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STATUTORY INSTRUMENTS

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**1991 No. 1970**

**The Motor Vehicles (Type Approval for Goods Vehicles)  
(Great Britain) (Amendment) (No.2) Regulations 1991**

**Citation and commencement**

1. These Regulations may be cited as the Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) (Amendment) (No.2) Regulations 1991 and shall come into force on 1st October 1991.

**Preliminary**

2. The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) Regulations 1982(1) shall be further amended in accordance with the following provisions of these Regulations.

**Amendments to regulation 2 (Interpretation)**

3.—(1) For the heading preceding regulation 2 there shall be substituted—

*“General Interpretation”.*

(2) In regulation 2(1) the following definitions shall be inserted at the appropriate places in alphabetical order—

““axle weight” has the same meaning given in the table in regulation 3(2) of the Construction and Use Regulations;

“inter-urban motor coach” means a vehicle designed and equipped for inter-urban transport having no spaces specifically intended for standing passengers, but able to carry for short distances passengers standing in the gangway;

“long distance touring motor coach” means a vehicle designed and equipped for long distance journeys, arranged to ensure the comfort of its seated passengers and which does not carry standing passengers;

“semi-trailer” has the same meaning given in the table in regulation 3(2) of the Construction and Use Regulations;”.

(3) Regulation 2(2) shall be omitted.

(4) After regulation 2, there shall be inserted—

**“Interpretation of instruments referred to in Schedule 1**

**2A.** The instruments referred to in column 3 of Schedule 1 shall, for the purposes of these Regulations, have effect as if—

- (a) a reference to a vehicle in category M1, M2, M3, N1, N2 or N3 were a reference to a vehicle described respectively as M1, M2, M3, N1, N2 or N3 in Council Directive [70/156/EEC](#) of 6th February 1970;
- (b) a reference to a vehicle in category L2 or L5 were a reference to a vehicle described respectively as L2 or L5 in ECE Regulation 78 of 15th October 1988;
- (c) a reference in either the Annex to Commission Directive [88/194/EEC](#) or paragraph 5.2.1.22 of ECE Regulation 13 as amended on 28th January 1991, to vehicles authorised to tow category O4 trailers were a reference to vehicles in respect of which the manufacturer states that the towing of a trailer (not being a semi-trailer) of a laden weight exceeding 10,000 kilograms, or a semi-trailer in respect of which the sum of the axle weights exceeds 10,000 kilograms, is technically permissible;
- (d) a reference in either the Annex to Commission Directive [88/194/EEC](#) or paragraph 5.2.1.22 of ECE Regulation 13 as amended on 28th January 1991, to a vehicle with a maximum mass exceeding 16 tonnes were read as a reference to a vehicle with a maximum design weight exceeding 16 tonnes;
- (e) a reference in either the Annex to Commission Directive [88/194/EEC](#) or paragraph 5.2.1.21 of ECE Regulation 13 as amended on 28th January 1991, to a vehicle with a maximum mass exceeding 12 tonnes were read as a reference to a vehicle with a maximum design weight exceeding 12 tonnes; and
- (f) the expressions “inter-urban motor coach” and “long distance touring motor coach” had the meanings given in regulation 2(1).”.

#### **Amendments to type approval requirements in respect of brakes**

##### **4. In Schedule 1–**

- (a) for items 6F, 6G, 6H, 6I and 6J there shall be substituted the items numbered 6F, 6G, 6H, 6I and 6J set out in the Schedule to these Regulations; and
- (b) after item 6J, there shall be inserted as items 6K and 6L the items so numbered in the Schedule to these Regulations.

Signed by authority of the Secretary of State for Transport

3rd September 1991

*Christopher Chope*  
Parliamentary Under Secretary of State,  
Department of Transport