be stopped.
- (3) Every fixed gas container shall—
- (a) be fitted with—

- (i) at least one pressure relief valve, and
 - (ii) at least one manually operated valve which may be extended by an internal dip tube inside the gas container so as to indicate when the container has been filled to the level corresponding to the filling ratio specified in the British Standards Institution Specification for Filling Ratios and Developed Pressure for Liquefiable and Permanent Gases (as defined, respectively, in paragraphs 3.2 and 3.5 of the said Specification) published in May 1976 under the number BS 5355, and
- (b) be conspicuously and permanently marked with its design pressure.

(4) If any fixed gas container is required to be fitted in a particular attitude or location, or if any device referred to in sub-paragraph (3) above requires the container to be fitted in such a manner, then it shall be conspicuously and permanently marked to indicate that requirement.

(5) If the operation of any pressure relief valve or other device referred to in sub-paragraph (3) above may cause gas to be released from the gas container, an outlet shall be provided to lead such gas to the outside of the vehicle so as not to suffer any adverse effect from the heat of the exhaust system of any engine or any other source of heat, and that outlet from the pressure relief valve shall not be fitted with any other valve or cock.

Commencement Information

I23 Sch. 5 para. 2 in force at 11.8.1986, see **reg. 1**

Filling systems for fixed gas containers

3.—(1) Every connection for filling a fixed gas container shall be on the outside of the vehicle.

(2) There shall be fitted to every fixed gas container either—

- (a) a manually operated shut-off valve and an excess flow valve, or
- (b) a manually operated shut-off valve and a single check valve, or
- (c) a double-check valve.

and all parts of these valves in contact with gas shall be made entirely of suitable metal except that they may contain non-metal washers and seals provided that such washers and seals are supported and constrained by metal components.

(3) In every case where a pipe is attached to a gas container for the purpose of filling the gas container there shall be fitted to the end of the pipe furthest from the gas container a check valve or a double-check valve.

(4) There shall be fitted over every gas filling point on a vehicle a cap which shall—

- (a) prevent any leakage of gas from the gas filling point,
- (b) be secured to the vehicle by a chain or some other suitable means,
- (c) be made of suitable material, and
- (d) be fastened to the gas filling point by either a screw thread or other suitable means.

Commencement Information

I24 Sch. 5 para. 3 in force at 11.8.1986, see **reg. 1**

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Pipelines

- 4.—(1) Every pipeline shall be fixed in such a manner and position that—
- (a) it will not be adversely affected by the heat of the exhaust system of any engine or any other source of heat,
 - (b) it is protected from vibration and strain in excess of that which it can reasonably be expected to withstand, and
 - (c) in the case of a high pressure pipeline it is so far as is practicable accessible for inspection.
- (2) Save as provided in sub-paragraph (4) below, every high pressure pipeline shall be—
- (a) a rigid line of steel, copper or copper alloy of high pressure hydraulic grade, suitable for service on road vehicles and designed for a minimum service pressure rating of not less than 75 bar absolute, and
 - (b) effectively protected against, or shielded from, or treated so as to be resistant to, external corrosion throughout its length unless it is made from material which is corrosion resistant under the conditions which it is likely to encounter in service.
- (3) No unsupported length of any high pressure pipeline shall exceed 600 mm.
- [^{F107}(4) Flexible hose may be used in a high pressure pipeline either if—
- (a) (i) it is reinforced either by stainless steel wire braid or by textile braid,
 - (ii) its length does not exceed 500mm, and
 - (iii) save in the case of a pipeline attached to a gas container for the purpose of filling that container the flexibility which it provides is necessary for the construction or operation of the gas system of which it forms a part, or
- (b) its length exceeds 500mm and it complies with Annex 8 of ECE Regulation 67.01 and is approved and marked in accordance with that Regulation.
- (4A) In the case of a motor vehicle which first used gas as a fuel for its propulsion on or after 1st January 2004 a flexible hose of any length used in a high pressure pipe line shall comply with the requirements of Annex 8 of ECE Regulation 67.01 shall be approved and marked in accordance with that Regulation and shall be no longer than is reasonably necessary.]
- (5) If a high pressure pipeline or part of such a pipeline is so constructed or located that it may, in the course of its normal use (excluding the supply of fuel from a gas container), contain liquid which is prevented from flowing, a relief valve shall be incorporated in that pipeline.

Textual Amendments

F107 Sch. 5 para. 4(4)(4A) substituted for Sch. 5 para. 4(4) (1.8.2003) by [The Road Vehicles \(Construction and Use\) \(Amendment\) \(No. 2\) Regulations 2003 \(S.I. 2003/1690\)](#), regs. 1, **5(3)**

Commencement Information

I25 Sch. 5 para. 4 in force at 11.8.1986, see [reg. 1](#)

Unions and joints

- 5.—(1) Every union and joint on a pipeline or gas container shall be so constructed and fitted that it will—
- (a) not be liable to work loose or leak when in use, and
 - (b) be readily accessible for inspection and maintenance.

(2) Every union on a high pressure pipeline or on a gas container shall be made of suitable metal but such a union may contain non-metal washers and seals provided that such washers and seals are supported and constrained by metal components.

Commencement Information

I26 Sch. 5 para. 5 in force at 11.8.1986, see **reg. 1**

Reducing valves

6. Every reducing valve shall be made of suitable materials and be so fitted as to be readily accessible for inspection and maintenance.

Commencement Information

I27 Sch. 5 para. 6 in force at 11.8.1986, see **reg. 1**

Pressure relief valves

7.—(1) Every pressure relief valve which is fitted to any part of a gas system (including a gas container) shall—

- (a) be made entirely of suitable metal and so constructed and fitted as to ensure that the cooling effect of the gas during discharge shall not prevent its effective operation,
- (b) be capable, under the most extreme temperatures likely to be met (including exposure to fire), of a discharge rate which prevents the pressure of the contents of the gas system from exceeding its design pressure,
- (c) have a maximum discharge pressure not greater than the design pressure of the gas container,
- (d) be so designed and constructed as to prevent unauthorised interference with the relief pressure setting during service, and
- (e) have outlets which are—
 - (i) so sited that so far as is reasonably practicable in the event of an accident the valve and its outlets are protected from damage and the free discharge from such outlets is not impaired, and
 - (ii) so designed and constructed as to prevent the collection of moisture and other foreign matter which could adversely affect their performance.

(2) The pressure at which a pressure relief valve is designed to start lifting shall be clearly and permanently marked on every such valve.

(3) Every pressure relief valve which is fitted to a gas container shall communicate with the vapour space in the gas container and not with any liquefied gas.

Commencement Information

I28 Sch. 5 para. 7 in force at 11.8.1986, see **reg. 1**

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Valves and cocks

8.—(1) A valve or cock shall be fitted to every supply pipeline as near as practicable to every fixed gas container and such valve or cock shall by manual operation enable the supply of gas from the gas container to the gas system to be stopped, and save as provided in sub-paragraph (2) below, shall—

- (a) if fitted on the outside of the vehicle, be readily visible and accessible from the outside of the vehicle, or
- (b) if fitted inside the vehicle be readily accessible for operation and be so arranged as to prevent so far as is practicable the possibility of gas entering the engine, passenger or living compartments due to leaks, and the space containing the valve or cock shall be so ventilated and drained as to prevent the accumulation of gas in that space.

[^{F108}(2) Where a fixed gas container supplies no gas system other than a gas propulsion system—

- (a) an electrically operated valve may be fitted in place of the valve or cock referred to in sub-paragraph (1) above; and
- (b) either—
 - (i) it shall be fitted as near as practicable to the gas container; or
 - (ii) if fitted in addition to the valve or cock referred to in sub-paragraph (1) above it shall either be incorporated into that valve or cock or be fitted immediately downstream from it; and
- (c) it shall if fitted inside the vehicle be so arranged as to prevent as far as is practicable the possibility of gas entering the engine, passenger or living compartments due to leaks, and the space containing the valve shall be so ventilated and drained as to prevent the accumulation of gas in that space.]

(3) A notice clearly indicating the position, purpose and method of operating every valve or cock referred to in sub-paragraphs (1) and (2) above shall be fixed—

- (a) in all cases, in a conspicuous position on the outside of the vehicle, and
- (b) in every case where the valve or cock is located inside the vehicle in a conspicuous position adjacent to the gas container.

(4) In the case of a high pressure pipeline for the conveyance of gas from the gas container an excess flow valve shall be fitted as near as practicable to the gas container and such valve shall operate in the event of a fracture of the pipeline or other similar failure.

(5) All parts of every valve or cock referred to in this paragraph which are in contact with gas shall be made of suitable metal, save that they may contain non-metal washers and seals provided that such washers and seals are supported and constrained by metal components.

Textual Amendments

F108 Sch. 5 para. 8(2) substituted (1.8.2003) by [The Road Vehicles \(Construction and Use\) \(Amendment\) \(No. 2\) Regulations 2003 \(S.I. 2003/1690\)](#), regs. 1, **5(4)**

Commencement Information

I29 Sch. 5 para. 8 in force at 11.8.1986, see [reg. 1](#)

Gauges

9. Every gauge connected to a gas container or to a pipeline shall be so constructed as to be unlikely to deteriorate under the action of the gas used or to be used and shall be so constructed and fitted that—

- (a) no gas can escape into any part of the vehicle as a result of any failure of the gauge, and
- (b) in the event of any failure of the gauge the supply of gas to the gauge can be readily stopped.

Provided that the requirement specified in sub-paragraph (b) above shall not apply in respect of a gauge fitted as an integral part of a gas container.

Commencement Information

I30 Sch. 5 para. 9 in force at 11.8.1986, see [reg. 1](#)

Propulsion systems

10.—(1) Every gas propulsion system shall be so designed and constructed that—

- (a) the supply of gas to the engine is automatically stopped by the operation of a valve when the engine is not running at all or is not running on the supply of gas, and
- (b) where a reducing valve is relied on to comply with sub-paragraph (a) above, the supply of gas to the engine is automatically stopped by the operation of an additional valve when the engine is switched off.

(2) Where the engine of a vehicle is constructed or adapted to run on one or more fuels as alternatives to gas, the safety and efficiency of the engine and any fuel system shall not be impaired by the presence of any other fuel system.

Commencement Information

I31 Sch. 5 para. 10 in force at 11.8.1986, see [reg. 1](#)

Special requirements for buses

11. In the case of a bus there shall be fitted as near as practicable to the gas container a valve which shall stop the flow of gas into the gas supply pipeline in the event of—

- (a) the angle of tilt of the vehicle exceeding that referred to in regulation 6 of the Public Service Vehicles (Conditions of Fitness, Equipment, Use and Certification) Regulations 1981(1), and
- (b) the deceleration of the vehicle exceeding 5g.

Commencement Information

I32 Sch. 5 para. 11 in force at 11.8.1986, see [reg. 1](#)

(1) To which there are no relevant amending instruments.

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Gas-fired appliances

12. Every part of a gas-fired appliance shall be—
- (a) so designed and constructed that leakage of gas is unlikely to occur, and
 - (b) constructed of materials which are compatible both with each other and with the gas used.

Commencement Information

I33 Sch. 5 para. 12 in force at 11.8.1986, see [reg. 1](#)

13. Every gas-fired appliance shall be—
- (a) so located as to be easily inspected and maintained,
 - (b) so located and either insulated or shielded that its use shall not cause or be likely to cause danger due to the presence of any flammable material,
 - (c) so constructed and located as not to impose undue stress on any pipe or fitting, and
 - (d) so fastened or located as not to work loose or move in relation to the vehicle.

Commencement Information

I34 Sch. 5 para. 13 in force at 11.8.1986, see [reg. 1](#)

14. With the exception of catalytic heating appliances, every appliance of the kind described in regulation 96(3)(b) or (c) which is fitted to a motor vehicle shall be fitted with a flue which shall be—
- (a) connected to an outlet which is on the outside of the vehicle,
 - (b) constructed and located so as to prevent any expelled matter from entering the vehicle, and
 - (c) located so that it will not cause any adverse effect to, or suffer any adverse effect from, the exhaust outlet of any engine or any other source of heat.

Commencement Information

I35 Sch. 5 para. 14 in force at 11.8.1986, see [reg. 1](#)

General requirements

15. Every part of a gas propulsion system or a gas-fired appliance system, excluding the appliance itself, shall be—
- (a) so far as is practicable so located or protected as not to be exposed to accidental damage,
 - (b) soundly and properly constructed of materials which are compatible with one another and with the gas used or to be used and which are capable of withstanding the loads and stresses likely to be met in operation, and
 - (c) so designed and constructed that leakage of gas is unlikely to occur.

Commencement Information

I36 Sch. 5 para. 15 in force at 11.8.1986, see [reg. 1](#)

SCHEDULE 6

(see regulation 41)

CONSTRUCTION OF MINIBUSES

The requirements referred to in regulation 41 are as follows—

Exhaust pipes

1. The outlet of every exhaust pipe fitted to a minibus shall be either at the rear or on the off side of the vehicle.

Commencement Information

I37 Sch. 6 para. 1 in force at 11.8.1986, see **reg. 1**

Doors—number and position

2.—(1) Every minibus shall be fitted with at least—

- (a) one service door on the near side of the vehicle; and
- (b) one emergency door either at the rear or on the off side of the vehicle so, however, that any emergency door fitted on the off side of the vehicle shall be in addition to the driver's door and there shall be no requirement for an emergency door on a minibus if it has a service door at the rear in addition to the service door on the near side.

(2) No minibus shall be fitted with any door on its off side other than a driver's door and an emergency door.

Commencement Information

I38 Sch. 6 para. 2 in force at 11.8.1986, see **reg. 1**

Emergency Doors

3. Every emergency door fitted to a minibus, whether or not required pursuant to these Regulations, shall—

- (a) be clearly marked, in letters not less than 25 mm high, on both the inside and the outside, “EMERGENCY DOOR” or “FOR EMERGENCY USE ONLY”, and the means of its operation shall be clearly indicated on or near the door;
- (b) if hinged, open outwards;
- (c) be capable of being operated manually; and
- (d) when fully opened, give an aperture in the body of the vehicle not less than 1210 mm high nor less than 530 mm wide.

Commencement Information

I39 Sch. 6 para. 3 in force at 11.8.1986, see **reg. 1**

Power-operated doors

4.—(1) Every power-operated door fitted to a minibus shall—

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- (a) incorporate transparent panels so as to enable a person immediately inside the door to see any person immediately outside the door;
 - (b) be capable of being operated by a mechanism controlled by the driver of the vehicle when in the driving seat;
 - (c) be capable, in the event of an emergency or a failure of the supply of power for the operation of the door, of being opened from both inside and outside the vehicle by controls which—
 - (i) over-ride all other controls,
 - (ii) are placed on, or adjacent to, the door, and
 - (iii) are accompanied by markings which clearly indicate their position and method of operation and state that they may not be used by passengers except in an emergency;
 - (d) have a soft edge so that a trapped finger is unlikely to be injured; and
 - (e) be controlled by a mechanism by virtue of which if the door, when closing, meets a resistance exceeding 150 Newtons, either
 - the door will cease to close and begin to open, or
 - the closing force will cease and the door will become capable of being opened manually.
- (2) No minibus shall be equipped with a system for the storage or transmission of energy in respect of the opening or closing of any door which, either in normal operation or if the system fails, is capable of adversely affecting the operation of the vehicle's braking system.

Commencement Information

140 Sch. 6 para. 4 in force at 11.8.1986, see **reg. 1**

Locks, handles and hinges of doors

- 5.** No minibus shall be fitted with—
- (a) a door which can be locked from the outside unless, when so locked, it is capable of being opened from inside the vehicle when stationary;
 - (b) a handle or other device for opening any door, other than the driver's door, from inside the vehicle unless the handle or other device is designed so as to prevent, so far as is reasonably practicable, the accidental opening of the door, and is fitted with a guard or transparent cover or so designed that it must be raised to open the door;
 - (c) a door which is not capable of being opened, when not locked, from inside and outside the vehicle by a single movement of the handle or other device for opening the door;
 - (d) a door in respect of which there is not a device capable of holding the door closed so as to prevent any passenger falling through the doorway;
 - (e) a side door which opens outwards and is hinged at the edge nearest the rear of the vehicle except in the case of a door having more than one rigid panel;
 - (f) a door, other than a power-operated door, in respect of which there is not either—
 - (i) a slam lock of the two-stage type; or
 - (ii) a device by means of which the driver, when occupying the driver's seat, is informed if the door is not securely closed, such device being operated by movement of the handle or other device for opening the door or, in the case of a handle or other device

with a spring-return mechanism, by movement of the door as well as of the handle or other device.

Provided that the provisions of sub-paragraphs (a), (c), (d) and (f) of this paragraph shall not apply in respect of a near side rear door forming part of a pair of doors fitted at the rear of a vehicle if that door is capable of being held securely closed by the other door of that pair.

Commencement Information

I41 Sch. 6 para. 5 in force at 11.8.1986, see **reg. 1**

View of doors

6.—(1) Save as provided in sub-paragraph (2), every minibus shall be fitted with mirrors or other means so that the driver, when occupying the driver's seat, can see clearly the area immediately inside and outside every service door of the vehicle.

(2) The provisions of sub-paragraph (1) shall be deemed to be satisfied in respect of a rear service door if a person 1.3 metres tall standing 1 metre behind the vehicle is visible to the driver when occupying the driver's seat.

Commencement Information

I42 Sch. 6 para. 6 in force at 11.8.1986, see **reg. 1**

Access to doors

7.—(1) Save as provided in sub-paragraph (2), there shall be unobstructed access from every passenger seat in a minibus to at least two doors one of which must be on the nearside of the vehicle and one of which must be either at the rear or on the offside of the vehicle.

(2) Access to one only of the doors referred to in sub-paragraph (1) may be obstructed by either or both of—

- (a) a seat which when tilted or folded does not obstruct access to that door; and
- (b) a lifting platform or ramp which—
 - (i) does not obstruct the handle or other device on the inside for opening the door with which the platform or ramp is associated, and
 - (ii) when the door is open, can be pushed or pulled out of the way from the inside so as to leave the doorway clear for use in an emergency.

Commencement Information

I43 Sch. 6 para. 7 in force at 11.8.1986, see **reg. 1**

Grab handles and hand rails

8. Every minibus shall be fitted as respects every side service door with a grab handle or a hand rail to assist passengers to get on or off the vehicle.

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Commencement Information

I44 Sch. 6 para. 8 in force at 11.8.1986, see **reg. 1**

Seats

- 9.**—(1) No seat shall be fitted to any door of a minibus.
- (2) Every seat and every wheelchair anchorage fitted to a minibus shall be fixed to the vehicle.
- (3) No seat, other than a wheelchair, fitted to a minibus shall be less than 400 mm wide, and in ascertaining the width of a seat no account shall be taken of any arm-rests, whether or not they are folded back or otherwise put out of use.
- (4) No minibus shall be fitted with an anchorage for a wheelchair in such a manner that a wheelchair secured to the anchorage would face either side of the vehicle.
- (5) No minibus shall be fitted with a seat—
- (a) facing either side of the vehicle and immediately forward of a rear door unless the seat is fitted with an arm-rest or similar device to guard against a passenger on that seat falling through the doorway; or
 - (b) so placed that a passenger on it would, without protection, be liable to be thrown through any doorway which is provided with a power-operated door or down any steps, unless the vehicle is fitted with a screen or guard which affords adequate protection against that occurrence.

Commencement Information

I45 Sch. 6 para. 9 in force at 11.8.1986, see **reg. 1**

Electrical equipment and wiring

- 10.**—(1) Save as provided in sub-paragraph (2) no minibus shall be fitted with any—
- (a) electrical circuit which is liable to carry a current exceeding that for which it was designed;
 - (b) cable for the conduct of electricity unless it is suitably insulated and protected from damage;
 - (c) electrical circuit, other than a charging circuit, which includes any equipment other than—
 - (i) a starter motor,
 - (ii) a glow plug,
 - (iii) an ignition circuit, and
 - (iv) a device to stop the vehicle's engine,unless it includes a fuse or circuit breaker so, however, that one fuse or circuit breaker may serve more than one circuit; or
 - (d) electrical circuit with a voltage exceeding 100 volts unless there is connected in each pole of the main supply of electricity which is not connected to earth a manually-operated switch which is—
 - (i) capable of disconnecting the circuit, or, if there is more than one, every circuit, from the main supply,

(ii) not capable of disconnecting any circuit supplying any lamp with which the vehicle is required to be fitted, and

(iii) located inside the vehicle in a position readily accessible to the driver.

(2) The provisions of sub-paragraph (1) do not apply in respect of a high tension ignition circuit or a circuit within a unit of equipment.

Commencement Information

I46 Sch. 6 para. 10 in force at 11.8.1986, see [reg. 1](#)

Fuel tanks

11. No minibus shall be fitted with a fuel tank or any apparatus for the supply of fuel which is in the compartments or other spaces provided for the accommodation of the driver or passengers.

Commencement Information

I47 Sch. 6 para. 11 in force at 11.8.1986, see [reg. 1](#)

Lighting of steps

12. Every minibus shall be provided with lamps to illuminate every step at a passenger exit or in a gangway.

Commencement Information

I48 Sch. 6 para. 12 in force at 11.8.1986, see [reg. 1](#)

General construction and maintenance

13. Every minibus, including all bodywork and fittings, shall be soundly and properly constructed of suitable materials and maintained in good and serviceable condition, and shall be of such design as to be capable of withstanding the loads and stresses likely to be met in the normal operation of the vehicle.

Commencement Information

I49 Sch. 6 para. 13 in force at 11.8.1986, see [reg. 1](#)

Definitions

14. In this Schedule—

“driver's door” means a door fitted to a minibus for use by the driver;

“emergency door” means a door fitted to a minibus for use by passengers in an emergency ; and

“service door” means a door fitted to a minibus for use by passengers in normal circumstances .

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Commencement Information

I50 Sch. 6 para. 14 in force at 11.8.1986, see [reg. 1](#)

SCHEDULE 7

FIRE EXTINGUISHING APPARATUS AND FIRST AID EQUIPMENT FOR MINIBUSES
(see regulation 42)

[^{F109}PART I

FIRE EXTINGUISHING APPARATUS

Textual Amendments

F109 Sch. 7 Pt. 1 substituted (11.1.1990) by [The Road Vehicles \(Construction and Use\) \(Amendment\) \(No. 4\) Regulations 1989 \(S.I. 1989/2360\)](#), regs. 1, 5

A fire extinguisher which complies in all respects with the specification for portable fire extinguishers issued by the British Standards Institution numbered BS 5423: 1977 or BS 5423: 1980 or BS 5423:1987 and which_

- (a) has a minimum test fire rating of 8A or 21B, and
- (b) contains water or foam or contains, and is marked to indicate that it contains, halon 1211 or halon 1301.]

(see regulation 43)

PART II

FIRST AID EQUIPMENT

Commencement Information

I51 Sch. 7 Pt. II in force at 11.8.1986, see [reg. 1](#)

- (i) Ten antiseptic wipes, foil packed;
- (ii) One conforming disposable bandage (not less than 7.5 cm wide);
- (iii) Two triangular bandages;
- (iv) One packet of 24 assorted adhesive dressings;
- (v) Three large sterile unmedicated ambulance dressings (not less than 15.0 cm × 20.0 cm);
- (vi) Two sterile eye pads, with attachments;
- (vii) Twelve assorted safety pins; and
- (viii) One pair of rustless blunt-ended scissors.

[^{F110}SCHEDULE 7XA

Regulations 55A(1) and 61(11)

END OF SERIES EXEMPTIONS

Textual Amendments

F110 Sch. 7XA inserted (1.10.1996) by The Road Vehicles (Construction and Use) (Amendment) (No. 5) Regulations 1996 (S.I. 1996/2329), regs. 1, 11, Sch.

PART I

MODIFICATION OF [^{F111}REGULATIONS 55A, 61 AND 61A] IN RELATION TO END OF SERIES VEHICLES

Textual Amendments

F111 Words in Sch. 7XA Pt 1 heading substituted (1.1.2001) by The Road Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 2000 (S.I. 2000/3197), regs. 1, 8(2)

Modification of [^{F112}regulations 55A, 61 and 61A]

- 1.—(1) An item numbered 2 or higher in the Table in regulation 55A shall not apply to—
- (a) a type approval end of series vehicle;
 - (b) a non-type approval end of series vehicle; or
 - (c) a late entry into service vehicle,

if it is first used before the first anniversary of the date specified in column 3 of the item.

(2) An item numbered 8, 9 or 11 in Table II of regulation 61 shall not apply to a type approval end of series vehicle if it is first used before the first anniversary of the date specified in column 3 of the item.

(3) An item numbered 9 or 11 in Table II of regulation 61 shall not apply to a non-type approval end of series vehicle if it is first used before the first anniversary of the date specified in column 3 of the item.

- (4) An item numbered 10 or higher (other than 11) in Table II of regulation 61 shall not apply to—
- (a) a type approval end of series vehicle;
 - (b) a non-type approval end of series vehicle; or
 - (c) a late entry into service vehicle,

if it is first used before the first anniversary of the date specified in column 3 of the item.

[^{F113}(4A) No provision of any Community Directive specified in an item numbered 1 or 2 in the Table in regulation 61A shall be deemed to be a design, construction or equipment requirement applying to, or to impose limit values in relation to, a vehicle by virtue of paragraphs (2) and (3) of regulation 61A, if the vehicle is—

- (a) a type approval end of series vehicle,
- (b) a non-type-approval end of series vehicle, or
- (c) a late entry into service vehicle,

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in relation to such a provision, and the vehicle is first used before the first anniversary of the date as is specified (as defined in regulation 61A) by the relevant Community Directive in item 1 or 2 in the Table in regulation 61A.]

[
F114(4B) Paragraphs (5) and (6) of regulation 61B shall not apply to a type approval end of series vehicle, if it has been first used before 1st January 2018 and is lawfully equipped with an air conditioning system designed to contain high-GWP fluorinated greenhouse gases.]

(5) Parts II, III and IV of this Schedule shall have effect for the purpose of interpreting the expressions “type approval end of series vehicle”, “non-type approval end of series vehicle” and “late entry into service vehicle” respectively for the purposes of this paragraph.

Textual Amendments

F112 Words in Sch. 7XA para. 1 heading substituted (1.1.2001) by The Road Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 2000 (S.I. 2000/3197), regs. 1, 8(2)

F113 Sch. 7XA para. 1(4A) substituted (20.10.2006) by The Road Vehicles (Construction and Use) and Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) (Amendment) Regulations 2006 (S.I. 2006/2565), regs. 1(2), 6(2)

F114 Sch. 7XA para. 1(4B) inserted (7.9.2009) by The Road Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 2009 (S.I. 2009/2196), regs. 1, 7(2)

PART II

MEANING OF “TYPE APPROVAL END OF SERIES VEHICLE” IN PART I

Meaning of “type approval end of series vehicle” for the purposes of paragraph 1

2.—(1) For the purposes of paragraph 1, a vehicle is a type approval end of series vehicle, in relation to item 8, 9 or 11 in Table II in regulation 61, if it meets the requirements of sub-paragraph (3) in relation to the item.

(2) For the purposes of paragraph 1 [F115, and subject to regulation 3 of the Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) (Amendment) Regulations 2007], a vehicle is a type approval end of series vehicle, in relation to an item numbered 2 or higher in the Table in regulation 55A or an item numbered 10 or higher (other than item 11) in Table II in regulation 61 [F116 or any provision of any Community Directive specified in item 1 or 2 in the Table in regulation 61A][F117 or paragraph (5) or (6) of regulation 61B] if—

(a) by virtue of [F118 either item 2J of Schedule 1 or] Schedule 1C to the Type Approval for Goods Vehicles Regulations, F119 ... [F120 or]

(b) by virtue of Schedule 1C to the Type Approval (Great Britain) Regulations, F121 ...

F122(c)

([F123 which][F124, other than item 2J of Schedule 1,] in certain circumstances defer the date on which certain requirements relating to exhaust emissions, [F125 air conditioning systems,] noise and silencers cease to apply) the type approval requirements that applied to the vehicle on the date specified in column 3 of the item [F126 or, in relation to any provision of any Community Directive specified in item 1 or 2 in the Table in regulation 61A, on the date as is specified (as defined in regulation 61A) by the relevant Community Directive][F127 or, in relation to paragraph (5) or (6) of regulation 61B, 1st January 2017,] are the same as the type approval requirements that applied to the vehicle immediately

before the date so specified in that column of that item [^{F128}or in relation to any provision of any Community Directive specified in item 1 or 2 in the Table in regulation 61A, the date as is specified by the relevant Community Directive]^{F129}or, in relation to paragraph (5) or (6) of regulation 61B, immediately before 1st January 2017].

[^{F130}(2A) For the purposes of paragraph 1, a vehicle is a type-approval end of series vehicle in relation to an item in the Table in regulation 55A, or in Table II in regulation 61, or any provision in any Community Directive specified in item 1 or 2 in the Table in regulation 61A, [^{F131}or paragraph (5) or (6) of regulation 61B] if it has been exempted from that item or provision under—

- (a) the laws of a relevant State (as defined by paragraph 5(1)(c)) other than the United Kingdom, or
- (b) the laws applicable in Northern Ireland,

pursuant to Article 8(2)(b) of the Framework Directive [^{F132}, or Article 27 of Community Directive 2007/46].]

[^{F133}(2B) For the purposes of paragraph 1, a vehicle is a type approval end of series vehicle in relation to—

- (a) an item numbered 2 or higher in the Table in regulation 55A,
- (b) an item numbered 10 or higher (other than item 11) in Table II in regulation 61,
- (c) any provision of any Community Directive specified in item 1 or 2 in the Table in regulation 61A, or
- (d) paragraph (5) or (6) of regulation 61B,

if a direction given under regulation 12 or 13 of the EC Whole Vehicle Type Approval Regulations or regulation 31 or 32 of the Vehicle Approval Regulations is in force in relation to the vehicle.]

(3) A vehicle meets the requirements of this sub-paragraph, in relation to the item, if—

- (a) it was manufactured during the relevant period;
- (b) one of the following conditions is satisfied—
 - (i) a certificate of conformity was issued in respect of the vehicle before the date specified in column 3 of the item by virtue of a TAC issued before the date specified in column 4 of the Table in paragraph 6 in relation to the item, or
 - (ii) a sub-MAC was issued in respect of the vehicle before the date specified in column 3 of the item by virtue of a MAC issued before the date specified in column 4 of that Table;
- (c) it was in the territory of a relevant state at some time before the date specified in column 3 of the item; and
- (d) the number of relevant vehicles which were—
 - (i) manufactured before that vehicle was manufactured, and
 - (ii) still in existence on the date specified in column 3 of that item, was less than the specified number of 50 (whichever is the greater).

(4) For the purposes of sub-paragraph (3)—

- (a) “MAC” means a Minister’s approval certificate issued under section 58(1) of the Road Traffic Act 1988;
- (b) “sub-MAC” means a Minister’s approval certificate issued under section 58(4) of the Road Traffic Act 1988; and

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(c) “TAC” means a type approval certificate.

Textual Amendments

- F115** Words in Sch. 7XA para. 2(2) inserted (14.3.2007) by The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) (Amendment) Regulations 2007 (S.I. 2007/361), regs. 1(2), **3(2)**
- F116** Words in Sch. 7XA para. 2(2) replaced (20.10.2006) by The Road Vehicles (Construction and Use) and Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) (Amendment) Regulations 2006 (S.I. 2006/2565), regs. 1(2), **6(3)(a)**
- F117** Words in Sch. 7XA para. 2(2) inserted (7.9.2009) by The Road Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 2009 (S.I. 2009/2196), regs. 1, **7(3)(a)**
- F118** Words in Sch. 7XA para. 2(2)(a) inserted (1.10.2007) by The Road Vehicles (Construction and Use) (Amendment) (No.2) Regulations 2007 (S.I. 2007/2544), regs. 1, **2(a)**
- F119** Word in Sch. 7XA para. 2(2) omitted (20.10.2006) by virtue of The Road Vehicles (Construction and Use) and Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) (Amendment) Regulations 2006 (S.I. 2006/2565), regs. 1(2), **6(3)(d)**
- F120** Word in Sch. 7XA para. 2(2) inserted (7.9.2009) by The Road Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 2009 (S.I. 2009/2196), regs. 1, **7(3)(b)**
- F121** Word in Sch. 7XA para. 2(2) omitted (7.9.2009) by virtue of The Road Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 2009 (S.I. 2009/2196), regs. 1, **7(3)(c)**
- F122** Sch. 7XA para. 2(2)(c) omitted (7.9.2009) by virtue of The Road Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 2009 (S.I. 2009/2196), regs. 1, **7(3)(c)**
- F123** Word in Sch. 7XA para. 2(2) substituted (20.10.2006) by The Road Vehicles (Construction and Use) and Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) (Amendment) Regulations 2006 (S.I. 2006/2565), regs. 1(2), **6(3)(f)**
- F124** Words in Sch. 7XA para. 2(2)(a) inserted (1.10.2007) by The Road Vehicles (Construction and Use) (Amendment) (No.2) Regulations 2007 (S.I. 2007/2544), regs. 1, **2(b)**
- F125** Words in Sch. 7XA para. 2(2) inserted (7.9.2009) by The Road Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 2009 (S.I. 2009/2196), regs. 1, **7(3)(d)**
- F126** Words in Sch. 7XA para. 2(2) replaced (20.10.2006) by The Road Vehicles (Construction and Use) and Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) (Amendment) Regulations 2006 (S.I. 2006/2565), regs. 1(2), **6(3)(b)**
- F127** Words in Sch. 7XA para. 2(2) inserted (7.9.2009) by The Road Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 2009 (S.I. 2009/2196), regs. 1, **7(3)(e)**
- F128** Words in Sch. 7XA para. 2(2) replaced (20.10.2006) by The Road Vehicles (Construction and Use) and Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) (Amendment) Regulations 2006 (S.I. 2006/2565), regs. 1(2), **6(3)(c)**
- F129** Words in Sch. 7XA para. 2(2) inserted (7.9.2009) by The Road Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 2009 (S.I. 2009/2196), regs. 1, **7(3)(f)**
- F130** Sch. 7XA para. 2(2A) inserted (20.10.2006) by The Road Vehicles (Construction and Use) and Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) (Amendment) Regulations 2006 (S.I. 2006/2565), regs. 1(2), **6(4)**
- F131** Words in Sch. 7XA para. 2(2A) inserted (7.9.2009) by The Road Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 2009 (S.I. 2009/2196), regs. 1, **7(4)(a)**
- F132** Words in Sch. 7XA para. 2(2A) inserted (7.9.2009) by The Road Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 2009 (S.I. 2009/2196), regs. 1, **7(4)(b)**
- F133** Sch. 7XA para. 2(2B) inserted (7.9.2009) by The Road Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 2009 (S.I. 2009/2196), regs. 1, **7(5)**

Modifications etc. (not altering text)

- C1** Sch. 7XA para. 2(2) modified (14.3.2007) by The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) (Amendment) Regulations 2007 (S.I. 2007/361), regs. 1(2), **3**

Meaning of “relevant vehicle” for the purposes of this Part

3.—(1) For the purposes of paragraph 2(3)(d), in relation to a particular vehicle to which Type Approval for Goods Vehicles Regulations apply (in this paragraph referred to as “the vehicle in question”) and a particular item, a “relevant vehicle” is a vehicle (other than the vehicle in question) which—

- (a) is a vehicle to which those Regulations apply;
- (b) meets the requirements specified in paragraphs (a) to (c) of paragraph 2(3);
- (c) was manufactured by the manufacturer of the vehicle in question; and
- (d) had not been registered under the Vehicles (Excise) Act 1971 or the Vehicle Excise and Registration Act 1994 before the date specified in column 3 of the item.

(2) For the purposes of paragraph 2(3)(d) in relation to a particular vehicle to which the Type Approval (Great Britain) Regulations apply (in this paragraph referred to as “the vehicle in question”) and a particular item, a “relevant vehicle” is a vehicle (other than the vehicle in question) which—

- (a) is a vehicle to which those Regulations apply;
- (b) meets the requirements specified in paragraphs (a) to (c) of paragraph 2(3);
- (c) was manufactured by the manufacturer of the vehicle in question; and
- (d) had not been registered under the Vehicle Excise and Registration Act 1994 before the date specified in column 3 of the item.

Meaning of “specified number” for the purposes of this Part

4.—(1) For the purposes of paragraph 2(3)(d), in relation to a particular vehicle to which the Type Approval (Great Britain) Regulations apply (in this paragraph referred to as “the vehicle in question”) and a particular item, “the specified number” is 10% of the total number of vehicles to which those Regulations apply that were both—

- (a) manufactured by the manufacturer of the vehicle in question; and
- (b) registered under the Vehicles Excise Act 1971 or the Vehicle Excise and Registration Act 1994 during the one year period ending immediately before the date specified in column 3 of the item.

(2) For the purposes of paragraph 2(3)(d), in relation to a particular vehicle to which the Type Approval for Goods Vehicles Regulations apply (in this paragraph referred to as “the vehicle in question”) and a particular item, “the specified number” is 10% of the total number of vehicles to which those Regulations apply that were both—

- (a) manufactured by the manufacturer of the vehicle in question, and
- (b) registered under the Vehicles Excise Act 1971 or the Vehicle Excise and Registration Act 1994 during the one year period ending immediately before the date specified in column 3 of the item.

Circumstances in which a vehicle is to be regarded as having been in the territory of a relevant state for the purposes of this Part

5.—(1) For the purposes of paragraph 2(3)(c)—

- (a) at any material time before the 5th November 1993, “relevant state” means a member State;
- (b) in relation to any time on or after 5th November 1993 but before 1st May 1995, “relevant state” means an EEA State other than Liechtenstein; and
- (c) in relation to any time on or after 1st May 1995, “relevant state” means any EEA State.

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(2) For the purposes of this paragraph—

“EEA agreement” means the Agreement on the European Economic Area signed at Oporto on the 2nd May 1992 as adjusted by the protocol signed at Brussels on the 17th March 1993; and

“EEA State” means a State which is a contracting party to the EEA agreement.

Meaning of “relevant period” for the purposes of this Part

6. For the purposes of this Part, “the relevant period” in relation to an item numbered 8, 9 or 11 in Table II in regulation 61 is the period—

- (a) beginning on the date specified in column 2 of the Table below against that item; and
- (b) ending immediately before the date specified in column 3 of the Table below against that item.

THE TABLE

1	2	3	4	5
Item in Table II in regulation 61	Date on which the relevant period begins:	Date immediately before which the relevant period ends.	Date before which type approval etc. needs to be granted	Date in column 3 of Table II in regulation 61
8	1st August 1990	1st September 1992	1st July 1992	31st December 1992
9	1st April 1991	1st October 1993	1st October 1993	1st October 1993
11	1st August 1992	1st August 1994	1st October 1993	1st October 1994

PART III

MEANING OF “NON-TYPE APPROVAL END OF SERIES VEHICLE” IN PART I

Meaning of “non-type approval end of series vehicle” in paragraph 1

7.—^{F134}(1) For the purposes of paragraph 1, a vehicle is a non-type approval end of series vehicle in relation to an item or provision if it meets the requirements of sub-paragraph (2) in relation to the item or provision.]

^{F135}(2) A vehicle meets the requirements of this sub-paragraph in relation to an item or provision if—

- (a) it is a vehicle to which neither the Type Approval (Great Britain) Regulations nor the Type Approval for Goods Vehicles Regulations [^{F136}nor the EC Whole Vehicle Type Approval Regulations][^{F137}nor the Vehicle Approval Regulations] apply;
- (b) it was manufactured during the relevant period;
- (c) no EC certificate of conformity has been issued in respect of the vehicle;
- (d) it was in the territory of a relevant state at some time before the end of the relevant period; and
- (e) the number of relevant vehicles which were both—
 - (i) manufactured before that vehicle was manufactured, and

- (ii) still in existence on the date specified in column 3 in the item ^{F138} or in relation to any provision of any Community Directive specified in item 1 or 2 in the Table in regulation 61A, on the date as is specified (as defined in regulation 61A) by the relevant Community Directive, is less than the specified number, or 100, whichever is the greater.]

Textual Amendments

- F134** Sch. 7XA para. 7(1) substituted (20.10.2006) by The Road Vehicles (Construction and Use) and Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) (Amendment) Regulations 2006 (S.I. 2006/2565), regs. 1(2), **6(5)**
- F135** Words in Sch. 7XA para. 7(2) substituted (20.10.2006) by The Road Vehicles (Construction and Use) and Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) (Amendment) Regulations 2006 (S.I. 2006/2565), regs. 1(2), **6(6)**
- F136** Words in Sch. 7XA para. 7(2)(a) inserted (20.10.2006) by The Road Vehicles (Construction and Use) and Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) (Amendment) Regulations 2006 (S.I. 2006/2565), regs. 1(2), **6(7)**
- F137** Words in Sch. 7XA para. 7(2)(a) inserted (7.9.2009) by virtue of The Road Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 2009 (S.I. 2009/2196), regs. 1, **7(6)**
- F138** Words in Sch. 7XA para. 7(2)(e)(ii) replaced (20.10.2006) by The Road Vehicles (Construction and Use) and Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) (Amendment) Regulations 2006 (S.I. 2006/2565), regs. 1(2), **6(8)**

Meaning of “relevant vehicle” for the purposes of this Part

8. For the purposes of paragraph 7(2)(e), in relation to a particular vehicle (in this paragraph referred to as “the vehicle in question”) and a particular item ^{F139}, or provision], a “relevant vehicle” is a vehicle (other than the vehicle in question) which—

- (a) meets the requirements specified in paragraphs (a) to (d) of paragraph 7(2);
- ^{F140}(b) is a “vehicle” within the meaning of Community Directive 70/220 (as amended by Community Directive 83/351) or Community Directive 2005/55 (as amended by Community Directives 2005/78 and 2006/51);]
- (c) was manufactured by the manufacturer of the vehicle in question;
- (d) had not been registered under the Vehicles (Excise) Act 1971 or the Vehicle Excise and Registration Act 1994 during the relevant period.

Textual Amendments

- F139** Words in Sch. 7XA para. 8 inserted (20.10.2006) by The Road Vehicles (Construction and Use) and Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) (Amendment) Regulations 2006 (S.I. 2006/2565), regs. 1(2), **6(9)**
- F140** Sch. 7XA para. 8(b) substituted (9.11.2006) by The Road Vehicles (Construction and Use) and Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) (Amendment) Regulations 2006 (S.I. 2006/2565), regs. 1(2), **6(10)**

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Meaning of “specified number” for the purposes of this Part

9.—(1) For the purposes of paragraph 7(2)(e), in relation to a particular vehicle (in this paragraph referred to as “the vehicle in question”) and a particular item [^{F141}or provision], “the specified number” is [^{F142}30%] of the total number of vehicles that—

(a) are vehicles to which neither the Type Approval (Great Britain) Regulations nor the Type Approval for Goods Vehicles Regulations [^{F143}nor the EC Whole Vehicle Type Approval Regulations] apply; and

(b) meet the requirements of sub-paragraph (2).

(2) A vehicle meets the requirements of this paragraph if it—

[^{F144}(a) is a “vehicle” within the meaning of Community Directive 70/220 (as amended by Community Directive 83/351) or Community Directive 2005/55 (as amended by Community Directives 2005/78 and 2006/51);]

(b) was manufactured by the manufacturer of the vehicle in question; and

(c) was registered under the Vehicles (Excise) Act 1971 or the Vehicle Excise and Registration Act 1994 during the one year period ending immediately before the date specified in column 3 of that item [^{F145}or, in relation to [^{F146}any provision of any Community Directive specified in] item 1 or 2 of the Table in regulation 61A, before the date as is specified (as defined in regulation 61A) by the relevant Community Directive].

Textual Amendments

F141 Words in Sch. 7XA para. 9(1) inserted (20.10.2006) by The Road Vehicles (Construction and Use) and Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) (Amendment) Regulations 2006 (S.I. 2006/2565), regs. 1(2), **6(11)**

F142 Figure in Sch. 7XA para. 9(1) replaced (20.10.2006) by The Road Vehicles (Construction and Use) and Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) (Amendment) Regulations 2006 (S.I. 2006/2565), regs. 1(2), **6(11)**

F143 Words in Sch. 7XA para. 9(1)(a) inserted (20.10.2006) by The Road Vehicles (Construction and Use) and Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) (Amendment) Regulations 2006 (S.I. 2006/2565), regs. 1(2), **6(12)**

F144 Sch. 7XA para. 9(2)(a) substituted (9.11.2006) by The Road Vehicles (Construction and Use) and Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) (Amendment) Regulations 2006 (S.I. 2006/2565), regs. 1(2), **6(13)**

F145 Words in Sch. 7XA para. 9(2)(c) inserted (1.1.2001) by The Road Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 2000 (S.I. 2000/3197), regs. 1, **8(8)**

F146 Words in Sch. 7XA para. 9(2)(c) inserted (20.10.2006) by The Road Vehicles (Construction and Use) and Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) (Amendment) Regulations 2006 (S.I. 2006/2565), regs. 1(2), **6(14)**

Circumstances in which a vehicle is to be regarded as having been in the territory of a relevant state for the purposes of this Part

10. Paragraph 5 in Part II of this Schedule shall have effect for the purposes of paragraph 7(2)(d) as it has effect for the purposes of paragraph 2(3)(c).

Meaning of “relevant period” for the purposes of this Part

11. For the purposes of paragraphs 7(2)(d), “the relevant period”—

(a) in relation to an item numbered 9 or 11 in Table II in regulation 61 is the period—

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- (i) beginning on the date specified in column 2 of the Table below against the item, and
- (ii) ending immediately before the date specified in column 3 of the Table below against the item; and
- (b) in relation to any item in the Table in regulation 55A or any item numbered 10 or higher (other than 11) in the said Table II is the two year period ending immediately before the date specified in column 3 of that item ^{F147}; and
- (c) in relation to ^{F148}any provision of any Community Directive specified in] an item numbered 1 or 2 in the Table in regulation 61A is the two year period ending immediately before the date as is specified (as defined in regulation 61A) by the relevant Community Directive in the Table.]

THE TABLE

1	2	3	4
Item in Table II in regulation 61	Date on which relevant period begins	Date immediately before which the relevant period ends	Date in column 3 of Table II in regulation 61
9	1st April 1991	1st October 1993	1st October 1993
11	1st August 1992	1st August 1994	1st October 1994

Textual Amendments

F147 Sch. 7XA para. 11(c) and word inserted (1.1.2001) by The Road Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 2000 (S.I. 2000/3197), regs. 1, **8(9)**

F148 Words in Sch. 7XA para. 11(c) inserted (20.10.2006) by The Road Vehicles (Construction and Use) and Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) (Amendment) Regulations 2006 (S.I. 2006/2565), regs. 1(2), **6(15)**

PART IV

MEANING OF “LATE ENTRY INTO SERVICE VEHICLE” IN PART I

Meaning of “late entry into service vehicle” in paragraph 1

12. For the purposes of paragraph 1, a vehicle is a late entry into service vehicle, in relation to an item ^{F149}or provision], if—

- (a) no EC certificate of conformity has been issued in respect of the vehicle;
- (b) it was in the territory of a relevant state at some time before the date specified in column 3 of the item ^{F150}or, in relation to ^{F151}any provision of any Community Directive specified in] item 1 or 2 of the Table in regulation 61A, before the date as is specified (as defined in regulation 61A) by the relevant Community Directive];
- (c) it was manufactured at least two years before that date.

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Textual Amendments

F149 Words in Sch. 7XA para. 12 inserted (20.10.2006) by The Road Vehicles (Construction and Use) and Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) (Amendment) Regulations 2006 (S.I. 2006/2565), regs. 1(2), **6(16)**

F150 Words in Sch. 7XA para. 12(b) inserted (1.1.2001) by The Road Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 2000 (S.I. 2000/3197), regs. 1, **8(10)**

F151 Words in Sch. 7XA para. 12(b) inserted (20.10.2006) by The Road Vehicles (Construction and Use) and Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) (Amendment) Regulations 2006 (S.I. 2006/2565), regs. 1(2), **6(17)**

Circumstances in which a vehicle is to be regarded as having been in the territory of a relevant state for the purposes of this Part

13. Paragraph 5 in Part II of this Schedule shall have effect for the purposes of paragraph 12(b) as it has effect for the purposes of paragraph 2(3)(c).]

[^{F152}SCHEDULE 7A

Regulations 57, 57A and 57B

MOTOR CYCLE NOISE AND MOTOR CYCLE SILENCERS

Textual Amendments

F152 Sch. 7A inserted (1.7.1994) by The Road Vehicles (Construction and Use) (Amendment) Regulations 1994 (S.I. 1994/14), regs. 1(1), 3(8), **Sch. 2**

PART I

1.—(1) For the purposes of these Regulations a vehicle meets the requirements of an item in the Table below if its sound level does not exceed by more than 1 dB(A) the relevant limit specified in column 2 in that item when measured under the conditions specified in column 3 in that item by the method specified in column 4 in that item using the apparatus prescribed in regulation 55(6).

(2) In this Part of this Schedule, “moped” has the same meaning as in regulation 57.

TABLE

1	2		3	4
Item	Limits of sound level		Conditions of measurement	Methods of measurement
	Mopeds	Vehicles other than mopeds		
1	73 dB(A)	Limit determined in accordance with paragraph 2.1.1 of Annex I to Community Directive 78/1015 by reference to	Conditions specified in paragraph 2.1.3 of Annex I to Community Directive 78/1015	Methods specified in paragraph 2.1.4 of Annex I to Community Directive 78/1015

1	2	3	4
Item	Limits of sound level	Conditions of measurement	Methods of measurement
	Mopeds	Vehicles other than mopeds	
		the cubic capacity of the vehicle	
2	73 dB(A)	First stage limit determined in accordance with paragraph 2.1.1 of Annex I to Community Directive 87/56 by reference to the cubic capacity of the vehicle	Conditions specified in paragraph 2.1.3 of Annex I to Community Directive 87/56
			Methods specified in paragraph 2.1.4 of Annex I to Community Directive 87/56
3	74 dB(A)	The limit specified in item 2 plus 1 dB(A)	As in item 2

PART II

2. The requirements of this paragraph are that the silencer—
 - (a) is so constructed that—
 - (i) it meets the requirements of paragraphs 3 and 4 of British Standard BS AU 193: 1983;
 - (ii) were it to be fitted to an unused vehicle of the same model as the vehicle in question, the unused vehicle would meet the requirements of paragraph 5.2 of that Standard;
 - (b) is clearly and indelibly marked “BS AU 193/T2”.
3. The requirements of this paragraph are that the silencer—
 - (a) is so constructed that—
 - (i) it meets the requirements of paragraphs 3 and 4 of British Standard BS AU 193a: 1990;
 - (ii) were it to be fitted to an unused vehicle of the same model as the vehicle in question, the unused vehicle would meet the requirements of paragraph 5.2 of that Standard;
 - (b) is clearly and indelibly marked “BS AU 193a: 1990/T2”
4. The requirements of this paragraph are that the silencer—
 - (a) is so constructed that—
 - (i) it meets the requirements of paragraphs 3 and 4 of British Standard BS AU 193a: 1990;
 - (ii) were it to be fitted to an unused vehicle of the same model as the vehicle in question, the unused vehicle would meet the requirements of paragraph 5.3 of that Standard;

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(b) is clearly and indelibly marked “BS AU 193a: 1990/T3”.

5. In this Part of this Schedule—

- (a) “British Standard BS AU 193: 1983” means the British Standard Specification for replacement motor cycle and moped exhaust systems published by the British Standards Institution under reference number BS AU 193: 1983;
- (b) “British Standard BS AU 193a: 1990” means the British Standard Specification for replacement motor cycle and moped exhaust systems published by the British Standards Institution under reference number BS AU 193a: 1990.

PART III

6. Paragraph (4) of regulation 57A shall not apply to a replacement silencer if the second requirement referred to in that regulation would be met were there substituted in Part II of this Schedule,—

- (a) for the references to provisions in either of the British Standard Specifications, references to equivalent provisions in a corresponding standard; and
- (b) for the references to a mark, references to a mark made pursuant to that corresponding standard indicating that the silencer complies with those equivalent provisions.

7. In this Part of this Schedule, “corresponding standard”, in relation to a British Standard Specification, means—

- (a) a standard or code of practice of a national standards body or equivalent body of any member State;
- (b) any international standard recognised for use as a standard by any member State; or
- (c) a technical specification or code of practice which, whether mandatory or not, is recognised for use as a standard by a public authority of any member State,

where the standard, code of practice, international standard or technical specification provides, in relation to motor cycles, a level of noise limitation and safety equivalent to that provided by the British Standard Specification and contains a requirement as respects the marking of silencers equivalent to that provided by that instrument.

8. A reference in this part of this Schedule to a British Standard Specification is a reference to British Standard BS AU 193: 1983 or British Standard BS AU 193a: 1990; and “either of the British Standard Specifications” shall be construed accordingly.

9. In this Part of this Schedule, “British Standard BS AU 193: 1983” and “British Standard BS AU 193a: 1990” have the same meanings as in Part II of this Schedule.]

[^{F153}SCHEDULE 7B Regulation 61(10AA), (10AB) and (10BA)

EMISSIONS FROM CERTAIN MOTOR VEHICLES

Textual Amendments

F153 Sch. 7B inserted (25.9.1995) by The Road Vehicles (Construction and Use) (Amendment) (No. 5) Regulations 1995 (S.I. 1995/2210), regs. 1(2), 4, Sch. 2

PART I

VEHICLES PROPELLED BY SPARK IGNITION ENGINES

1. This Part of this Schedule applies to a vehicle if, when the engine is running without load at a normal idling speed, the carbon monoxide content of the exhaust emissions from the engine exceeds the relevant percentage of the total exhaust emissions from the engine by volume.

2. This Part of this Schedule also applies to a vehicle if, when the engine is running without load at a fast idling speed,—

- (a) the carbon monoxide content of the exhaust emissions from the engine exceeds [^{F154}the relevant percentage] of the total exhaust emissions from the engine by volume;
- (b) the hydrocarbon content of those emissions exceeds 0.02% of the total exhaust emissions from the engine by volume; or
- (c) the lambda value is not within the relevant limits.

Textual Amendments

F154 Words in Sch. 7B para. 2(a) substituted (1.3.2002) by The Road Vehicles (Construction and Use) (Amendment) Regulations 2002 (S.I. 2002/227), regs. 1, **2(2)**

3. For the purposes of [^{F155}paragraph 1 of] this Part of this Schedule the relevant percentage, in respect of a vehicle, is—

- (a) if the vehicle is of a description specified in the Annex to the emissions publication, the percentage shown against that description of vehicle in column 2(a) of that Annex; ^{F156}...
- [^{F157}(b) if the vehicle is not of such a description and is first used before 1st July 2002, 0.5%; or
- (c) if the vehicle is not of such a description and is first used on or after 1st July 2002, 0.3%.]

Textual Amendments

F155 Words in Sch. 7B para. 3 inserted (1.3.2002) by The Road Vehicles (Construction and Use) (Amendment) Regulations 2002 (S.I. 2002/227), regs. 1, **2(3)**

F156 Word in Sch. 7B para. 3 omitted (1.1.2004) by virtue of The Road Vehicles (Construction and Use) (Amendment) (No. 5) Regulations 2003 (S.I. 2003/3145), regs. 1, **5(2)(a)**

F157 Sch. 7B para. 3(b)(c) substituted for Sch. 7B para. 3(b) (1.1.2004) by The Road Vehicles (Construction and Use) (Amendment) (No. 5) Regulations 2003 (S.I. 2003/3145), regs. 1, **5(2)(b)**

[^{F158}**3A.** For the purposes of paragraph 2(a) of this Part of this Schedule the relevant percentage, in respect of a vehicle, is, when the engine is running without load at a fast idling speed—

- (a) if the vehicle is of a description specified in the Annex to the emissions publication, the percentage shown against that description of vehicle in column 3(a) of that Annex; ^{F159}...
- [^{F160}(b) if the vehicle is not of such a description and is first used before 1st July 2002, 0.3%; or
- (c) if the vehicle is not of such a description and is first used on or after 1st July 2002, 0.2%.]

Textual Amendments

F158 Sch. 7B para. 3A inserted (1.3.2002) by The Road Vehicles (Construction and Use) (Amendment) Regulations 2002 (S.I. 2002/227), regs. 1, **2(4)**

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F159 Word in Sch. 7B para. 3A omitted (1.1.2004) by virtue of The Road Vehicles (Construction and Use) (Amendment) (No. 5) Regulations 2003 (S.I. 2003/3145), regs. 1, **5(3)(a)**

F160 Sch. 7B para. 3A(b)(c) substituted for Sch. 7B para. 3A(b) (1.1.2004) by The Road Vehicles (Construction and Use) (Amendment) (No. 5) Regulations 2003 (S.I. 2003/3145), regs. 1, **5(3)(b)**

4. For the purposes of this Part of this Schedule, in the case of a vehicle of a description specified in the Annex to the emissions publication, the engine shall be regarded as running at a normal idling speed if and only if the engine is running at a rotational speed between the minimum and maximum limits shown against that description of vehicle in columns 2(b) and (c) respectively of that Annex.

5. For the purposes of this Part of this Schedule an engine shall be regarded as running at a fast idling speed if—

- (a) the vehicle is of a description specified in the Annex to the emissions publication and the engine is running at a rotational speed between the minimum and maximum limits shown against that description of vehicle in columns 3(e) and (f) respectively of that Annex; or
- (b) the vehicle is not of such a description and the engine is running at a rotational speed between 2,500 and 3,000 revolutions per minute.

6. For the purposes of this Part of this Schedule, the lambda value, in respect of a vehicle, shall be regarded as being within relevant limits, if and only if—

- (a) the vehicle is of a description specified in the Annex to the emissions publication and the lambda value is between the minimum and maximum limits shown against that description of vehicle in columns 3(c) and (d) respectively of that Annex; or
- (b) the vehicle is not of such a description and the lambda value is between 0.97 and 1.03.

7. In this Part of this Schedule—

- (a) a reference to the lambda value, in relation to a vehicle at any particular time, is a reference to the ratio by mass of air to petrol vapour in the mixture entering the combustion chambers divided by 14.7; and

[^{F161}(b) “the emissions publication” is the publication entitled “In Service Exhaust Emission Standards for Road Vehicles – Nineteenth edition” (ISBN 978-1-84864-176-1) published by the Department for Transport.]

Textual Amendments

F161 Sch. 7B para. 7(b) substituted (1.2.2018) by The Road Vehicles (Construction and Use) (Amendment etc.) (No. 2) Regulations 2017 (S.I. 2017/1251), regs. 1, **2(2)**

PART II

VEHICLES PROPELLED BY COMPRESSION IGNITION ENGINES

[^{F162}8.—(1) This Part of this Schedule applies to a vehicle if, when subjected to a relevant test, the coefficient of absorption of the exhaust emissions from the engine of the vehicle immediately after leaving the exhaust system exceeds—

- (a) if the vehicle is first used before 1st July 2008 and the engine of that vehicle is turbo-charged, 3.0 per metre [^{F163}, or the manufacturer’s plate value if lower];
- (b) if the vehicle is first used before 1st July 2008 and the engine of that vehicle is not turbo-charged, 2.5 per metre [^{F164}, or the manufacturer’s plate value if lower]; or

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(c) if the vehicle is first used on or after 1st July 2008 ^{F165}but before 1st January 2014, the manufacturer’s plate value if available, otherwise], 1.5 per metre;

[if the vehicle is first used on or after 1st January 2014, the manufacturer’s plate value if ^{F166}(d) available, otherwise 0.7 per metre].

(2) In paragraph (1) “a relevant test” means a test conducted in accordance with—

^{F167}(a) point 8.2.2 of Annex 1 of Directive 2014/45/EU; or

(b) point 8.2.2 of Annex 2 of Directive 2014/47/EU]]

Textual Amendments

F162 Sch. 7B para. 8 substituted (1.1.2004) by The Road Vehicles (Construction and Use) (Amendment) (No. 5) Regulations 2003 (S.I. 2003/3145), regs. 1, **5(4)**

F163 Words in Sch. 7B para. 8(1)(a) inserted (20.5.2018) by The Road Vehicles (Construction and Use) (Amendment) Regulations 2017 (S.I. 2017/851), regs. 1, **8(a)**

F164 Words in Sch. 7B para. 8(1)(b) inserted (20.5.2018) by The Road Vehicles (Construction and Use) (Amendment) Regulations 2017 (S.I. 2017/851), regs. 1, **8(b)**

F165 Words in Sch. 7B para. 8(1)(c) inserted (20.5.2018) by The Road Vehicles (Construction and Use) (Amendment) Regulations 2017 (S.I. 2017/851), regs. 1, **8(c)**

F166 Sch. 7B para. 8(1)(d) inserted (20.5.2018) by The Road Vehicles (Construction and Use) (Amendment) Regulations 2017 (S.I. 2017/851), regs. 1, **8(d)**

F167 Sch. 7B paras. 8(2)(a)(b) substituted (20.5.2018) by The Road Vehicles (Construction and Use) (Amendment) Regulations 2017 (S.I. 2017/851), regs. 1, **8(e)**

9. In this Part of this Schedule—

(a) “coefficient of absorption” shall be construed in accordance with paragraph 3.5 of Annex VII to Community Directive 72/306; ^{F168}...

^{F169}(b)]

Textual Amendments

F168 Word in Sch. 7B para. 9(a) omitted (1.10.2000) by virtue of The Road Vehicles (Construction and Use) (Amendment) Regulations 2000 (S.I. 2000/1434), regs. 1, **4(2)**

F169 Sch. 7B para. 9(b) omitted (1.10.2000) by virtue of The Road Vehicles (Construction and Use) (Amendment) Regulations 2000 (S.I. 2000/1434), regs. 1, **4(2)**

SCHEDULE 8

(see regulation 66)

PLATES FOR CERTAIN VEHICLES

PART I

Commencement Information

I52 Sch. 8 Pt. I in force at 11.8.1986, see **reg. 1**

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Particulars to be shown on plate for motor vehicles (including motor vehicles forming part of articulated vehicles)

1. Manufacturer's name.
2. Vehicle type.
3. Engine type and power (a).
4. Chassis or serial number.
5. Number of axles.
6. Maximum axle weight for each axle (b).
7. Maximum gross weight (c).
8. Maximum train weight (d).
9. Maximum weight in Great Britain for each axle (b) (e).
10. Maximum gross weight in Great Britain (c) (e).
 - (a) The power need not be shown in the case of a motor vehicle manufactured before 1st October 1972 (hereinafter in this Schedule referred to as "an excepted vehicle") and shall not be shown in the case of any motor vehicle which is propelled otherwise than by a compression ignition engine.
 - (b) This weight as respects each axle is the sum of the weights to be transmitted to the road surface by all the wheels of that axle.
 - (c) This weight is the sum of the weights to be transmitted to the road surface by all the wheels of the motor vehicle (including any load imposed by a trailer, whether forming part of an articulated vehicle or not, on the motor vehicle).
 - (d) This weight is the sum of the weights to be transmitted to the road surface by all the wheels of the motor vehicle and of any trailer drawn, but this item need not be completed where the motor vehicle is not constructed to draw a trailer.
 - (b), (c), (d) References to the weights to be transmitted to the road surface by all or any of the wheels of the vehicle or of any trailer drawn are references to the weights so to be transmitted both of the vehicle or trailer and of any load or persons carried by it.
 - (e) This item need not be completed in the case of an excepted vehicle or in the case of a vehicle which is a locomotive or motor tractor.

PART II

Commencement Information

I53 Sch. 8 Pt. II in force at 11.8.1986, see [reg. 1](#)

Particulars to be shown on plate for trailers (including trailers forming part of articulated vehicles)

1. Manufacturer's name.
2. Chassis or serial number.
3. Number of axles.
4. Maximum weight for each axle (a).
5. Maximum load imposed on drawing vehicle (b).
6. Maximum gross weight (c).
7. Maximum weight in Great Britain for each axle (a) (e).

8. Maximum gross weight in Great Britain (c) (f).
9. Year of manufacture (d).
 - (a) This weight as respects each axle is the sum of the weights to be transmitted to the road surface by all the wheels of that axle.
 - (b) Only for trailers forming part of articulated vehicles or where some of the weight of the trailer or its load is to be imposed on the drawing vehicle. This item need not be completed in the case of a converter dolly [^{F170}manufactured before 1st February 1992]
 - (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), References to the weights to be transmitted to the road surface by all or any of the wheels
 - (b), of the trailer are references to the weight so to be transmitted both of the trailer and of
 - (c) 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.
 - (d) This item need not be completed in the case of a trailer manufactured before 1st April 1970.
 - (e) This item need not be completed in the case of a trailer manufactured before 1st October 1972.
 - (f) This item need not be completed in the case of a trailer manufactured before 1st October 1972 or which forms part of an articulated vehicle.

Textual Amendments

F170 Words in Sch. 8 Pt. 2 added (1.11.1991) by [The Road Vehicles \(Construction and Use\) \(Amendment\) \(No. 1\) Regulations 1991 \(S.I. 1991/1526\)](#), regs. 1, 4

PART III

1. The power of an engine, which is to be shown only in the case of a compression ignition engine on the plate in respect of item 3 in Part I of this Schedule, shall be the amount in kilowatts equivalent to the installed power output shown in a type test certificate issued—

- (a) by a person authorised by the Secretary of State for the type of engine to which the engine conforms; and
- (b) in accordance with either—
 - (i) the provisions relating to the installed brake power output specified in the British Standard Specification for the Performance of Diesel Engines for Road Vehicles published on 19th May 1971 under the number BS AU 141a: 1971;
 - (ii) the provisions relating to the net power specified in Community Directive 80/1269 but after allowance has been made for the power absorbed by such equipment, at its minimum power setting, driven by the engine of the vehicle as is fitted for the operation of the vehicle (other than its propulsion) such power being measured at the speed corresponding to the engine speed at which maximum engine power is developed; or

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- (iii) the provisions of Annex 10 of ECE Regulation 24.02 as further amended with effect from 15th February 1984 [^{F171}or Annex 10 of ECE Regulation 24.03 or Community Directive 88/195] relating to the method of measuring internal combustion engine net power, but after allowance has been made for the power absorbed by any disconnectable or progressive cooling fan, at its maximum setting, and by any other such equipment, at its minimum power setting, driven by the engine of the vehicle as is fitted for the operation of the vehicle (other than its propulsion), such power being measured at the speed corresponding to the engine speed at which maximum engine power is developed.

Textual Amendments

F171 Words in Sch. 8 Pt. 3 para. 1(b)(iii) inserted (26.6.1990) by The Road Vehicles (Construction and Use) (Amendment) (No. 2) Regulations 1990 (S.I. 1990/1131), regs. 1, 5

Commencement Information

I54 Sch. 8 Pt. 3 para. 1 in force at 11.8.1986, see reg. 1

2.—(1) [^{F172}Subject to paragraph 3A,] the weights to be shown on the plate in relation to items 6, 7 and 8 in Part I and in relation to items 4, 5 and 6 in Part II shall be the weight limits at or below which the vehicle is considered fit for use, having regard to its design, construction and equipment and the stresses to which it is likely to be subject in use, by the Secretary of State if the vehicle is one to which the Type Approval for Goods Vehicles Regulations [^{F173}or the Motor Vehicles (Approval) Regulations 2001] apply, and by the manufacturer if the vehicle is one to which those Regulations do not apply.

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

- (a) there may be shown on the plate, in place of any of those weights, such new weights as the manufacturer of the vehicle or any person carrying on business as a manufacturer of motor vehicles or trailers (or a person duly authorised on behalf of that manufacturer or any such person) or a person authorised by the Secretary of State considers to represent the weight limits at or below which the vehicle will then be fit for use, having regard to its design, construction and equipment and to those alterations and to the stresses to which it is likely to be subject in use; and
- (b) the name of the person who has determined the new weights shall be shown on the plate as having made that determination and, where he is a person authorised by the Secretary of State, his appointment shall be so shown.

(2) In relation to a vehicle manufactured on or after 1st October 1972, in the foregoing paragraph

- (a) the references to equipment shall not be treated as including a reference to the type of tyres with which the vehicle is equipped; and
- (b) for the words “weight limits at or below” in both places where they occur there shall be substituted the words “maximum weights at”.

Textual Amendments

F172 Words in Sch. 8 Pt. 3 para. 2(1) inserted (1.3.2001) by The Road Vehicles (Construction and Use) (Amendment) Regulations 2001 (S.I. 2001/306), regs. 1, 4(1)(a)

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F173 Words in Sch. 8 Pt. 3 para. 2(1) inserted (1.3.2001) by The Road Vehicles (Construction and Use) (Amendment) Regulations 2001 (S.I. 2001/306), regs. 1, **4(1)(b)**

Commencement Information

I55 Sch. 8 Pt. III para. 2 in force at 11.8.1986, see reg. 1

3. [^{F174}Subject to paragraph 3A,] the weights to be shown on the plate in respect of—
- (a) item 9 in Part I of this Schedule shall be the weights shown at item 6 in that Part and in respect of item 7 in Part II of this Schedule shall be the weights shown at item 4 in that Part, in each case reduced so far as necessary to indicate the maximum weight applicable to each axle of the vehicle, if the vehicle is not to be used in contravention of regulations 23, 75, 78 or 79, and if the tyres with which the vehicle is equipped are not, as respects strength, to be inadequate to support the weights to be so shown at item 9 and item 7;
 - (b) item 10 in the said Part I shall be the weight shown at item 7 in that Part and in respect of item 8 in the said Part II shall be the weight shown at item 6 in that Part, in each case reduced so far as necessary to indicate the maximum permissible weight applicable if the vehicle is not to be used in contravention of regulation 75 if the tyres with which the vehicle is equipped are not, as respects strength, to be inadequate to support the weights to be so shown at item 10 and item 8.

Textual Amendments

F174 Words in Sch. 8 Pt. 3 para. 3 inserted (1.3.2001) by The Road Vehicles (Construction and Use) (Amendment) Regulations 2001 (S.I. 2001/306), regs. 1, **4(2)**

Commencement Information

I56 Sch. 8 Pt. III para. 3 in force at 11.8.1986, see reg. 1

- [^{F175}**3A.** In the case of a vehicle—
- (a) which complies with the requirements specified in regulation 4(2) of the Motor Vehicles (Approval) Regulations 2001;
 - (b) in respect of which a Minister's approval certificate has been issued under section 58 of the 1988 Act for the purposes of the type approval requirements prescribed by those Regulations; and
 - (c) in respect of which a Minister's approval certificate has not subsequently been issued under that section for the purposes of the type approval requirements prescribed by the Type Approval for Goods Vehicles Regulations,

the weight shown on the plate in relation to items 7 and 10 in Part I of this Schedule shall be 3,500 kg.]

Textual Amendments

F175 Sch. 8 Pt. 3 para. 3A inserted (1.3.2001) by The Road Vehicles (Construction and Use) (Amendment) Regulations 2001 (S.I. 2001/306), regs. 1, **4(3)**

4.—(1) Subject to sub-paragraph (2) of this paragraph weights on plates first affixed to a vehicle on or after 1st October 1972 shall be shown in kilograms and weights on plates first so affixed before that date shall be shown in tons and decimals thereof.

(2) Where a new weight is first shown on a plate by virtue of the proviso to paragraph 2(1) the weight shall be shown as if it was on a plate first affixed to a vehicle on the date it was first shown.

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Commencement Information

I57 Sch. 8 Pt. III para. 4 in force at 11.8.1986, see reg. 1

5. All letters and figures shown on the plate shall be not less than 6mm in height.

Commencement Information

I58 Sch. 8 Pt. III para. 5 in force at 11.8.1986, see reg. 1

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

- (a) a 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) any other vehicle, references to the person by whom that vehicle was constructed.

Commencement Information

I59 Sch. 8 Pt. III para. 6 in force at 11.8.1986, see reg. 1

SCHEDULE 9

(see regulation 69)

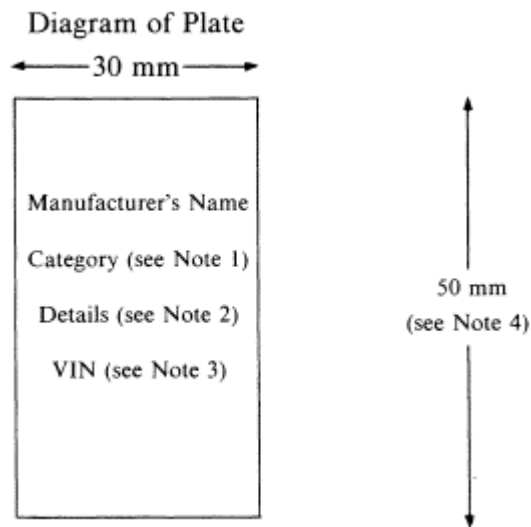
PLATES FOR MOTOR CYCLES

1. The plate required by regulation 69 shall be firmly attached to a part of the motor cycle which is not normally subject to replacement during the life of the motor cycle.

Commencement Information

I60 Sch. 9 para. 1 in force at 11.8.1986, see reg. 1

2. The plate shall be in the form shown in the diagram in this paragraph, shall have dimensions not less than those shown in that diagram and shall show the information provided for in that diagram and detailed in the Notes below.



Notes:

1. The categories are “standard motor cycle” and “moped”.
2. The details are—
 - (a) for standard motor cycles—
 - (i) the engine capacity,
 - (ii) the maximum engine power, and
 - (iii) the power to weight ratio,
 - (b) provided that the details under (ii) and (iii) need not be shown for a vehicle first used before 1st January 1982;
 - (b) for mopeds—
 - (i) the engine capacity,
 - (ii) the kerbside weight, and
 - (iii) the maximum speed.
3. The vehicle identification number (VIN) shall be marked in the form used by the manufacturer to identify any one individual vehicle.
4. In the case of a plate fitted to a vehicle first used before 1st January 1982 or to a moped this dimension shall be 40 mm.

Commencement Information

I61 Sch. 9 para. 2 in force at 11.8.1986, see **reg. 1**

3. The information on the plate shall be shown in characters not less than 4 mm in height and in the positions on the plate indicated in the diagram above.

Commencement Information

I62 Sch. 9 para. 3 in force at 11.8.1986, see **reg. 1**

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4. No information, other than that provided for in the diagram above, shall be marked within the rectangle which is shown in that diagram.

Commencement Information

I63 Sch. 9 para. 4 in force at 11.8.1986, see **reg. 1**

5. In this Schedule and, in respect of the definition of “moped”, in regulations 54 and 57—

“maximum engine power” means the maximum net power the motor cycle engine will develop, in kilowatts, when measured in accordance with the test conditions specified in the International Standard number ISO 4106 developed by the technical committee of the International Organisation for Standardisation, and approved by member bodies, including the United Kingdom, and published under the reference ISO 1978 4106–09–01;

“moped” means a motor cycle which—

- (a) has a kerbside weight not exceeding 250 kg, and
- (b) if propelled by an internal combustion engine, has an engine with a cylinder capacity which does not exceed 50 cc, and
- (c) is designed to have a maximum speed not exceeding 30 mph when driven under the conditions set out in paragraph 6.

“power to weight ratio” means the ratio of the maximum engine power to the kerbside weight of the vehicle measured, as regards the maximum engine power, in kilowatts and, as regards the kerbside weight, in 1000 kg;

“standard motor cycle” means a motor cycle which is not a moped.

Commencement Information

I64 Sch. 9 para. 5 in force at 11.8.1986, see **reg. 1**

6. A motor cycle shall be regarded as complying with paragraph (c) of the definition of “moped” in paragraph 5 if it cannot exceed 35 mph when tested under the following conditions—

- (a) the surface on which it is tested shall be dry asphalt or concrete;
- (b) the rider shall be a person not exceeding 75 kg in weight;
- (c) no passenger or load shall be carried;
- (d) the test route shall be so located that acceleration to, and deceleration from, maximum speed can take place elsewhere than on the test route itself;
- (e) the test route shall not have a gradient exceeding 5%;
- (f) the motor cycle shall be ridden in opposite directions along the test route and the speed recorded for the purpose of the test shall (in order to minimise the effect of wind resistance and gradient) be the average of speeds shown for each direction;
- (g) when being driven along the test route, the motor cycle shall be driven in such manner and in such gear as to achieve the maximum speed of which it is capable; and
- (h) if the motor cycle is fitted with a device which can, without the use of specialist tools or equipment, be readily modified or removed so as to increase its maximum speed, the test shall be carried out with the device in the modified condition or, as the case may be, without the device.

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.....
Commencement Information

I65 Sch. 9 para. 6 in force at 11.8.1986, see **reg. 1**

SCHEDULE 10

(see regulation 70)

MINISTRY PLATE

.....
Commencement Information

I66 Sch. 10 in force at 11.8.1986, see **reg. 1**

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**SCHEDULE 10 (see regulation 70)
MINISTRY PLATE**

DEPARTMENT OF TRANSPORT				Serial No.
Road Traffic Act 1972, Sections 40 and 47 Examination of Goods Vehicles				DTP REF. NO.
REGISTRATION/IDENTIFICATION MARK	YEAR OF ORIGINAL REGISTRATION	YEAR OF MANUFACTURE	FUNCTION	MAKE AND MODEL
CHASSIS/SERIAL No.		UNLADEN WEIGHT		
(1) DESCRIPTION OF WEIGHTS APPLICABLE TO VEHICLE	(2) WEIGHTS NOT TO BE EXCEEDED IN GREAT BRITAIN		(3) DESIGN WEIGHTS (if higher than shown in col (2))	
	KILOGRAMS		KILOGRAMS	
AXLE WEIGHT (Axles numbered from front to rear)	AXLE 1			
	AXLE 2			
	AXLE 3			
	AXLE 4			
GROSS WEIGHT (see warning opposite)				
TRAIN WEIGHT (see warning opposite)				
				DATE OF ISSUE
				WARNING

Notes: 1. A Ministry plate may contain the words "MINISTRY OF TRANSPORT" or "DEPARTMENT OF THE ENVIRONMENT" instead of the words "DEPARTMENT OF TRANSPORT", and may contain the words "Road Safety Act 1967, Sections 8 and 9" or of the words "Road Traffic Act 1972, Sections 40 and 45", (in a case where the Type Approval For Goods Vehicles Regulations do not apply). It may also contain additional columns in Columns (2) and (3) showing the weights in tons.
 2. Entries in respect of train weight are required in the case of— (a) a motor vehicle constructed or adapted to form part of an articulated vehicle; and (b) a rigid vehicle which is constructed or adapted to draw a trailer and is first used on or after 1st April 1983.
 3. A Ministry plate shows the unladen weight and function of the vehicle in a case where the Type Approval for Goods Vehicles Regulations apply.
 4. A Ministry plate may have separate spaces for the "make" and "model" of the vehicle.
 5. A Ministry plate may have no "Reference Number" or may refer to the "Department of the Environment Reference No."

[^{F176}SCHEDULE 10A

MINISTRY PLATE]

Textual Amendments

F176 Sch. 10A inserted (6.5.1987) by The Road Vehicles (Construction and Use) (Amendment) Regulations 1987 (S.I. 1987/676), reg. 1(2), **Sch.**


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[^{F177}SCHEDULE 10B

(see Regulation 3(2))

Textual Amendments

F177 Sch. 10B inserted (24.3.1994) by The Road Vehicles (Construction and Use) (Amendment) (No. 2) Regulations 1994 (S.I. 1994/329), regs. 1, 10, Sch. 1

Department of Transport ROAD TRAFFIC ACT 1986 SECTIONS 41, 49, 57 & 58 EXAMINATION OF GOODS VEHICLES		Serial No. V	
Plate VTG 6T Rev. 92		DTp Ref. No.	
Reg./Ident. Mark	Vehicle Identification No.	Type Approval No./Variant	
Manufacturer/Model			Speed Limiter Exempt
Function <i>(See note 3 below)</i>		Year of Original Registration	Year of Manufacture
(1) Description of Weights applicable to vehicle	(2) Weights not to be exceeded in G.I. Britain	(3) Design Weights <i>(If higher than shown in column 2)</i>	
Gross Weight <i>(See notes 1 & 4 below)</i>			
Train Weight <i>(See note 2 below)</i>			
Max. Train Weight <i>(See note 5 below)</i>			
Axle Weights <i>(Axes numbered from front to rear) (See note 1 overleaf)</i>		Date of Issue 	
Axle 1			
Axle 2			
Axle 3			
Axle 4			
NOTES 1. A reduced gross weight and/or axle weight may apply in certain cases to a vehicle towing or being towed by another. 2. The MAXIMUM permissible train weight can vary depending on the type of suspension and trailer drawn. 3. If the last letter in the function box is 'R' road friendly suspension is fitted. 4. All weights shown are subject to the fitting of correct tyres. 5. This weight applies to combined transport operations.		Tyre use conditions applicable to vehicle N.B. All Weights in Kilograms	

Note: A weight is not required in the box for Maximum Train Weight unless the vehicle is capable of being lawfully used on a road in Great Britain, having regard to Schedule 11A, at a greater train weight than the train weight at which it could lawfully be used ignoring that Schedule.]

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[F178] SCHEDULE 10C

(see Regulation 3(2))

Textual Amendments

F178 Sch. 10C inserted (24.3.1994) by The Road Vehicles (Construction and Use) (Amendment) (No. 2) Regulations 1994 (S.I. 1994/329), regs. 1, 10, Sch. 2

Department of Transport ROAD TRAFFIC ACT 1986 SECTIONS 41, 49, 57 & 58 EXAMINATION OF GOODS VEHICLES This is issued as proof of compliance with the Weights and Dimensions Directive 86/268/EEC		Serial No. B	
Plate VTA 6A		DTp Ref. No.	
Reg./Ident. Mark		Vehicle Identification No.	
Manufacturer/Model		Type Approval No./Variant	
Function (See note 3 below)		Year of Original Registration	
Year of Manufacture		Speed Limiter Exempt	
(1) Description of Weights applicable to vehicle	(2) Weights not to be exceeded in Gt. Britain	(3) EEC Maximum permitted weights (See note 8 below)	(4) Design Weights (If higher than shown in column 2)
Gross Weight (See notes 1 & 4 below)		Length	
Train Weight (See note 2 below)		Width	
Max Train Weight (See note 5 below)		Date of Issue	
Axle Weights (Axles numbered from front to rear) (See note 7 below)		DEPARTMENT OF TRANSPORT GREAT BRITAIN	
Maximum Kingpin Load (Semi-trailers only)		Tyre use conditions applicable to vehicle	
NOTES		NOTES (Cont'd)	
1. A reduced gross weight and/or axle weight may apply in certain cases to a vehicle towing or being towed by another. 2. The maximum permissible train weight can vary depending on the type of suspension and trailer design. 3. If the last letter in the function box is 'R' road friendly suspension is fitted. 4. All weights shown are subject to the fitting of correct tyres.		5. This weight applies to combined transport operations. 6. This dimension only applies to drawing vehicles of trailers and semi-trailers. 7. This dimension only applies to trailers and semi-trailers. 8. Where there is no weight shown in the EEC maximum permitted weights column this is because there is no EEC standard relating to that weight. N.B. All Weights in Kilograms-All Dimensions in Millimetres	

Note: A weight is not required in the box for Maximum Train Weight unless the vehicle is capable of being lawfully used on a road in Great Britain, having regard to Schedule 11A, at a greater train weight than the train weight at which it could lawfully be used ignoring that Schedule.]

SCHEDULE 11

(see regulations 75, 77 and 79)

MAXIMUM PERMITTED WEIGHTS, ETC

^{F179}PART I (see regulation 75)

MAXIMUM PERMITTED LADEN WEIGHTS OF (1) TRAILERS
AND (2) HEAVY MOTOR CARS AND MOTOR CARS NOT
FITTED WITH ROAD FRIENDLY SUSPENSION; IN EACH
CASE NOT FORMING PART OF AN ARTICULATED VEHICLE

Textual Amendments

F179 Sch. 11 Pt. 1 substituted (1.1.1993) by [The Road Vehicles \(Construction and Use\) \(Amendment\) \(No. 4\) Regulations 1992 \(S.I. 1992/2016\)](#), regs. 1, 10(a), **Sch. 2 Pt. I**

1. The maximum permitted laden weight of a two or three axle vehicle to which this Part applies of a description specified in column 2 of Table I below shall, for the purposes of regulation 75, be the weight specified in column 3 of that item.

2. In the case of a vehicle to which this Part applies and which is not of a description specified in an item in column 2 of Table I below, the maximum permitted laden weight shall, for the purposes of regulation 75, be the weight specified in column 4 of Table II below in the item which is appropriate having regard to columns 2 and 3 of that Table.

TABLE I

MAXIMUM PERMITTED LADEN WEIGHTS OF
CERTAIN TWO AND THREE AXLE VEHICLES

(1) Item	(2) Description of Vehicle	(3) Maximum permitted laden weight (kg)
1	A two axle trailer in which— (a) the two axles are closely spaced, and (b) the distance between the foremost axle of the trailer and the rearmost axle of the drawing vehicle is at least 4.2m	18,000
2	A three axle trailer in which— (a) the three axles are closely spaced, and (b) the distance between the foremost axle of the trailer and the rearmost axle of the drawing vehicle is at least 4.2m	24,000

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(1) Item	(2) Description of Vehicle	(3) Maximum permitted laden weight (kg)
3	A two axle motor vehicle which is a goods vehicle in which the distance between the foremost and rearmost axles is at least 3.0m	17,000
4	A two axle trailer in which the distance between the foremost axle and the rearmost axle is at least 3.0m	18,000

TABLE II

MAXIMUM PERMITTED LADEN WEIGHTS OF VEHICLES NOT FALLING WITHIN TABLE I

(1) Item	(2) No. of axles	(3) Distance between foremost and rearmost axles (metres)	(4) Maximum permitted laden weight (kg)
1	2	Less than 2.65	14,230
2	2	At least 2.65	16,260
3	3 or more	Less than 3.0	16,260
4	3 or more	At least 3.0 but less than 3.2	18,290
5	3 or more	At least 3.2 but less than 3.9	20,330
6	3 or more	At least 3.9 but less than 4.9	22,360
7	3	At least 4.9	25,000
8	4 or more	At least 4.9 but less than 5.6	25,000
9	4 or more	At least 5.6 but less than 5.9	26,420
10	4 or more	At least 5.9 but less than 6.3	28,450
11	4 or more	At least 6.3	30,000]

[^{F180}PART IA (see regulation 75)

MAXIMUM PERMITTED GROSS WEIGHTS FOR HEAVY CARS AND MOTOR CARS IF THE DRIVING AXLES ARE FITTED WITH ROAD FRIENDLY SUSPENSION ETC AND IN EACH CASE NOT FORMING PART OF AN ARTICULATED VEHICLE

Textual Amendments

F180 Sch. 11 Pt. 1A inserted (1.1.1993) by [The Road Vehicles \(Construction and Use\) \(Amendment\) \(No. 4\) Regulations 1992 \(S.I. 1992/2016\)](#), regs. 1, 10(b), **Sch. 2 Pt. II**

1. Subject to paragraph 2, the maximum permitted gross weight of a vehicle to which this Part applies shall, for the purposes of regulation 75, be the weight shown in column 4 of the Table below in the item which is appropriate, having regard to columns 2 and 3 in that Table.

2. In the case of a vehicle to which this Part applies being a two axle goods vehicle which has a distance between its axles of at least 3.0m, the maximum permitted laden weight for the purposes of regulation 75 shall be 17,000 kg.

TABLE

MAXIMUM PERMITTED LADEN WEIGHT

(1) Item	(2) No. of axles	(3) Distance between foremost and rearmost axles (metres)	(4) Maximum permitted laden weight (kg)
1	2	Less than 2.65	14,230
2	2	At least 2.65	16,260
3	3 or more	Less than 3.0	16,260
4	3 or more	At least 3.0 but less than 3.2	18,290
5	3 or more	At least 3.2 but less than 3.9	20,330
6	3 or more	At least 3.9 but less than 4.9	22,360
7	3 or more	At least 4.9 but less than 5.2	25,000
8	3	At least 5.2	26,000
9	4 or more	At least 5.2 but less than 6.4	The distance in metres between the foremost and rearmost axles multiplied by 5,000, rounded up to the next 10 kg

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(1) Item	(2) No. of axles	(3) Distance between foremost and rearmost axles (metres)	(4) Maximum permitted laden weight (kg)
10	4 or more	At least 6.4	32,000]

(see regulation 75)

PART II

Maximum permitted laden weights for heavy motor cars and motor cars forming part of articulated vehicles

Commencement Information

I67 Sch. 11 Pt. II in force at 11.8.1986, see [reg. 1](#)

<i>1</i> Item	<i>2</i> No. of axles	<i>3</i> Distance between foremost and rearmost axles (metres)	<i>4</i> Weight not exceeded by any axle not being the foremost or rearmost (kg)	<i>5</i> Maximum permitted laden weight (kg)
1	2	At least 2.0	—	14,230
2	2	At least 2.4	—	16,260
3	2	At least 2.7	—	17,000 F181 ...
4	3 or more	At least 3.0	8,390	20,330
5	3 or more	At least 3.8	8,640	22,360
6	3 or more	At least 4.0	10,500	22,500
7	3 or more	At least 4.3	9,150	24,390
8	3 or more	At least 4.9	10,500	24,390

Textual Amendments

F181 Words in [Sch. 11 Pt. II](#) omitted (1.4.1988) by virtue of [The Road Vehicles \(Construction and Use\) \(Amendment\) Regulations 1987 \(S.I. 1987/676\)](#), regs. 1(2), **13(2)(b)**

(see regulation 77)

PART III

Maximum permitted laden weight of articulated vehicles

Commencement Information

I68 Sch. 11 Pt. III in force at 11.8.1986, see [reg. 1](#)

<i>1</i>	<i>2</i>		<i>3</i>	<i>F182</i>
<i>Item</i>	<i>Relevant axle spacing (metres)</i>		<i>Maximum weight (kg)</i>	...
	<i>(a) Where motor vehicle has 2 axles</i>	<i>(b) Where motor vehicle has more than 2 axles</i>		
1	At least 2.0	At least 2.0	20,330	
2	At least 2.2	At least 2.2	22,360	
3	At least 2.6	At least 2.6	23,370	
4	At least 2.9	At least 2.9	24,390	
5	At least 3.2	At least 3.2	25,410	
6	At least 3.5	At least 3.5	26,420	
7	At least 3.8	At least 3.8	27,440	
8	At least 4.1	At least 4.1	28,450	
9	At least 4.4	At least 4.4	29,470	
10	At least 4.7	At least 4.7	30,490	
11	At least 5.0	At least 5.0	31,500	
12	At least 5.3	At least 5.3	32,520	
13	At least 5.5	At least 5.4	33,000	
14	At least 5.8	At least 5.6	34,000	
15	At least 6.2	At least 5.8	35,000	
16	At least 6.5	At least 6.0	36,000	
17	At least 6.7	At least 6.2	37,000	
18	At least 6.9	At least 6.3	38,000	

Textual Amendments

F182 Words in Sch. 11 Pt. III omitted (24.3.1994) by virtue of [The Road Vehicles \(Construction and Use\) \(Amendment\) \(No. 2\) Regulations 1994](#) (S.I. 1994/329), regs. 1, [11\(2\)](#)

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[^{F183}PART IV (see regulation 77)

MAXIMUM PERMITTED LADEN WEIGHT OF ARTICULATED VEHICLES

Textual Amendments
F183 Sch. 11 Pt. 4 substituted (1.1.1993) by The Road Vehicles (Construction and Use) (Amendment) (No. 4) Regulations 1992 (S.I. 1992/2016), regs. 1, 10(c), **Sch. 2 Pt. III**

(1) Item	(2) Type of articulated vehicle	(3) Maximum permitted weight (kg)
1	Motor vehicle first used on or after 1st April 1973 and semi-trailer having a total of 5 or more axles	38,000
2	Motor vehicle with 2 axles first used on or after 1st April 1973 and semi-trailer with 2 axles while being used for international transport	35,000
3	Motor vehicle with 2 axles first used on or after 1st April 1973 in which— (a) every driving axle not being a steering axle is fitted with twin tyres; and (b) every driving axle is fitted with road friendly suspension; and a semi-trailer with 2 axles	35,000
4	^{F184} Motor vehicle and semi-trailer having a total of 4 or more axles and not described in item 1, 2 or 3.]	32,520
5	Motor vehicle with 2 axles first used on or after 1st April 1973 in which— (a) every driving axle not being a steering axle is fitted with twin tyres; and (b) every driving axle is fitted with road friendly suspension; and a semi-trailer with 1 axle	26,000
6	Motor vehicle with 2 axles and a semi-trailer with 1 axle being	25,000]

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(1) Item	(2) Type of articulated vehicle	(3) Maximum permitted weight (kg)
	a combination not described in item 5	

Textual Amendments

F184 Words in Sch. 11 Pt. IV substituted (24.3.1994) by [The Road Vehicles \(Construction and Use\) \(Amendment\) \(No. 2\) Regulations 1994 \(S.I. 1994/329\)](#), regs. 1, **11(3)**

[F185] PART V Regulation 79(2)

VEHICLES WITH TWO CLOSELY-SPACED AXLES

Textual Amendments

F185 Sch. 11 Pt. 5 substituted (1.1.1993) by [The Road Vehicles \(Construction and Use\) \(Amendment\) \(No. 4\) Regulations 1992 \(S.I. 1992/2016\)](#), regs. 1, 10(d), **Sch. 2 Pt. IV**

(1) Item	(2) Description of vehicle	(3) Maximum permitted weight of the two closely spaced axles (kg)
1	A motor vehicle or trailer in which (in either case) the distance between the two closely-spaced axles is less than 1.3 metres	16,000
2	A vehicle being— (a) a motor vehicle in which the distance between the two closely-spaced axles is at least 1.3m, or (b) a trailer in which that distance is at least 1.3m and less than 1.5m, not being a vehicle described in item 3 or 4	18,000
3	A motor vehicle in which the distance between the two closely-spaced axles is at least 1.3m and— (a) every driving axle not being a steering axle is fitted with twin tyres; and (b) either every driving axle is fitted with road	19,000

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(1) Item	(2) Description of vehicle	(3) Maximum permitted weight of the two closely spaced axles (kg)
	friendly suspension or neither of the two closely-spaced axles has an axle weight exceeding 9,500 kg	
4	A trailer in which— (a) the two closely-spaced axles are driven from the motor vehicle drawing the trailer and are fitted with twin tyres; and (b) either those axles are fitted with road friendly suspension or neither of them has an axle weight exceeding 9,500 kg	19,000
5	A trailer in which the distance between the two closely-spaced axles is at least 1.5m and less than 1.8m	19,320
6	A trailer in which the distance between the two closely-spaced axles is at least 1.8m	20,000]

[^{F186}PART VI Regulation 79(3)

VEHICLES WITH THREE CLOSELY-SPACED AXLES

Textual Amendments

F186 Sch. 11 Pt. 6 substituted (1.1.1993) by The Road Vehicles (Construction and Use) (Amendment) (No. 4) Regulations 1992 (S.I. 1992/2016), regs. 1, 10(e), **Sch. 2 Pt. V**

(1) Item	(2) Description of vehicle	(3) Maximum permitted weight of the three closely-spaced axles (kg)
1	A vehicle in which the smallest distance between any two of the three closely-spaced axles is less than 1.3m	21,000
2	A vehicle in which the smallest distance between any two of the three closely-spaced axles	22,500

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(1) Item	(2) Description of vehicle	(3) Maximum permitted weight of the three closely-spaced axles (kg)
3	is at least 1.3m and at least one of those axles does not have air suspension A vehicle in which the smallest distance between any two of the three closely-spaced axles is at least 1.3m and all three axles are fitted with air suspension	24,000]

(see regulation 79(4))

^{F187}PART VII

Maximum permitted weight of three adjacent axles

Textual Amendments

F187 Sch. 11 Pt. 7 omitted (1.1.1993) by virtue of The Road Vehicles (Construction and Use) (Amendment) (No. 4) Regulations 1992 (S.I. 1992/2016), regs. 1, **10(f)**

^{F187} ...

^{F188}SCHEDULE 11A
(see regulations 76(1A),
77(2A) and ^{F189}80(2B))

^{F190}Exceptions relating to intermodal transport operations]

Textual Amendments

F188 Sch. 11A inserted (24.3.1994) by The Road Vehicles (Construction and Use) (Amendment) (No. 2) Regulations 1994 (S.I. 1994/329), regs. 1, 12, **Sch. 3**

F189 Word in Sch. 11A heading substituted (22.4.1997) by The Road Vehicles (Construction and Use) (Amendment) (No. 2) Regulations 1997 (S.I. 1997/1096), regs. 1, **4(2)**

F190 Sch. 11A heading substituted (1.10.2017) by The Road Vehicles (Authorised Weight) and (Construction and Use) (Amendment) Regulations 2017 (S.I. 2017/881), regs. 1, **17(1)**

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PART I

GENERAL

1. Regulation 76 does not apply to a wheeled heavy motor car drawing one wheeled trailer if the requirements set out in Part II of this Schedule are for the time being fulfilled.

2. Regulation 77 does not apply to an articulated vehicle if the requirements set out in Part III of this Schedule are for the time being fulfilled.

[
^{F191}2A. Regulations 75, 76, 77 and 78 do not apply to an articulated vehicle if the requirements set out in Part IIIA of this Schedule are for the time being fulfilled.]

Textual Amendments

F191 Sch. 11A para. 2A inserted (1.1.1999) by [The Road Vehicles \(Construction and Use\) \(Amendment\) \(No. 7\) Regulations 1998 \(S.I. 1998/3112\)](#), regs. 1, **11(2)**

PART II

DRAWBAR COMBINATIONS

[^{F192}3.—(1) The drawing vehicle and trailer must be carrying a relevant receptacle as part of an intermodal transport operation, each such receptacle being on a journey—

- (a) to a railhead or water transport terminal from which the relevant receptacle is, as part of the operation, to be transported in a relevant manner by railway or waterborne transport pursuant to a relevant contract made before the journey began; or
- (b) from a railhead or water transport terminal to which the relevant receptacle has, as part of the operation, been transported in a relevant manner by railway or waterborne transport.

(2) There must be carried in the cab of the drawing vehicle a document—

- (a) if the vehicle is on a journey to a railhead or water transport terminal, specifying the railhead or water transport terminal, the date the relevant contact was made and the parties to that contract;
- (b) if the vehicle is on a journey from a railhead or water transport terminal, specifying the railhead or water transport terminal and the date and time at which the receptacles were collected from that railhead or water transport terminal.]

Textual Amendments

F192 Sch. 11A para. 3 substituted (1.10.2017) by [The Road Vehicles \(Authorised Weight\) and \(Construction and Use\) \(Amendment\) Regulations 2017 \(S.I. 2017/881\)](#), regs. 1, **17(2)**

4. The following conditions must be satisfied in relation to the drawing vehicle, namely—

- (a) it complies with the relevant braking requirement;
- (b) every driving axle not being a steering axle is fitted with twin tyres; and
- (c) either every driving axle is fitted with road friendly suspension or no axle has an axle weight exceeding 8,500kg.

- 5.—(1) The motor vehicle and trailer must have a total of at least 6 axles.
- (2) The total laden weight of the motor vehicle and trailer must not exceed 44,000kg.

PART III

ARTICULATED VEHICLES

6.—^{F193}(1) The motor vehicle comprised in the articulated vehicle must be being used for the conveyance of a loading unit as part of an intermodal transport operation, the loading unit being on a journey—

- (a) to a railhead or water transport terminal from which the loading unit is, as part of the operation, to be transported in a relevant manner by railway or waterborne transport pursuant to a relevant contract made before the journey began; or
- (b) from a railhead or water transport terminal to which the loading unit has, as part of the operation, been transported in a relevant manner by railway or waterborne transport.]

(2) If the loading unit is a bi-modal vehicle, the semi-trailer comprised in the articulated vehicle must be the bi-modal vehicle in its semi-trailer mode.

(3) If the loading unit is a relevant receptacle, the relevant receptacle must be being carried on the semi-trailer comprised in the articulated vehicle.

^{F194}(4) There must be carried in the cab of the motor vehicle a document—

- (a) if the vehicle is on a journey to a railhead or water transport terminal, specifying the railhead or water transport terminal, the date the contract was made and the parties to that contract;
- (b) if the vehicle is on a journey from a railhead or water transport terminal, specifying the railhead or water transport terminal and the date and time at which the loading unit was collected from that railhead or water transport terminal.]

Textual Amendments

F193 Sch. 11A para. 6(1) substituted (1.10.2017) by [The Road Vehicles \(Authorised Weight\) and \(Construction and Use\) \(Amendment\) Regulations 2017 \(S.I. 2017/881\)](#), regs. 1, **17(3)(a)**

F194 Sch. 11A para. 6(4) substituted (1.10.2017) by [The Road Vehicles \(Authorised Weight\) and \(Construction and Use\) \(Amendment\) Regulations 2017 \(S.I. 2017/881\)](#), regs. 1, **17(3)(b)**

7. The following conditions must be satisfied in relation to the motor vehicle, namely—
 - (a) it complies with the relevant braking requirements;
 - (b) it has at least three axles;
 - (c) every driving axle not being a steering axle is fitted with twin tyres; and
 - (d) either every driving axle is fitted with road friendly suspension or no axle has an axle weight exceeding 8,500kg.

^{F195}8.—(1) The articulated vehicle must have a total of at least 6 axles.

(2) The laden weight of the articulated vehicle must not exceed the weight determined in accordance with sub-paragraph (3).

(3) The weight for the purposes of sub-paragraph (2) is the number of kilograms equal to the product of the distance measured in metres between the king-pin and the centre of the rearmost axle

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of the semi-trailer multiplied by 5500 and rounded up to the nearest 10 kg, if that number is less than 44000 kg.]

Textual Amendments

F195 Sch. 11A para. 8 substituted (1.1.1999) by The Road Vehicles (Construction and Use) (Amendment) (No. 7) Regulations 1998 (S.I. 1998/3112), regs. 1, **11(3)**

[^{F196}PART IIIA

ARTICULATED VEHICLES (ALTERNATIVE REQUIREMENTS)

Textual Amendments

F196 Sch. 11A Pt. 3A inserted (1.1.1999) by The Road Vehicles (Construction and Use) (Amendment) (No. 7) Regulations 1998 (S.I. 1998/3112), regs. 1, **11(4)**

8A.—(1) The requirements of paragraph 6 are fulfilled.

(2) The vehicle is one which falls within the first indent of paragraph 1 of Article 3 of Community Directive 96/53 (vehicles used in international traffic or put into circulation in any other Member State) and complies with the limit values specified in paragraph 2.2.2 of Annex I and the other relevant requirements of that Directive.]

PART IV

INTERPRETATION

9.—(1) In this Schedule—

“bi-modal vehicle” means a semi-trailer which can be adapted for use as a railway vehicle [^{F197}or for waterborne transport];

“journey”, except in sub-paragraph (3), means a journey by road;

“loading unit” means a bi-modal vehicle [^{F198}, road-rail semi-trailer] or a relevant receptacle;

“railhead” means a facility for the transhipment of—

- (a) bi-modal vehicles from the ground onto the track of a railway, or
- (b) relevant receptacles from road vehicles onto railway vehicles situated on the track of a railway, [^{F199}or,
- (c) road-rail semi-trailers from the ground onto railway vehicles on the track of a railway,] or vice versa;

“relevant contract” means a contract for the transport of a loading unit by railway [^{F200}or waterborne transport];

“relevant receptacle” means a receptacle (not being a vehicle) having a length of at least 6.1m designed and constructed for repeated use for the carriage of goods on, and for transfer between, road vehicles and railway vehicles;

[^{F201}“road-rail semi-trailer” means a semi-trailer constructed or adapted so as to be capable of being both used as a semi-trailer on roads and carried on a railway vehicle;]

[^{F202}“water transport terminal” means a facility for the transhipment of any of the following—

- (a) a vehicle from the ground or from a railway vehicle onto a waterborne vessel;
- (b) a vehicle from a waterborne vessel onto the ground or onto a railway vehicle;
- (c) a relevant receptacle from the ground or from a road or rail vehicle onto a waterborne vessel;
- (d) a relevant receptacle from a waterborne vessel onto the ground or onto a road or rail vehicle;
- (e) a road-rail semi-trailer from the ground onto a waterborne vessel;
- (f) a road-rail semi-trailer from a waterborne vessel onto the ground;]

“road friendly suspension” and “twin tyres” have the meanings given by regulation 75; and “network”, “network licence”, “railway vehicle”, “track” and “train” have the meanings given by section 83 of the Railways Act 1993.

(2) The definition of “railway” in section 67(1) of the Transport and Works Act 1992 shall have effect for the purposes of this Schedule as it has effect for the purposes of that Act, and cognate expressions shall be construed accordingly.

[^{F203}(3) In these Regulations, a reference to an intermodal transport operation is a reference to the transport of one or more containers or swap bodies where all of the following conditions are met—

- (a) the total maximum length of the containers or swap bodies is no more than 45 feet;
- (b) the initial or final leg of the journey uses the road;
- (c) another leg of the journey uses rail or waterborne transport;
- (d) no goods are added to or removed from the loading unit between the time when the journey begins and when it ends; and
- (e) the length of the initial or the final road leg does not exceed 150 km in Great Britain, except where necessary to reach the nearest transport terminal.]

(4) Subject to sub-paragraph (5), for the purposes of this Schedule—

- (a) a bi-modal vehicle shall be regarded as being transported by railway in a relevant manner if and only if the vehicle in its railway vehicle mode is travelling by railway as part of a train; ^{F204} ...
- (b) a relevant receptacle shall be regarded as being transported by railway in a relevant manner if and only if it is being carried on a railway vehicle which forms part of a train, [^{F205}and
- (c) a road-rail semi-trailer shall be regarded as being transported by railway in a relevant manner if and only if it is being carried on a railway vehicle which forms part of a train.]

(5) A relevant receptacle shall be regarded, for the purposes of this Schedule, as not being transported by railway in a relevant manner at any time when—

- (a) the relevant receptacle is in or on a motor vehicle or trailer; and
- (b) the motor vehicle or trailer is being carried on a railway vehicle.

[^{F206}(6) A road-rail semi-trailer shall be regarded, for the purposes of this Schedule, as not being transported by railway in a relevant manner at any time when it is being carried on a railway vehicle as part of an articulated vehicle.]]

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Textual Amendments

- F197** Words in Sch. 11A para. 9(1) inserted (1.10.2017) by The Road Vehicles (Authorised Weight) and (Construction and Use) (Amendment) Regulations 2017 (S.I. 2017/881), regs. 1, **17(4)(a)**
- F198** Words in Sch. 11A para. 9(1) inserted (22.4.1997) by The Road Vehicles (Construction and Use) (Amendment) (No. 2) Regulations 1997 (S.I. 1997/1096), regs. 1, **4(3)(a)**
- F199** Words in Sch. 11A para. 9(1) inserted (22.4.1997) by The Road Vehicles (Construction and Use) (Amendment) (No. 2) Regulations 1997 (S.I. 1997/1096), regs. 1, **4(3)(b)**
- F200** Words in Sch. 11A para. 9(1) inserted (1.10.2017) by The Road Vehicles (Authorised Weight) and (Construction and Use) (Amendment) Regulations 2017 (S.I. 2017/881), regs. 1, **17(4)(b)**
- F201** Words in Sch. 11A para. 9(1) inserted (22.4.1997) by The Road Vehicles (Construction and Use) (Amendment) (No. 2) Regulations 1997 (S.I. 1997/1096), regs. 1, **4(3)(c)**
- F202** Words in Sch. 11A para. 9(1) inserted (1.10.2017) by The Road Vehicles (Authorised Weight) and (Construction and Use) (Amendment) Regulations 2017 (S.I. 2017/881), regs. 1, **17(4)(c)**
- F203** Sch. 11A para. 9(3) substituted (1.10.2017) by The Road Vehicles (Authorised Weight) and (Construction and Use) (Amendment) Regulations 2017 (S.I. 2017/881), regs. 1, **17(5)**
- F204** Word in Sch. 11A para. 9(4) omitted (22.4.1997) by virtue of The Road Vehicles (Construction and Use) (Amendment) (No. 2) Regulations 1997 (S.I. 1997/1096), regs. 1, **4(5)(a)**
- F205** Sch. 11A para. 9(4)(c) and word inserted (22.4.1997) by The Road Vehicles (Construction and Use) (Amendment) (No. 2) Regulations 1997 (S.I. 1997/1096), regs. 1, **4(5)(b)**
- F206** Sch. 11A para. 9(6) inserted (22.4.1997) by The Road Vehicles (Construction and Use) (Amendment) (No. 2) Regulations 1997 (S.I. 1997/1096), regs. 1, **4(6)**

SCHEDULE 12

(see regulations 81 and 82)

CONDITIONS TO BE COMPLIED WITH IN RELATION TO THE USE OF VEHICLES CARRYING WIDE OR LONG LOADS OR VEHICLES CARRYING LOADS OR HAVING FIXED APPLIANCES OR APPARATUS WHICH PROJECT

PART I

Advance notice to Police

- (a) (a) Before using on a road a vehicle or vehicles to which this paragraph applies, the owner shall give notice of the intended use to the Chief Officer of Police for any area in which he proposes to use the vehicle or vehicles. The notice shall be given so that it is received by the date after which there are at least two working days before the date on which the use of the vehicle or vehicles is to begin, and shall include the following details—
- (i) time, date and route of the proposed journey, and
- [^{F207}(ia) in a case to which regulation 7(9) applies, the overall length of the trailer,]
- (ii) in a case to which regulation 82(2) applies, the overall length and width of the vehicle by which the load is carried and the width of the lateral projection or projections of its load,
- (iii) in a case to which regulation 82(4)(a) applies, the overall length and width of each vehicle by which the load is carried, the length of any forward or rearward projection and, where the load rests on more than one vehicle, the distance between the vehicles,

- (iv) in a case to which regulation 82(4)(b) applies, the overall length of the combination of vehicles and the length of any forward or rearward projection of the load, and
- (v) in a case to which regulation 82(7) and (8) applies, the overall length of the vehicle and the length of any forward or rearward projection of the load or special appliance or apparatus.

The Chief Officer of Police for any police area may, at his discretion, accept a shorter period of notice or fewer details.

- (b) The vehicle or vehicles shall be used only in accordance with the details at (a) subject to any variation in the time, date or route which may be directed by—
 - (i) any such Chief Officer of Police to the owner of the vehicle or vehicles, or
 - (ii) a police constable to the driver in the interests of road safety or in order to avoid undue traffic congestion by halting the vehicle or vehicles in a place on or adjacent to the road on which the vehicle or vehicles are travelling.
- (c) In this paragraph—
 - (i) “Chief Officer of Police” has, in relation to England and Wales, the same meaning as in the Police Act 1964, and in relation to Scotland, [^{F208} means the chief constable of the Police Service of Scotland],
 - (ii) “working day” means a day which is not a Sunday, a bank holiday, Christmas Day or Good Friday, and
 - (iii) “bank holiday” means a day which is a bank holiday by or under the Banking and Financial Dealings Act 1971, either generally or in the locality in which the road is situated.

Textual Amendments

F207 Sch. 12 para. 1(a)(ia) inserted (17.10.1991) by The Road Vehicles (Construction and Use) (Amendment) (No. 4) Regulations 1991 (S.I. 1991/2125), regs. 1, 6

F208 Words in Sch. 12 para. 1(c)(i) substituted (1.4.2013) by The Police and Fire Reform (Scotland) Act 2012 (Consequential Provisions and Modifications) Order 2013 (S.I. 2013/602), art. 1(2), **Sch. 2 para. 68**

Commencement Information

I69 Sch. 12 para. 1 in force at 11.8.1986, see **reg. 1**

Attendants

2. At least one person in addition to the person or persons employed in driving a motor vehicle to which this paragraph applies shall be employed—

- (a) 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
- (b) to give warning to the driver of the said motor vehicle and to any 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.

Provided that, where three or more vehicles as respects which the conditions in this paragraph are applicable are travelling together in convoy, it shall be a sufficient compliance with this paragraph if only the foremost and rearmost vehicles in the convoy are attended in the manner prescribed in this paragraph.

For the purpose of this paragraph when a motor vehicle is drawing a trailer or trailers—

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- (i) any person employed in pursuance of section 34 of the 1972 Act 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; and
- (ii) when 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 to the first-mentioned vehicle or any vehicle or vehicles drawn thereby.

Commencement Information

I70 Sch. 12 para. 2 in force at 11.8.1986, see [reg. 1](#)

Marking of longer projections

- (a) (a) Every forward and rearward projection to which this paragraph applies shall be fitted with—
 - (i) an end marker, except in the case of a rearward projection which is fitted with a rear marking in accordance with the Lighting Regulations, and
 - (ii) where required by sub-paragraphs (c) and (d) of this paragraph, two or more side markers;

which shall be of the size, shape and colour described in Part II of this Schedule.
- (b) the end marker shall be so fitted that—
 - (i) it is as near as is practicable in a transverse plane,
 - (ii) it is not more than 0.5 m from the extreme end of the projection,
 - (iii) the vertical distance between the lowest point of the marker and the road surface is not more than 2.5 m,
 - (iv) it, and any means by which it is fitted to the projection, impedes the view of the driver as little as possible, and
 - (v) it is clearly visible within a reasonable distance to a person using the road at the end of the vehicle from which the projection extends;
- (c) where the forward projection exceeds 2 m or the rearward projection exceeds 3 m, one side marker shall be fitted on the right hand side and one on the left hand side of the projection so that—
 - (i) each marker is as near as is practicable in a longitudinal plane,
 - (ii) no part extends beyond the end of the projection,
 - (iii) the vertical distance between the lowest part of each marker and the surface of the road is not more than 2.5 m,
 - (iv) the horizontal distance between each marker and the end marker or, as the case may be, the rear marking carried in accordance with the Lighting Regulations does not exceed 1 m, and
 - (v) each marker is clearly visible within a reasonable distance to a person using the road on that side of the projection;
- (d) where—
 - (i) a forward projection exceeds 4.5 m, or
 - (ii) a rearward projection exceeds 5 m

extra side markers shall be fitted on either side of the projection so that the horizontal distance between the extreme projecting point of the vehicle from which the projection extends and the nearest point on any side marker from that point, and between the nearest points of any adjacent side markers on the same side does not exceed—

- 2.5 m in the case of a forward projection, or
- 3.5 m in the case of a rearward projection.

For the 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 81;

- (e) the extra side markers required by this sub-paragraph shall also meet the requirements of (i), (iii) and (v) of sub-paragraph (c);
- (f) every marker fitted in accordance with this paragraph shall be kept clean and unobscured and [^{F209}between sunset and sunrise] be illuminated by a lamp which renders it readily visible from a reasonable distance and which is so shielded that its light, except as reflected from the marker, is not visible to other persons using the road.

Textual Amendments

F209 Words in [Sch. 12 para. 3\(f\)](#) substituted (17.10.1991) by [The Road Vehicles \(Construction and Use\) \(Amendment\) \(No. 4\) Regulations 1991 \(S.I. 1991/2125\)](#), regs. 1, **9(2)**

Commencement Information

I71 [Sch. 12 para. 3](#) in force at 11.8.1986, see [reg. 1](#)

Marking of shorter projections

4. A projection to which this paragraph applies shall be rendered clearly visible to other persons using the road within a reasonable distance, in the case of a forward projection, from the front thereof or, in the case of a rearward projection, from the rear thereof and, in either case, from either side thereof.

Commencement Information

I72 [Sch. 12 para. 4](#) in force at 11.8.1986, see [reg. 1](#)

[^{F210}Marking of wide loads

5

- (a) Subject to sub-paragraph (d), every load carried on a vehicle in circumstances where this paragraph applies shall be fitted on each side and in the prescribed manner, with—
 - (i) a prescribed marker in such a position that it is visible from the front of the vehicle, and
 - (ii) a prescribed marker in such a position that it is visible from the rear of the vehicle,
- (b) For the purposes of sub-paragraph (a)—
 - (i) a marker on a side of the load is fitted in the prescribed manner if at least part of it is within 50mm of a longitudinal plane passing through the point on that side of the load which is furthest from the axis of the vehicle; and

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- (ii) a prescribed marker is a marker of the size, shape and colour described in Part II of this Schedule.
- (c) Every marker fitted pursuant to this paragraph shall be kept clean and between sunset and sunrise be illuminated by a lamp which renders it readily visible from a reasonable distance and which is so shielded that its light, except as reflected from the marker, is not visible to other persons using the road.
- (d) If the load does not extend beyond the longitudinal plane passing through the extreme projecting point on one side of the vehicle, it shall not be necessary for a marker to be fitted to the load on that side.]

Textual Amendments

F210 Sch. 12 para. 5 inserted (17.10.1991) by [The Road Vehicles \(Construction and Use\) \(Amendment\) \(No. 4\) Regulations 1991 \(S.I. 1991/2125\)](#), regs. 1, **9(1)**

[^{F211}(see paragraph 3(a) and 5(b) of this Schedule)]

PART II

PROJECTION MARKERS^{F211}

Textual Amendments

F211 Sch. 12 Pt. 2 shoulder note substituted (17.10.1991) by [The Road Vehicles \(Construction and Use\) \(Amendment\) \(No. 4\) Regulations 1991 \(S.I. 1991/2125\)](#), regs. 1, **9(3)**

Commencement Information

I73 Sch. 12 Pt. 2I in force at 11.8.1986, see [reg. 1](#)

DIAGRAM OF END MARKER SURFACE

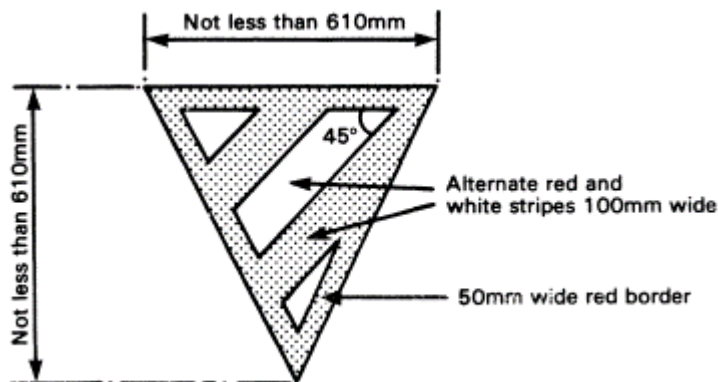
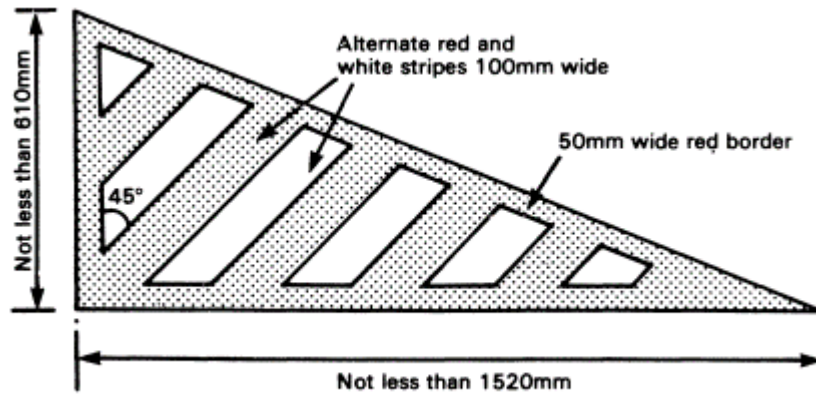


DIAGRAM OF SIDE MARKER SURFACE



[^{F212}SCHEDULE 13

(see regulation 3(2))

PLATE FOR RESTRICTED SPEED VEHICLE

Textual Amendments

F212 Sch. 13 inserted (2.11.1990) by [The Road Vehicles \(Construction and Use\) \(Amendment\) \(No. 4\) Regulations 1990 \(S.I. 1990/1981\)](#), reg. 1, **Sch.**

1. A vehicle displays a plate in accordance with the requirements of this Schedule if a plate in respect of which the following conditions are satisfied is displayed on the vehicle in a prominent position.

(2) The conditions are—

- (a) the plate must be in the form shown in the diagram below;
- (b) the plate must be at least 150mm wide and at least 120mm high;
- (c) the figures “5” and “0” must be at least 100mm high and 50mm wide with a stroke width of at least 12mm, the figures being black on a white background; and
- (d) the border must be black and between 3mm and 5mm wide.]

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