
**VEHICLES (CONSTRUCTION, EQUIPMENT AND
MAINTENANCE) REGULATIONS**
**Subsidiary
[1958.04.01]**

Regulations made or deemed to have been made under ss. 57 and 76.

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	Amending enactments	Relevant current provisions	Commencement date
LN.	1986/083	r.25	28.8.1986
	1987/068	rr.2(1) & (4), 5, 6(1)(a), (b), (c) (d), (e) & (f), 6(2)(a), (b), (c), (d), & (e), 7(1)(a), (b) & (c), 8, 9(1)(a), (b), (c), (d), (e), (f) & (g), 9(2) & (3), 10(a), (b), (c), (d) & (e), 11, 13(1)(a), (b), (c), (d) & (e), 10(2), 10(3)(a) & (b), 16(c), 16A, 17, 17A, 17B, 17C, 17D, 17E, 17F, 17G, 17H, 18, 20(1)(a), 20A, 21(1), 24(2), 27A, 28, 29A, 31, 31A, 42(2), 44(1) & (3), 47(1) & (2), 48, 49(2), 49(4)(a), & (b), 49(5), 56, 61(1), 70(1)(a), (b) & (c), 71, 72(2)(a), (3)(a) & (b), 74(1)(a), (b) & (c), 74(2)(b), 75(1) & (2), 76(2)(d), 78(b) & (c), 79(1)(a), (b), (c)(i) & (ii), 80(1), (2) & (3), Sch.1 and Sch.2	1.4.1987
	1987/122	r.3A and 84	20.8.1987
	1988/069	r.6(2)(a)	23.6.1988
	1989/101	r.30(3)	30.11.1989
	1989/104	rr.2, 42(4), 44(4) and 48	30.11.1989
	1991/066	r.68	18.4.1991
	1991/211	r.29	21.11.1991
	1995/035	r.32A	1.4.1995
	1996/002	r. 16.	1.3.1996
Act.	1998-44	rr. 35 to 54 and 56 to 60	22.9.2000
LN.	2006/149	r. 82	7.12.2006
Act.	2007-17	r. 6(4)	14.6.2007
LN.	2009/075	rr. 2, 24(1), 24A & Sch.3	26.11.2009

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	2011/177	r. 20(8)	29.9.2011
	2012/161	rr. 85-92	15.11.2012
	2013/016	rr. 2 & (5), 5A-5I, 6(1)(a)-(f), (2), (3), (4), 8, 9(1), (4), 10, 12, 13, 13A-13F, Schs. 4, 5, 6, 7, 8	31.1.2013
	2017/088	rr. 2(1), 5B(5), 5D, 54A, Sch. 4, 5	7.5.2017

Transposing:

Directive 92/6/EEC

Directive 96/53/EC

Directive 2002/7/EC

Directive 2002/85/EC

Directive (EU) 2015/719

EU Legislation/International Agreements involved:

Directive 2007/38/EC

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**VEHICLES (CONSTRUCTION, EQUIPMENT AND
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[1958.04.01]****Title.**

1. These Regulations may be cited as the Vehicles (Construction, Equipment and Maintenance) Regulations.

Interpretation.

2. (1) In these Regulations, unless the context otherwise requires,—

“alternative fuels” means fuels or power sources which serve, at least partly, as a substitute for fossil oil sources in the energy supply to transport and which have the potential to contribute to its decarbonisation and enhance the environmental performance of the transport sector, consisting of—

- (a) electricity consumed in all types of electric vehicles;
- (b) hydrogen;
- (c) natural gas, including biomethane, in gaseous form (Compressed Natural Gas — CNG) and liquefied form (Liquefied Natural Gas — LNG);
- (d) Liquefied Petroleum Gas (LPG);
- (e) mechanical energy from on-board storage/on-board sources, including waste heat,

“alternatively fuelled vehicle” means a motor vehicle powered wholly or in part by an alternative fuel and which has been approved under the framework of Directive 2007/46/EC;

“articulated bus” means a bus—

- (a) it consists of two rigid sections connected to each other by an articulated section;
- (b) the passenger compartments in each of the two rigid sections shall be intercommunicating;
- (c) the articulated section shall permit the free movement of passengers between the rigid sections; and
- (d) connection and disconnection of the two sections is only possible in a workshop;

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“articulated vehicle” means a motor vehicle with a trailer so attached to the drawing vehicle that part of the trailer is superimposed on the drawing vehicle and when the trailer is uniformly loaded not less than 20 per cent of the weight of its load is borne by the drawing vehicle;

”braking efficiency”, in relation to the application of brakes to a motor vehicle at any time, means the maximum braking force capable of being developed by the application of those brakes, expressed as a percentage of the weight of the vehicle, including any persons (not being fare paying or other travelling passengers) or load carried in the vehicle at that time;

“bus” has the same meaning given to “omnibus” in section 2 of the Traffic Act 2005;

“caravan” means any structure designed or adapted for human habitation which is capable of being moved from one place to another whether by being towed or by being transported on a motor vehicle or trailer, and any motor vehicle whilst being used for human habitation;

“carriageway” means that portion of a road normally used by vehicular traffic;

“category M2 vehicles” are vehicles designed and constructed for the carriage of passengers and comprising more than 8 seats in addition to the driver’s seat and having a maximum mass not exceeding 5 tonnes, and “M2 vehicles” shall be construed accordingly;

“category M3 vehicles” are vehicles designed and constructed for the carriage of passengers and comprising more than 8 seats in addition to the driver’s seat and having a maximum mass exceeding 5 tonnes, and “M3 vehicles” shall be construed accordingly;

“category O trailer” means a vehicle intended to be coupled to a motor vehicle, excluding a semi-trailer, and constructed and equipped for the carriage of goods, and which falls into one of the following subcategories—

- (a) it has a maximum mass not exceeding 0.75 tonnes;
- (b) it has a maximum mass exceeding 0.75 tonnes but not exceeding 3.5 tonnes;

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- (c) it has a maximum mass exceeding 3.5 tonnes but not exceeding 10 tonnes;
- (d) it has a maximum mass exceeding 10 tonnes;

“category N2 vehicles” are motor vehicles designed and constructed for the carriage of goods and have a maximum mass exceeding 3.5 tonnes but not exceeding 12 tonnes, and “N2 vehicles” shall be construed accordingly;

“category N3 vehicles” are motor vehicles designed and constructed for the carriage of goods and have a maximum mass exceeding 12 tonnes, and “N3 vehicles” shall be construed accordingly;

“container” means an article of equipment, having a volume not less than one cubic metre, that is designed and constructed for repeated use for the inter-modal carriage of goods by road or water and for interchange between those forms of transport;

“dipped beam” means a beam of light emitted by a lamp which illuminates the road ahead of the vehicle without causing undue dazzle or discomfort to oncoming drivers or other road users;

“direction indicator” means a device fitted to a motor vehicle or trailer for the purpose of intimating the intention of the driver to change the direction of the vehicle to the left or to the right;

“double-decked vehicle” means a vehicle having two decks, one of which is wholly or partly above the other, and each deck of which is provided with a gangway serving seats on that deck only;

“dual purposes lamp” means a lamp combining with an obligatory front lamp an obligatory rear lamp, satisfying the requirements of these regulations relating to obligatory front lamps and obligatory rear lamps respectively except in so far as modified by regulation 71;

“emergency exit” means an exit which is intended to be used only in case of emergency;

“entrance” means any aperture or space by which passengers are intended to board the vehicle;

“equipment”, in relation to a vehicle or sidecar, does not include a driving mirror or a direction indicator;

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“exit” means any aperture or space by which passengers are intended to leave the vehicle;

“extreme rear” means the rearmost point for the time being of a vehicle or a sidecar, inclusive of any luggage carrier and inclusive of any tailboard or other adjustable part except when the tailboard or adjustable part is extended whilst the vehicle is stationary and being loaded or unloaded;

“gangway” means the space provided for obtaining access from any entrance to the passengers’ seats or from any such seat to an exit other than an emergency exit but does not include any space in front of a transverse seat which is required only for the use of passengers occupying that seat;

“gross vehicle weight”, in relation to a vehicle, means the weight of that vehicle when fully loaded;

“heavy traffic road” means a road listed in Schedule 8;

“hours of darkness” means the time between a quarter of an hour after sunset and a quarter of an hour before sunrise;

“invalid carriage” means a motor vehicle (including a cycle with an attachment for propelling it by mechanical power) which does not exceed 250 kilograms in weight unladen and is adapted and used for an invalid or invalids;

“indivisible load” means a load that cannot, for the purpose of carriage by road, be divided into two or more loads without undue expense or risk of damage and which owing to its dimensions or mass cannot be carried by a motor vehicle, trailer, road train or articulated vehicle that complies with these Regulations in all respects;

“intermodal transport operation” means-

- (a) the combined transport operations defined in Article 1 of Council Directive 92/106/EEC engaged in the transport of one or more containers or swap bodies, up to a total maximum length of 45 feet; or
- (b) transport operations engaged in the transport of one or more containers or swap bodies, up to a total maximum length of 45 feet, using waterborne transport, provided that the length of the initial or the final road leg does not exceed 150 km in the territory of the European Union; the distance of 150 km

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referred to above may be exceeded in order to reach the nearest suitable transport terminal for the envisaged service in the case of-

- (i) vehicles complying with item 2.2(a) in Table 1, Part 1 of Schedule 5, or
- (ii) vehicles complying with item 2.2.2(c) or (d) in Table 1, Part 1 of Schedule 5, in cases where such distances are permitted in the relevant Member State:

for intermodal transport operations, the nearest suitable transport terminal providing a service may be located in a Member State other than the Member State in which the shipment was loaded or unloaded;

“large passenger carrying vehicle” means a motor vehicle that is constructed or adapted to carry more than twelve passengers in addition to the driver;

“licensing authority” has the meaning given to it by section 4 of the Traffic Act 2005;

”main beam” means a beam of light emitted by a lamp which illuminates the road over a long distance ahead of the vehicle;

”multi-pull means of operation”, in relation to a braking system, means a device 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;

“obligatory front lamp” means a lamp showing to the front a white light which is required to be carried by regulation 65;

“obligatory rear lamp” means a lamp showing a red light which is required to be carried by regulation 65;

“obligatory reflector” means a red reflector which is required to be carried by regulation 66;

“overall length” means the length of a vehicle measured between vertical planes at right angles to the longitudinal axis of the vehicle and passing through the extreme projecting points thereof exclusive of—

- (a) any starting handle;
- (b) any hood when down;

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- (c) any ladder forming part of a turntable fire escape fixed to a vehicle;
- (d) any telescopic fog lamp when extended;

“overall width” means the width of a vehicle measured between vertical planes parallel to the longitudinal axis of the vehicle and passing through the extreme projecting points thereof exclusive of—

- (a) any driving mirror;
- (b) any direction indicator;
- (c) so much of the distortion of any tyre as is caused by the weight of the vehicle; and
- (d) in the case of vehicles registered before the 31st day of March, 1958, so much of a swivelling window designed to allow the driver to give hand signals as projects when opened not more than 10 centimetres beyond the side of the vehicle:

“overhang” means the distance measured horizontally and parallel to the longitudinal axis of the vehicle between two vertical planes at right angles to such axis passing through the two points specified in the following sub-paragraphs (i) and (ii) of this definition respectively:—

- (i) the rearmost point of the vehicle inclusive of—
 - (a) any hood when down;
 - (b) any ladder forming part of a turntable fire escape fixed to a vehicle; and
 - (c) any luggage carrier fitted to a motor vehicle constructed solely for the carriage of passengers and their effects and adapted to carry not more than seven passengers exclusive of the driver.
- (ii) (a) in the case of a motor vehicle having only two axles one of which is not a steering axle, through the centre point of that axle; and
- (b) in the case of a motor vehicle having only three axles where the front axle is the only steering axle, through a

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point 10 centimetres in rear of the centre of a straight line joining the centre points of the rear and middle axles; and

- (c) in any other case through a point situated on the longitudinal axis of the vehicle and such that a line drawn from it at right angles to that axis will pass through the centre of the minimum turning circle of the vehicle;

“oversized vehicle” means any vehicle the dimensions of which exceed any of those set out in regulation 6(1);

“pneumatic tyre” means a tyre which complies in all respects with the following requirements:–

- (i) it shall be provided with a continuous closed chamber containing air at a pressure substantially exceeding atmospheric pressure when the tyre is in the condition in which it is normally used, but is not subjected to any load;
- (ii) it shall be capable of being inflated and deflated without removal from the wheel or vehicle;

“registered” means registered under the Act;

“reversing light” means a lamp which is carried by a vehicle and shows a white light to the rear for the purpose of reversing;

“semi-trailer” means a vehicle intended to be coupled to a motor vehicle in such a way that part of it rests on the motor vehicle with a substantial part of its weight and of the weight of its load being borne by the motor vehicle, and constructed and equipped for the carriage of goods;

“shipper” means a legal entity or a natural or legal person who is named on the bill of lading or on an equivalent transport document, such as a ‘through’ bill of lading, as the shipper and/or in whose name or on whose behalf a contract of carriage has been concluded with the transport company;

“split braking system”, in relation to a motor vehicle, means a braking system so designed and constructed that-

- (a) it comprises two independent sections of mechanism capable of developing braking force such that, excluding the means of

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operation, a failure of any part (other than a fixed member or a brake shoe anchor pin) of one of the sections shall not cause a decrease in the braking force capable of being developed by the other section;

- (b) the two sections are operated by a means of operation which is common to both sections;
- (c) the braking efficiency of either of the two sections can be readily checked;

“stop light” means a light used to indicate to road users that the brakes of a vehicle or combination of vehicles are being applied;

“stored energy”, in relation to a braking system of a vehicle means energy (other than the muscular energy of the driver or the mechanical energy of a spring) stored in a reservoir for the purpose of applying the brakes under the control of the driver either directly or as a supplement to his muscular energy;

“tail light” means, in relation to any vehicle, any lamp carried attached to the vehicle for the purpose of showing a red light to the rear;

“tonne” means the weight executed by the mass of a tonne and shall correspond to 9.8 kilonewtons (kN);

“vehicle combination” means either—

- (a) a road train consisting of a motor vehicle coupled to a trailer;
or
- (b) an articulated vehicle consisting of a motor vehicle coupled to a semi-trailer;

“wheeled”, in relation to a vehicle, means that the whole weight of the vehicle is transmitted to the road surface by means of wheels;

“wide tyre” means a pneumatic tyre whose area of contact with the road surface is not less than 30 centimetres in width when measured at right angles to the longitudinal axis of the vehicle;

“works trailer” means a trailer designed for use in private premises and used on a road only in passing from one part of any such premises to another, or to other private premises in the immediate neighbourhood;

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“works truck” means a motor vehicle designed for use in private premises and used on a road only in passing from one part of any such premises to another, or to other private premises in the immediate neighbourhood.

(2) Except where otherwise provided in these regulations a tyre shall not be deemed to be of soft or elastic material unless the said material is either—

- (i) continuous round the circumference of the wheel; or
- (ii) fitted in sections so that so far as reasonably practicable no space is left between the ends thereof,

and is of such thickness and design as to minimize, so far as reasonably possible, vibration when the vehicle is in motion and so constructed as to be free from any defect which might in any way cause damage to the surface of a road.

(3) For the purpose of these regulations a brake drum shall be deemed to form part of the wheel and not of the braking system.

(4) For the purpose of these regulations any two wheels of a motor vehicle or trailer shall be regarded as one wheel if the distance between the centres of the areas of contact between such wheels and the road surface is less than 45 centimetres.

(5) Any term in these Regulations which is used but not defined and which is also used in a European Community measure which is transposed by these Regulations shall have the meaning given to it in that measure.

Application and exemption.

3. (1) Except where the context otherwise requires these regulations shall apply to wheeled traffic only.

- (2) Regulations 14, 16, 24 and 29 shall not apply to road rollers.

Offences.

3A. A person in control of a vehicle who contravenes or fails to comply with any of the provisions of these regulations, or causes or permits or suffers any vehicle to be used in contravention of these regulations is guilty of an offence and liable on summary conviction to a fine of £100.

PART I.

**VEHICLES (CONSTRUCTION, EQUIPMENT AND
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MOTOR VEHICLES (CONSTRUCTION AND EQUIPMENT)

Motor Vehicles Generally.

Construction.

4. Every motor vehicle and trailer shall be so constructed that it is either a wheeled vehicle or a track laying vehicle.

Ability to reverse.

5. Every motor vehicle which exceeds 400 kilograms in weight unladen shall be capable of being so worked that it may travel either forward or backwards.

Maximum dimensions.

5A.(1) Subject to subregulation (2) the maximum dimensions of motor vehicles, trailers, semi-trailers and vehicle combinations are to be calculated in accordance with the provisions in Schedule 4 and Part 2 of Schedule 5.

(2) Subregulation (1) does not apply to a motor vehicle, trailer, semi-trailer and vehicle combination in respect of which the Department of Transport has issued a permit under this regulation, so long as its use is in accordance with any term, condition or restriction contained therein.

(3) An application for a permit under subregulation (2) in respect of a motor vehicle in category M2, M3, N2, N3 or a category O trailers may only be considered where the vehicle or vehicle combination carries or is intended to carry an indivisible load.

Maximum weights.

5B.(1) Subject to subregulation (3) motor vehicles, trailers, semi-trailers and vehicle combinations the categories and types described in column 2 shall not exceed the maximum weights set out in column 3 of Table 1 in Part I of Schedule 5.

(2) Subject to subregulation (3) the axles described in column 2 shall not exceed the weight set out in column 3 of Table 2 in Part 1 of Schedule 5.

(3) Subregulations (1) and (2) do not apply to a motor vehicle, trailer, semi-trailer or vehicle combination in respect of which the Department of Transport, acting on the advice of the Technical Services Department, has issued a permit under this regulation, so long as its use is in accordance with any term, condition or restriction contained therein.

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(4) An application for a permit under subregulation (3) in respect of a motor vehicle in category M2, M3, N2, N3 or a category O trailers may only be considered where the vehicle or vehicle combination carries or is intended to carry an indivisible load.

(5) The additional weight required by alternatively fuelled vehicles shall be defined on the basis of the documentation provided by the manufacturer and which is indicated in the official proof required in accordance with Article 6 of Directive 1196/53/EC.

Additional requirements for certain vehicles.

5C. Motor vehicles in categories M2, M3, N2, N3 and category O trailers must, in addition to any requirement imposed by regulations 5A and 5B, comply with the such of the dimension and weight requirements set out in Part 2 of Schedule 5 as apply to that vehicle.

Measurements.

5D. The maximum authorised dimensions specified in Schedules 4 and 5 shall be measured in accordance with Annex I to Directive 2007/46/EC with no positive tolerances.

Exemptions.

5E.(1) A motor vehicle or trailer that is registered or placed on the market in another member State shall not be prohibited from use on a road by reason only that it does not conform to a weight or dimension not specified in Schedules 4 or 5.

(2) Where the competent authority in another Member State has authorised limits exceeding those in Table 3 of Schedule 4, Tables 1 and 2 of Part 1 of Schedule 5 and paragraph 1 of Part 2 of Schedule 5 in respect of motor vehicles registered or put into circulation in that Member State, such vehicles shall not be prohibited from being used on a road in Gibraltar.

(3) An articulated vehicle that was first registered before 1 January 1991 and whose overall length does not exceed 15.50 metres may be used on a road notwithstanding the exceedance of a specification set out in—

- (a) point 9 of Table 1 as read with paragraph 1(4) of Schedule 4; and
- (b) paragraph 4 of Part 2 of Schedule 5.

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5F.(1) These Regulations do not apply to motor vehicles to which the Vehicles (Construction, Equipment and Maintenance) (Authorisation of Special Types) Regulations 2009 apply.

(2) Regulations 5A to 5E do not apply to—

- (a) a fire engine or fire tender in use by the fire brigade;
- (b) a Services vehicle;
- (c) any motor vehicle which has been specifically exempted by the Department of Transport either generally or for a specific purpose and subject to such conditions as the Department of Transport may impose.

Turning circle: category N2 and N3 vehicles.

5G.(1) This regulation applies to category N2 and category N3 vehicles and if in combination, its trailer or semi-trailer.

(2) Every motor vehicle or vehicle combination to which this regulation applies which is in motion must be able to turn within a swept circle having an outer radius of 12.50 metres and an inner radius of 5.30 metres.

Turning circle: buses.

5H.(1) Every bus shall which is in motion must be able to turn within a swept circle having an outer radius of 12.50 metres and an inner radius of 5.30 metres

(2) When a vehicle to which this regulation applies moves forward from rest, on either lock, so that its outermost point describes a circle of 12.50 metres radius, no part of the bus shall project beyond the longitudinal plane which, at the beginning of the manoeuvre, defines the overall width of the vehicle on the side opposite to the direction in which it is turning by more than 60 centimetres.

(3) For the purpose of subregulation (2) the two rigid portions of an articulated bus shall be in line at the beginning of the manoeuvre.

Schedule 6.

5I. Schedule 6 has effect.

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6. (1) For the purposes of these Regulations, a vehicle is deemed to be an oversized vehicle if any of the following dimensions are exceeded—

- (a) the overall width of a motor vehicle or trailer exceeds 2.14 metres;
- (b) the height of a motor vehicle exceeds 3.65 metres;
- (c) the overall length of an articulated vehicle exceeds 6.70 metres;
- (d) the overall length of a motor vehicle other than an articulated vehicle exceeds 6.40 metres or have a wheel base exceeding 4.10 metres;
- (e) the overhang of an omnibus exceeds two-fifths of the wheel base;
- (f) the overhang of a motor vehicle other than an omnibus exceeds one half of the wheel base or 1.70 metres whichever is the less:

Provided that—

- (i) in the case of a vehicle designed for use and mainly used for the purpose of heating a road or other like surface in the purpose of construction, repair or maintenance, no part of the heating plant shall be taken into account when calculating the overhang; and
- (ii) the provisions of this regulation relating to overhang shall not apply in the case of—
 - (1) a motor vehicle designed for use and used solely in connection with street cleaning, the collection of refuse or the collection or disposal of the contents of gullies or cesspools;
 - (2) a works truck; or
 - (3) a motor vehicle designed so that it can dispose of the load by tipping to the rear, if the overhang does not exceed 1.15 metres.

(2) *Revoked*

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(4) Notwithstanding anything contained in sub-regulation (1) and subject to regulation 5A, the Government may allow any of the dimensions therein set out to be exceeded in respect of any vehicle but subject to such conditions as the Government may impose.

Oversized vehicles to be marked.

7.(1) Every oversized vehicle shall clearly display in a conspicuous position on the front left hand side and on the back left hand side of such vehicle a distinguishing mark consisting of the figure "O" in red colour in a white ground, which mark shall conform with the following requirements:—

- (a) the figure must be 20 centimetres high and 30 centimetres wide;
- (b) every part of the figure must be 4 centimetres wide; and
- (c) there must be a margin between the nearest part of the figure and the edges of the white ground of at least 4 centimetres.

(2) No person shall use or cause or permit to be used in Gibraltar an oversized vehicle which does not comply with the requirement of sub-regulation (1).

8. *Revoked*

Maximum weight: other than on heavy traffic roads.

9.(1) Subject to regulation 11, other than on a heavy traffic road the maximum laden weight of motor vehicles and trailers shall not exceed—

- (a) in the case of a wheeled motor vehicle which is a public service vehicle with not more than four wheels—12190 kilograms;
- (b) in the case of a wheeled motor vehicle which is a public service vehicle with more than four wheels—14220 kilograms;
- (c) in the case of a wheeled motor vehicle with not more than four wheels which is not a public service vehicle—14220 kilograms;
- (d) in the case of a wheeled motor vehicle with more than four wheels which is not a public service vehicle—20320 kilograms;
- (e) in the case of a track laying motor vehicle—20320 kilograms;

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- (f) in the case of an articulated vehicle—20320 kilograms;
- (g) in the case of a trailer whether wheeled or track-laying not forming part of an articulated vehicle—14220 kilograms:

Provided that the total laden weight of a trailer whether wheeled or articulated together with that of any motor vehicle whether wheeled or articulated drawing such trailer, shall not exceed 20320 kilograms.

(2) For the purposes of this regulation each person carried in a vehicle shall be deemed to weigh 64 kilograms.

(3) Notwithstanding anything in this regulation no vehicle of which the laden weight exceeds 10160 kilograms shall be driven on any bridge unless the owner of the vehicle has given at least two clear days' notice (excluding Sundays and public holidays) to the authority in whom the bridge is vested and complies with such requirements as to the strengthening of the bridge or otherwise as may be specified by such authority.

(4) The Department of Transport, acting on the advice of the Technical Services Department, may issue a permit exempting a motor vehicle from the provisions of this regulation, and where applicable, regulations 11 and 13, and such exemption shall apply only in so far as the motor vehicle is used in accordance with any term, condition or restriction contained therein.

10. *Revoked*

Weight restrictions on specified roads.

11. No person shall use, or cause or permit to be used, on—

- (a) Smith Dorrien Bridge;
- (b) Elliot's Way; or
- (c) Europa Road between Elliot's Way and the junction with Naval Hospital Hill Road—

any motor vehicle or trailer whose maximum laden weight exceeds 10 tons.

12. *Revoked*

Distribution of weight: other than on heavy traffic roads.

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13.(1) The total weight transmitted to the road surface of a heavy traffic road by any two wheels in line transversely shall not exceed—

- (a) in the case of a wheeled motor vehicle—9140 kilograms;
- (b) in the case of a wheeled motor vehicle if each wheel is fitted with two pneumatic tyres having the centres of their areas of contact with the road surface not less than 30 centimetres apart measured at right angles to the longitudinal axis of the vehicle or with a wide tyre—10160 kilograms;
- (c) in the case of a track-laying vehicle—8120 kilograms;
- (d) in the case of a trailer—9140 kilograms;
- (e) in the case of a trailer if each wheel is fitted with two pneumatic tyres having the centre of their areas of contact with the road surface not less than 30 centimetres apart measured at right angles to the longitudinal axis of the vehicle, or with a wide tyre—10160 kilograms.

(2) The total weight transmitted by more than two wheels in line transversely shall not exceed 11170 kilograms.

(3) The weight transmitted to any strip of the surface upon which a vehicle rests contained between any two parallel lines drawn 60 centimetres apart on that surface at right angles to the longitudinal axis of the vehicle shall not exceed—

- (a) in the case of a wheeled motor vehicle or trailer whether laden or unladen—11170 kilograms;
- (b) in the case of a track-laying motor vehicle or trailer whether laden or unladen—11170 kilograms.

Restrictions to prevail.

13A. Nothing in regulations 5A to 5F shall be deemed to permit the use of any road by a motor vehicle if any provision in these Regulations, any other enactment or a traffic sign or signal prohibits or restricts the use of such road.

*Certificates of conformity***Certificate of conformity.**

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13B.(1) Subject to subregulations (2) and (3) the licensing authority shall—

- (a) on the occasion of the first registration of a motor vehicle or trailer to which this regulation applies; or
- (b) in the case of a motor vehicle or trailer that is registered before 1 February 2013, by 1 February 2013,

issue a certificate of conformity containing the particulars set out in, and calculates in accordance with, Part 1 of Schedule 7 upon the payment of a fee.

(2) The fee in respect of the issue of a certificate of conformity, the issue of a duplicate or for the re-issue following its amendment is set out in Part 2 of Schedule 7.

(3) This regulation applies to motor vehicles in categories M2, M3, N2, N3 and trailers in category O.

Alterations to be notified.

13C. Where any characteristic of a motor vehicle or trailer is altered the owner shall notify the licensing authority of any changes and the licensing authority shall on payment of the fee set out in Part 2 of Schedule 7, issue a new certificate of conformity.

Requirement to carry certificate of conformity.

13D.(1) A person who uses a motor vehicle or trailer in respect of which a certificate of conformity has been issued shall carry that certificate whenever the motor vehicle or trailer is on a road.

(2) Upon the request of a police officer, the driver of a motor vehicle shall produce a certificate of conformity if one has been issued to the motor vehicle or trailer.

Checks.

13E. A police officer may check for compliance with the regulations in this Part—

- (a) if the purpose is to monitor for compliance with the limits on weight, on a random basis; and
- (b) if the purpose is to monitor for compliance with the limits on dimensions, only where he suspects that there is a breach.

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13F.(1) A person who uses on a road a motor vehicle or trailer which is required by these regulations to carry a certificate of conformity and who fails to do so commits an offence.

(2) A person who uses on a road a motor vehicle or trailer whose characteristics are not those contained in the certificate of conformity commits an offence

(3) A person who upon the request of a police officer fails to produce a certificate of conformity where one has been issued under these regulations commits an offence.

(4) A person who commits an offence under this regulation shall be liable on summary conviction to a fine not exceeding level 3 on the standard scale.

(5) The driver of a motor vehicle or trailer shall not be guilty of an offence under this regulation if the motor vehicle or trailer was registered in another Member State and it had affixed to it plates with information in conformity with Article 6(1)(a) or (b) of Directive 96/52/EC.

Springs.

14. Every motor vehicle and trailer shall be equipped with suitable and sufficient springs between each wheel and the frame of the vehicle:

Provided that this regulation shall not apply to motor cycles, mobile cranes, works trucks and works trailers.

Tracks.

15. In a track laying vehicle those parts of the tracks which come into contact with the road surface shall be flat and have a minimum width of 1 centimetre. The total area of each track actually in contact with the road surface at any one time shall be not less than 232.26 square centimetres in respect of each 1016 kilograms of the total weight of the vehicle which is transferred to the road surface by means of the tracks.

Condition of tyres and tracks.

16. (1) Save as provided in sub-regulation (2), no person shall use or cause or permit to be used on a road any motor vehicle or trailer other than a road

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roller or a track laying vehicle, a wheel of which is fitted with a pneumatic tyre, if—

- (a) the tyre is unsuitable having regard to the use to which the motor vehicle or trailer is being put or to the types of tyres fitted to its other wheels;
- (b) the tyre is not so inflated as to make it fit for the use to which the motor vehicle or trailer is being put;
- (c) the tyre has a break in its fabric, or has a cut in excess of 2.50 centimetre or ten per cent of the section width of the tyre, whichever is the greater, measured in any direction on the outside of the tyre and deep enough to reach the body cords;
- (d) the tyre has any lump or bulge caused by separation or partial failure of its structure;
- (e) the tyre has any portion of the ply or cord structure exposed; or
- (f) where the tyre is fitted to a wheel of a motor vehicle, being a motor cycle whereof the cylinder capacity of the engine does not exceed 50 cubic centimetres, the tread of the tyre does not show throughout at least three quarters of the breadth of the tread and round the entire outer circumference of the tyre a pattern the relief of which is clearly visible, or where the tyre is fitted to a wheel of any other motor vehicle or any trailer, the tread pattern (excluding any tie-bar) of the tyre does not have a depth of at least 1.6 millimetre throughout at least three quarters of the breadth of the tread and round the entire outer circumference of the tyre:

Provided that this sub-regulation shall not apply in the case of a motor cycle having three wheels, the unladen weight of which does not exceed 100kg and which is incapable of exceeding a speed of 19.31 kilometres per hour on the level under its own power.

(2) No person shall use or cause or permit to be used on a road any motor vehicle or trailer a wheel of which is fitted with a recut pneumatic tyre the fabric of which has been cut or exposed by the recutting process.

(3) Without prejudice to sub-regulations (1) and (2), all the tyres or tracks of a motor vehicle or trailer shall at all times while the vehicle or trailer is used on a road be maintained in such condition as to be fit for the use to which the vehicle or trailer is being put, and as to be free from any

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defect which might in any way cause damage to the surface of the road or danger to persons on or in the vehicle or to other persons using the road.

Maintenance of steering gear.

16A. All steering gear fitted to a motor vehicle shall at all times while the vehicle is used on a road be maintained in good and efficient working order and be properly adjusted.

Brakes.

17.(1) Except as provided for in sub-regulations (2) and (3), the braking system of every motor vehicle of a category specified in the second column of Schedule 1 and the braking system of every trailer of a category specified in the third column of that Schedule, and which was or is manufactured on or after the 1st October 1982 and first used on or after the 1st April 1983 shall comply with the construction, fitting and performance requirements specified in respect that category in the fourth column of that Schedule:

Provided that it shall not be unlawful for any motor vehicle of a category specified in the second column or any trailer of a category specified in the third column of that Schedule and which was manufactured before the 1st October 1982 or first used before the 1st April 1983 to comply with the said requirements instead of with any other requirements relating to the construction of the braking system of such vehicles as are specified in these regulations.

- (2) The requirements specified in sub-regulation (1) shall not apply to—
 - (a) a motor tractor; or
 - (b) a works trailer; or
 - (c) a works truck; or
 - (d) a trailer designed and constructed or adapted to be drawn exclusively by a vehicle to which paragraph (a) or (c) applies.
- (3) The requirements specified in the fourth column of Schedule 1 shall apply—
 - (a) to items 1, 2, 3, 4, 5 and 6 so that the requirement specified in paragraph 1.2.1 of Annex IV to the Council Directive shall apply as amended by Commission Directive 79/4891/EEC of the 18th April 1979;

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- (b) to items 2 and 3 with the proviso that the testing requirements specified in paragraphs 1.5.1 and 1.5.2 of Annex II to the Council Directive shall apply in relation to every vehicle in category M3, other than a double-decked vehicle first used before the 1st October 1983;
 - (c) to items 2 and 3 with the proviso that the requirements specified in paragraph 1.1.4.2 of Annex II to the Council Directive shall not apply in relation to a vehicle which is in category M2 or category M3;
 - (d) in items 1, 2, 3, 4, 5 and 6, in the case of vehicles constructed or adapted for use by physically handicapped drivers, the requirement in paragraph 2.1.2.1 of Annex 1 to the Council Directive that the driver must be able to achieve the braking action mentioned in that paragraph from his driving seat without removing his hands from the steering control shall not apply, provided that the driver is able to achieve that action while one of his hands remains on the steering control.
- (4) In this regulation—
- (a) “the Council Directive” means Council Directive 71/320/EEC of the 26th July 1971 (which relates to the braking devices of certain categories of motor vehicles and their trailers), as amended by Commission Directive 75/524/EEC of the 25th July 1975 and Commission Directive 79/489/EEC of the 18th April 1979 (the amendments to Council Directive 71/320/EEC introduced by Commission Directive 74/132/EEC of the 11th February 1974 not being relevant); and
 - (b) a reference to a vehicle in category M2 or M3 is a reference to a vehicle categorized by that number and letter in Article I of the Council Directive.

Dual systems of operations.

17A. (1) Save as provided in sub-regulation (2), every motor vehicle shall be equipped either with an efficient braking system having two means of operation or with two efficient braking systems each having a separate means of operation:

Provided that for the purpose of this sub-regulation no account shall be taken of a multi-pull means of operation unless that means, at the first application, operates an hydraulic, electric or pneumatic device which causes brakes to be applied sufficient to have a total braking efficiency of

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not less than the total braking efficiency required by sub-regulation 5(b) in relation to brakes as applied by a second independent means of operation.

- (2) Nothing in—
- (a) any part of this regulation shall apply to a motor vehicle to which regulation 17 applies;
 - (b) Sub-regulation (1) or (3) shall apply to a motor vehicle equipped with one efficient braking system with one means of operation and which is a split braking system.

(3) Save as provided in sub-regulation (2), the braking system or braking systems of every motor vehicle shall be so designed and constructed that, notwithstanding the 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 to not less than half the number of wheels of the vehicle brakes sufficient under the most adverse conditions to bring the vehicle to rest within a reasonable distance:

Provided that, in the event of such failure, it shall not be necessary for brakes to be available for application by the driver in the case of a vehicle having less than four wheels, to more than one wheel.

(4) The braking system or braking systems of every motor vehicle to which Schedule 2 applies shall comply with the requirements of that Schedule relating to the efficiency of the brakes of such motor vehicles.

(5) The braking system or braking Systems of every motor vehicle which is not a works truck or a pedestrian controlled vehicle shall—

- (a) have brakes acting on all the wheels of the vehicle which as applied by one means of operation have a total braking efficiency of not less than 50 per cent;
- (b) except in the case mentioned in paragraph (c), have brakes which as applied by a second independent means of operation have a total braking efficiency of not less than 25 per cent;
- (c) in the case of a motor vehicle equipped with a split braking system in accordance with sub-regulation (2), have brakes which in the event of a failure of any part (other than a fixed member or a brake shoe anchor pin) of one of the independent sections comprised in the split braking system are such that

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there remain brakes applied by the other section sufficient to have a total braking efficiency of not less than 25 per cent.

(6) Sub-regulations (1) and (3) shall not apply in the case of a works truck if it is equipped with one braking system having one means of operation.

(7) The application of the one means of operation shall not affect or operate the pedal or hand lever of the other means of operation.

(8) No braking system shall be rendered ineffective by the non-rotation of the engine:

Provided that this sub-regulation shall not apply in the case of any vehicle referred to in sub-regulation (12)(b).

(9) All the brakes of a motor vehicle which are operated by one means of operation shall be capable of being applied by direct mechanical action without the intervention of any hydraulic, electric or pneumatic device:

Provided that this sub-regulation shall not apply to a motor vehicle which satisfies the requirements of regulation 17G(2).

(10) Where any brake shoe of a motor vehicle is capable of being applied by more than one means of operation, all the wheels of the vehicle shall be fitted with brakes all of which are operated by one of the means of operation:

Provided that—

- (a) where a motor vehicle has more than six wheels at least four of which are steering wheels, it shall be a sufficient compliance with this sub-regulation if brakes are fitted to all the wheels, other than two steering wheels which are situated on opposite sides of the vehicle, and all such brakes are operated by one of the means of operation;
- (b) where a motor vehicle has more than four wheels and the drive is transmitted to all wheels other than the steering wheels without the inter-position of a differential driving gear or similar mechanism between the axles carrying the driving wheels, it shall be deemed a sufficient compliance with this sub-regulation if one means of operation operates the brakes on two driving wheels situated on opposite sides of the vehicle and the other means of operation operates brakes on all the

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other wheels required by this sub-regulation to be fitted with brakes; and

- (c) where means of operation are provided in addition to those prescribed by this regulation, such additional means of operation may be disregarded for the purposes of this sub-regulation.

(11) One at least of the means of operation shall be capable of causing brakes to be applied directly, and not through the transmission gear, to not less than half the number of the wheels of the vehicle:

Provided that—

- (a) in the case of a motor vehicle having brakes acting on all the wheels of the vehicle and capable of being applied by one means of operation, any shaft leading from any differential driving gear or an axle to a driving wheel shall be deemed not to form part of the transmission gear;
- (b) in the case of any other motor vehicle with more than four wheels, if 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, it shall be deemed to be a sufficient compliance with this sub-regulation if the brakes applied by one means of operation act directly on two driving wheels on opposite sides of the vehicle and the brakes applied by the other means of operation acts directly on all other driving wheels.

(12) For the purposes of this regulation—

- (a) in the case of any motor vehicle
- (i) not more than one front wheel shall be included in half the number of the wheels of the vehicle for the purposes aforesaid, except that this provision shall not apply either to a motor vehicle with more than three wheels, whether or not any brake shoe is capable of being applied by more than one means of operation, if, as respects the fitting of its wheels with brakes and the operation of those brakes, the provisions of sub-regulation (10) relating to such matters are complied with, or to a works truck; and

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- (ii) every moving shaft to which any part of a braking system or any means of operation thereof is connected or by which it is supported shall be deemed to be part of that system; and

- (b) in the case of a motor vehicle propelled by steam and not used as a public service vehicle, 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 is incapable of being disconnected from any of the driving wheels of the vehicle except by the sustained effort of the driver.

Vacuum or pressure braking systems.

17B. Every motor vehicle, not being a vehicle to which regulation 17 applies, which is equipped with a braking system which embodies a vacuum or pressure reservoir or reservoirs shall be provided with a warning device so placed as to be readily visible to the driver of the vehicle when in the driving seat, in order to indicate any impending failure or deficiency in the vacuum or pressure system:

Provided that in the case of a vehicle the unladen weight of which does not exceed 3,050 kilograms and which is propelled by an internal combustion engine and equipped with a braking system embodying a vacuum reservoir or reservoirs, the vacuum therein being derived directly from the induction system of the engine, it shall not be necessary to provide such a warning device if, in the event of a failure or deficiency in the vacuum System, the brakes of that braking system are sufficient under the most adverse conditions to bring the vehicle to rest within a reasonable distance.

Motor cycle brakes.

17C. (1) Every motor cycle shall be equipped either with an efficient braking system having two means of operation or with two efficient braking Systems each having a separate means of operation.

(2) The braking system or braking Systems with which a motor cycle is required to be equipped shall be so designed and constructed that notwithstanding the 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 to at least one wheel of the vehicle brakes sufficient under the most adverse conditions to bring the vehicle to rest within a reasonable distance.

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(3) The braking system or braking systems of every motor cycle to which Schedule 2 applies shall comply with the requirements of that Schedule relating to the efficiency of the brakes of such motor cycles.

(4) Sub-regulations (1), (2) and (3) shall not apply in the case of a works truck if it is equipped with one braking system having one means of operation.

(5) In the case of a motor cycle required to have two means of operating brakes, the application of one means of operation shall not affect or operate the pedal or hand lever of the other means of operation.

Invalid carriage brakes.

17D. Every invalid carriage shall be equipped with an efficient braking system, the brakes of which act on at least two wheels of the vehicle, so designed and constructed that the application of the brakes shall bring the vehicle to rest within a reasonable distance.

Trailer brakes.

17E.(1) Save as provided in sub-regulations (2) and (3), every trailer which has a gross vehicle weight exceeding 750 kilograms shall be equipped with an efficient braking system so designed and constructed that—

- (a) when the trailer is being drawn, the brakes of that braking system are capable of being applied to all the wheels of the trailer by the driver of the drawing vehicle using the means of operation applying those of the brakes of the drawing vehicle which were designed and constructed to have the highest braking efficiency of any of the brakes of any braking system with which the drawing vehicle is equipped;
- (b) when the trailer is being drawn, in the event of a failure of any part (other than a fixed member or a brake shoe anchor pin) of the braking system with which the drawing vehicle is equipped (excluding the means of operation of a split braking system) or of any part (other than as aforesaid) of the braking system with which the trailer is equipped, brakes shall still be capable of being applied to at least two wheels of the trailer or, in the case of a two wheeled trailer, to one wheel in the manner indicated in paragraph (a) or by the driver using any other means of operation of a braking system with which the drawing vehicle is by these regulations required to be equipped;
- (c) when the trailer is stationary—

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- (i) the brakes of that system can also be applied to at least two wheels of the trailer and released by a person standing on the ground by a means of operation fitted to the trailer;
- (ii) the braking force of that system can, when applied in the manner indicated in paragraph (a) or in paragraph (c)(i) at all times be maintained in operation by direct mechanical action without the intervention of any hydraulic, electric or pneumatic device; and
- (iii) such braking force, when so applied and so maintained in operation by direct mechanical action, is capable of holding the trailer stationary on a gradient of at least 1 in 6.25 without the assistance of stored energy;

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

- (2) Where—
 - (a) a motor vehicle which conforms to the requirements of Council Directive 71/320/EEC of the 26th July 1971 or, where appropriate, to the requirements of that Directive as amended by the amending Directives specified in regulation 17(4)(a), is drawing a trailer to which that Directive does not apply; or
 - (b) a motor vehicle to which regulation 17 applies is drawing a trailer to which that regulation does not apply,

sub-regulation (1)(b) shall apply to the trailer as if the words “or of any part (other than as aforesaid) of the braking system with which the trailer is equipped” were omitted.

- (3) Sub-regulations (1) and (2) shall not apply to —
 - (a) any trailer designed for use and used for street cleansing, which does not carry any load other than its necessary gear and equipment;
 - (b) any broken down vehicle which is being drawn by a motor vehicle in consequence of the breakdown; or
 - (c) any trailer to which regulation 17 applies.

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- (4) Where—
- (a) a trailer which conforms to the requirements of Council Directive 71/320/EEC of the 26th July 1971, or where appropriate, to the requirements of that Directive as, amended by the amending Directives specified in regulation 17(4)(a), is drawn by a motor vehicle to which that Directive does not apply; or
 - (b) a trailer to which regulation 17 applies is drawn by a motor vehicle to which that regulation does not apply,

then the braking system of the drawing vehicle shall be so constructed that in the event of a failure of any part (other than a fixed member or a brake shoe anchor pin) of the service braking system with which the drawing vehicle is equipped (excluding the means of operation of a split braking system) brakes shall still be capable of being applied to at least two wheels of the trailer or, in the case of a two-wheeled trailer, to one wheel by the driver using the secondary braking system of the drawing vehicle.

(5) In sub-regulation (4), “service braking system” means the braking system which was designed and constructed to have the highest braking efficiency of any braking system with which the drawing vehicle is equipped, and “secondary braking system” means a braking system applied by a second independent means of operation or by one of the independent sections comprised in a split braking system.

Other vehicles.

17F. All other vehicles, including works trucks, road rollers, mobile cranes and pedestrian controlled vehicles shall be equipped with an efficient braking system or braking systems so designed and constructed that the application of the brakes shall bring the vehicle to rest within a reasonable distance.

Parking brakes.

17G. (1) Save as provided in sub-regulation (3), every motor vehicle shall be equipped with a braking system (which may be one of the braking Systems prescribed in regulation 17A (other than sub-regulation (2))) so designed and Constructed that it can at all times be set so as effectually to prevent two at least, or in the case of vehicles with only three wheels one, of the wheels from revolving when the vehicle is not being driven or is left unattended.

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(2) Save as provided in sub-regulation (3), every motor vehicle, not being a vehicle to which regulation 17 applies, shall be equipped with a braking system so designed and constructed that—

- (a) its means of operation, whether being a multi-pull means of operation or not, is independent of the means of operation of any braking system required by regulation 17A(5) to have a total braking efficiency of not less than 50 per cent;
- (b) its braking force, when the vehicle is not being driven or is left unattended
 - (i) can at all times be maintained in operation by direct mechanical action without the intervention of any hydraulic, electric or pneumatic device; and
 - (ii) when so maintained in operation by direct mechanical action, is capable of holding the vehicle stationary on a gradient of at least 1 in 6.25 without the assistance of stored energy.

(3) Nothing in sub-regulations (1) and (2) shall apply to—

- (a) a two-wheeled motor cycle with or without a side car attached;
or
- (b) an invalid carriage.

Maintenance of brakes.

17H. (1) Every part of every braking system and of the means of operation thereof fitted to a motor vehicle or a trailer, not being—

- (a) a motor vehicle or a trailer which conforms to the requirements of Council Directive 71/320/ EEC of the 26th July 1971 or, where appropriate, to the requirements of that Directive as amended by the amending Directives specified in regulation 17(4)(a); or
- (b) a motor vehicle or trailer to which regulation 17 applies,

shall at all times while the motor vehicle or trailer is used on a road—

- (i) be maintained in good and efficient working order and be properly adjusted;

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- (ii) in the case of motor vehicles to which Schedule 2 applies, be so maintained that the brakes forming part of the system comply with the requirements as to the efficiency of brakes which are applicable to such a vehicle by virtue of the provisions contained in regulations 17A(4) and 17C(3);
- (iii) in the case of motor vehicles to which regulation 17A(5) or 17C(3) applies, where such a vehicle is not being used while drawing a trailer, be so maintained that the brakes forming part of the system comply with the requirements as to the efficiency of brakes which are applicable to such a vehicle by virtue of the provisions contained in either of those sub-regulations;
- (iv) in the case of a motor vehicle to which regulation 17G(2) applies, be so maintained that the system complies with the requirements as to its braking force specified in regulation 17G(2)(b)(ii); and
- (v) in the case of a trailer to which regulation 17E (1) applies, be so maintained that the system complies with the requirements as to its braking force specified in regulation 17E(1)(c)(iii), and for the purposes of this paragraph a reference to a trailer to which regulation 17E(1) applies shall, in the case of a composite trailer, be deemed to be a reference to the semi-trailer which forms part of the composite trailer.

(2) Where a motor vehicle to which regulation 17A(5) or 17C(3) applies is being used while drawing a trailer (other than a trailer not required by these regulations to be equipped with a braking system), whether or not that motor vehicle and trailer together form an articulated vehicle, then every part of every braking system with which that motor vehicle is equipped and every part of every braking system with which the trailer is equipped shall be so maintained that, when the brakes of any braking system of that motor vehicle (being a system to which regulation 17A(5) or 17C(3) applies) are applied by their means of operation and the brakes of any braking system of that trailer applied by that same means of operation are applied those brakes together produce the same total braking efficiencies as would be required of the brakes of such a motor vehicle when applied by that means of operation if that motor vehicle were not drawing a trailer.

(3) Where a motor vehicle to which regulation 17G(2) applies is attached to a trailer (other than a trailer not required by these regulations to be equipped with a braking system) whether or not that motor vehicle and

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trailer together form an articulated vehicle, and the combination of those vehicles is stationary, then every part of every braking System with which that motor vehicle is equipped and every part of every braking system with which the trailer is equipped shall be so maintained that the brakes of those Systems as applied by the means of operation specified in regulation 17G(2) can together produce a braking force sufficient to hold the combination of vehicles Stationary on a gradient of at least 1 in 6.25 without the assistance of stored energy.

(4) In this regulation, “EEC regulation 13” means regulation 13, incorporating the amendments described therein as the 03 series of amendments which came into force on the 4th January 1979, annexed to the Agreement concerning the adoption of uniform conditions of approval for Motor Vehicle Equipment and Parts and reciprocal recognition thereof, done at Geneva on the 20th March 1958.

Stop lights.

19. (1) Every stop light fitted to a motor vehicle or to a trailer shall be fitted at the rear of the vehicle and not to the right of the centre thereof and when in operation shall show a red or amber light:

Provided that nothing in this paragraph shall prevent the fitting of a duplicate stop light on the right side of the vehicle which comes into operation at the same time as the stop light fitted at the centre or on the left side of the vehicle.

(2) Every light shown by a stop light shall be diffused by means of frosted glass or other adequate means and shall be a steady light.

Direction indicators.

20. (1) Every motor vehicle shall be equipped with direction indicators and such indicators shall be of one of the following types:—

- (a) a movable arm not less than 15 centimetres in length capable of protruding beyond the side of the vehicle, which when in operation shall—
 - (i) if not illuminated, present a white surface visible from both the front and the rear of the vehicle;
 - (ii) if illuminated, show either a steady or a constantly flashing light visible from both the front and the rear of the vehicle;

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- (b) a lamp fitted to the side of the vehicle which, when in operation shows a constantly flashing light visible at a reasonable distance from both the front and the rear of the vehicle; .
- (c) two lamps fitted to any side of the vehicle and so designed and fitted that—
- (i) neither of the lamps on either side of the vehicle shall be capable of operating unless the other lamp on that side operates coincidentally with it;
 - (ii) when in operating one of the indicators on one side shall show a flashing light visible from a reasonable distance to the front of the vehicle and the other lamp on that side shall, except when a trailer is being drawn, show a flashing light visible from a reasonable distance to the rear of the vehicle.
- (2) Any direction indicator intended to indicate a left hand turn shall be fitted only to the left of the longitudinal axis of the vehicle and one intended to indicate a right hand turn shall be fitted only to the right of that axis.
- (3) The illuminated colour of every direction indicator shall—
- (a) if it shows to both the front and the rear, be amber;
 - (b) if it shows only to the front, be amber or white; and
 - (c) if it shows only to the rear, be amber or red.
- (4) The light emitted by every direction indicator shall be diffused by frosted glass or other adequate means.
- (5) The following requirements shall be complied with as respects the direction indicators on a vehicle:—
- (a) not less than one indicator on each side to which the indicators are fitted shall be so designed and fitted that the driver when in his seat can readily be aware when it is in operation; or
 - (b) the vehicle shall be equipped with a device or devices so fitted as to be readily visible to the driver at all times when in his seat, and so designed as to show when at least one indicator on each side of the vehicle is in operation.

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(6) Every direction indicator shall be so fitted that when not in operation it will not be likely to mislead the driver of any other vehicle or any person controlling traffic.

(7) Any reference in this regulation to the side of a vehicle shall be taken to include that part of the front or the back of the vehicle which is on that side of the vehicle.

(8) This regulation does not apply to motorcycles which were originally supplied by the manufacturer without direction indicators as standard equipment.

Maintenance of direction indicators.

20A. Every direction indicator with which a motor vehicle is equipped shall at all times while the vehicle is used on a road be maintained in good and efficient working order and be properly adjusted.

Speed indicator.

21. (1) Every motor vehicle registered after the coming into operation of these regulations shall be fitted with a speed indicator for recording the speed of such vehicle with reasonable accuracy:

Provided that this regulation shall not apply to any tractor, invalid carriage or to any motor cycle the unladen weight of which does not exceed 250 kilograms or to any vehicle which by reason of its construction is incapable of exceeding 19.31 kilometres per hour on level ground under its own power.

(2) Every speed indicator shall be fitted in such a manner as to be visible to the driver at all times.

Maintenance of speed indicator.

22. Every instrument for indicating speed provided in compliance with the requirements of regulation 21 shall—

- (a) at all material times be maintained in good working order; and
- (b) be kept free from any obstruction which might prevent its being easily read (or the appropriate indication given thereby being easily seen or heard):

Provided that it shall be a good defence to proceedings taken in respect of a contravention of paragraph (a) of this regulation to prove that—

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- (i) the defect occurred in the course of the journey during which the contravention was detected; or
- (ii) at the time when the contravention was detected steps had already been taken to have the defect remedied with all reasonable expedition.

View to the front.

23. Every motor vehicle shall be so designed and constructed that the driver thereof while controlling the vehicle can at all times have a full view of the road and traffic ahead of the motor vehicle.

Mirrors.

24. (1) Subject to regulation 24A, every motor vehicle shall be equipped either internally or externally with a mirror so constructed and fitted to the motor vehicle, as to assist the driver if he so desires to become aware of traffic to the rear of the vehicle:

Provided that this regulation shall not apply to—

- (a) a two-wheeled motor cycle with or without a sidecar attached;
- (b) a motor vehicle when drawing a trailer if a person is carried on the trailer in a position which affords an uninterrupted view to the rear and such person is provided with efficient means of communicating to the driver the effect of signals given by the drivers of other vehicles in rear thereof; or
- (c) a works truck if the driver can easily obtain a clear view of traffic to the rear.

(2) No motor vehicle shall be fitted with a mirror which protrudes outwards from the vehicle more than 5 centimetres beyond vertical planes parallel to the longitudinal axis of the vehicle and passing through the extreme projecting points of the vehicle, exclusive of any driving mirror and direction indicator and of so much of the distortion of any tyre as is caused by the weight of the vehicle, unless the mirror is of the swivel type and mounted on a flexible support:

Provided that this paragraph shall not apply in the case of a mirror the lowest, part of which is not less than 2 metres above the ground.

Mirrors: vehicles in N₂ and N₃ categories.

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24A.(1) This regulation applies to N₂ vehicles and N₃ vehicles which have been registered, pursuant to the Traffic Act, after 1 January 2000.

(2) This regulation does not apply to an N₂ vehicle having a maximum total permissible mass not exceeding 7.5 tonnes if it is impossible to mount a class V mirror that fulfils the following criteria—

- (a) no part of the mirror is less than 2 metres (a tolerance of +10 centimetres may be applied) from the ground, regardless of the adjustment position, when the vehicle is under a load corresponding to its maximum technically permissible weight; and
- (b) the mirror is fully visible from the driving position.

(3) N₂ vehicles and N₃ vehicles must be equipped, on the passenger side—

- (a) with wide-angle and close-proximity mirrors which fulfil the requirements for class IV and class V mirrors; or
- (b) with wide-angle and close-proximity mirrors, whose combination of fields of vision covers not less than 95% of the field of vision at ground level of a class IV mirror and not less than 85% of the field of vision at ground level of a class V mirror.

(4) In the case of a vehicle which the chief examiner is satisfied that for want of available, economically viable, technical solutions, it cannot be equipped with mirrors complying with the requirements set out in subregulation (3)(a) or (b), the chief examiner shall certify that that vehicle may be equipped with supplementary mirrors and/or other devices of indirect vision, provided that the combination of such devices covers not less than 95% of the field of vision at ground level of a class IV mirror and not less than 85% of the field of vision at ground level of a class V mirror.

(5) For the purposes of this regulation a wide angle or close-proximity class IV or class V mirror means a mirror of a kind that meets the specifications set out in Schedule 3.

(6) In accordance with Article 3(4) of Directive 2007/38/EC of the European Parliament and of the Council of 11 July 2007 on the retrofitting of mirrors to heavy goods vehicles registered in the Community, the Minister shall ensure that a list of technical solutions complying with subregulations (3) and (4) is communicated to the Commission.

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25. All glass or other transparent material fitted to motor vehicles shall be maintained in such a condition that it does not obscure the vision of the driver while the vehicle is being driven on a road or obscure the driver from the vision of any person looking from the outside of the motor vehicle into the interior of the motor vehicle while it is either stationary or being driven on the road.

Safety glass.

26. The glass of wind-screens and windows facing to the front on the outside of any motor vehicle shall be safety glass.

For the purposes of this regulation any wind-screen or window at the front of the vehicle the inner surface of which is at any angle exceeding 30 degrees to the longitudinal axis of the vehicle shall be deemed to face to the front.

Wind-screen wipers.

27. An efficient automatic wind-screen wiper shall be fitted to every motor vehicle which is so constructed that the driver cannot, by opening the wind-screen or otherwise, obtain an adequate view to the front of the vehicle without looking through the wind-screen.

Maintenance of windscreen wipers.

27A. Every windscreen wiper required by regulation 27 to be fitted to a motor vehicle shall at all times while the vehicle is used on a road be maintained in good and efficient working order and be properly adjusted.

28. *Revoked.*

Warning instruments.

29. Every motor vehicle other than a works truck shall be fitted with an instrument capable of giving audible and sufficient warning of its approach or position:

Provided that no such instrument shall consist of a gong, bell or siren except in the case of a motor vehicle used solely for fire brigade, ambulance, Police or Customs purposes.

Maintenance of fuel tanks.

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29A. Every motor vehicle shall at all times be so maintained that—

- (a) any tank, in which fuel used either for the propulsion of the vehicle or for the driving of any ancillary engine or equipment forming part of the vehicle is contained, is reasonably secure against its being damaged; and
- (b) the leakage of any liquid or vapour from any such tank is adequately prevented, so, however, that nothing in this paragraph shall be taken to preclude the tank being fitted with a device which by the intake of air or the emission of vapour relieves changes in pressure in the tank.

Silencers and exhaust pipes.

30. (1) Every motor vehicle propelled by an internal combustion engine shall be fitted with a silencer, expansion chamber or other contrivance suitable and sufficient for reducing as far as may be reasonable the noise caused by the escape of the exhaust gases from the engine.

(2) Every such silencer, expansion chamber or other contrivance shall at all times while the vehicle is used on a road be maintained in good and efficient working order, and shall not have been altered in such a way that the noise caused by the escape of the exhaust gases is made greater by the alteration.

(3) For the purposes of regulation 5 of the Traffic (Licensing and Registration) Regulations, the registration of vehicles with engines which meet the emission standards prescribed in Council Directives 88/76/EEC and 88/77/EEC shall not be refused if they otherwise meet the requirements of the Act.

Emission of smoke or vapour.

31. (1) Every motor vehicle propelled by a compression ignition engine shall be so constructed that no avoidable smoke or visible vapour is emitted therefrom.

(2) Where a motor vehicle to which this regulation applies is equipped with a device designed to facilitate the starting of the engine by causing it to be supplied with excess fuel, the device and any apparatus by means of which it is operated shall be fitted in such a position, or such other provision shall be made, as to ensure that the device cannot readily be operated by a person while he is being carried by the vehicle:

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Provided that this regulation shall not apply in the case of a vehicle fitted with such a device if the device is so designed that—

- (a) its use after the engine has been started cannot cause the engines to be supplied with excess fuel; or
- (b) it does not cause any increase in the smoke or visible vapour emitted from the vehicle.

(3) The engine of every motor vehicle to which this regulation applies shall be equipped with means sufficient to ensure that, while the engine is running, any vapours or gases in the engine crank case or in any other part of the engine to which vapours or gases may pass from the crank case are prevented, so far as is reasonably practicable, from escaping into the atmosphere otherwise than through the combustion chamber of the engine.

Maintenance of vehicles so as to prevent emission.

31A. No person shall use or cause or permit to be used on a road—

- (a) a motor vehicle to which regulation 31 applies; or
- (b) a motor vehicle conforming to the requirements of Council Directive 72/306/EEC of the 2nd August 1972,

if the fuel injection equipment, the engine speed governor or any other parts of the engine by which it is propelled have been in any way altered or adjusted so as to increase by such alteration or adjustment the emission of smoke from that vehicle.

(2) Where a motor vehicle is fitted with a device to facilitate the starting of the engine by causing it to be supplied with excess fuel

- (a) the device shall be maintained in such a condition that it does not cause the engine to be supplied with excess fuel while the vehicle is in motion on a road; and
- (b) no person shall use the device, or cause or permit it to be used, so as to cause it to supply the engine with excess fuel while the vehicle is in motion on a road:

Provided that this paragraph shall not apply as respects a device such as is mentioned in paragraph (ii) of the proviso to regulation 31(2).

(3) The engine of every motor vehicle to which regulation 31(3) applies shall at all times while the vehicle is used on a road be so maintained that

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the means by which (in compliance with that sub- regulation) vapours or gases in the engine crank case or in other parts of the engine are prevented from escaping into the atmosphere are in good and efficient working order.

Excessive noise from faulty adjustment, etc.

32. No person shall use or cause or permit to be used on a road any motor vehicle or trailer which causes any excessive noise either directly or indirectly as a result of—

- (a) any defect (including a defect in design or construction), lack of repair or faulty adjustment in the motor vehicle or trailer or any part or accessory of such motor vehicle or trailer; or
- (b) the faulty packing or adjustment of the load of such motor vehicle or trailer:

Provided that it shall be a good defence to proceedings taken under this regulation—

- (i) to prove that the noise or continuance of the noise in respect of which the proceedings are taken was due to some temporary or accidental cause and could not have been prevented by the exercise of due diligence and care on the part of the owner or driver of the motor vehicle; or
- (ii) in the case of proceedings against the driver or person in charge of the motor vehicle who is not the owner thereof, to prove that the noise arose through a defect in design or construction of the motor vehicle or trailer or through the negligence or fault of some other person, whose duty it was to keep the motor vehicle or trailer in proper condition or in a proper state of repair or adjustment or properly to pack or adjust the load of such motor vehicle or trailer as the case may be, and could not have been prevented by the exercise of reasonable diligence and care on the part of such driver or other person in charge of the motor vehicle.

Restraint of loads.

32A. The load carried by any motor vehicle. used either on its own or in conjunction with a trailer, or by a motor tractor used in conjunction with the trailer, shall, at all times, be so secured, if necessary by physical restraint other than its own weight, and be in such position that neither danger nor nuisance is likely to be caused to any person or property by reason of the

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load or any part thereof falling or being blown from the vehicle by reason of any other movement of the load or any part thereof in relation to the vehicle.

Wings.

33. A motor vehicle shall be provided with wings or other similar fittings to catch, so far as practicable, mud or water thrown up by the rotation of the wheels unless adequate protection is afforded by the body of the vehicle:

Provided that this regulation shall not apply—

- (a) in the case of a vehicle in an unfinished condition proceeding to a works for completion; or
- (b) in the case of a works truck.

Mascots.

34. No mascot shall be carried by a motor vehicle in any position where it is likely to strike any person with whom the vehicle may collide, unless the mascot is not liable to cause injury to such person by reason of any projection thereon.

35 to 54. *Revoked.*

Additional requirements for the transport of containers and swap bodies.

54A.(1) Before a container or swap body is conveyed on a road the shipper must give to the haulier to whom it entrusts the transport of the container or swap body a written statement indicating the weight of the container or swap body to be transported.

(2) A haulier must provide access, to a police officer or transport inspector, to all relevant documentation provided to it by the shipper.

(3) A person who provides information under subregulations (1) or (2) which—

- (a) he knows to be false or that is intended to deceive; or
- (b) which is incomplete in a material particular resulting in the vehicle or vehicle combination exceeding the permissible weights,

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is guilty of an offence and is liable on summary conviction to a fine up to level 5 on the standard scale.

(4) A person who without reasonable excuse fails to provide access to documentation under subregulation (2) commits an offence and is liable on summary conviction to a fine up to level 5 on the standard scale.

(5) If an offence under this regulation is committed by a corporate body and it is proved—

(a) to have been committed with the consent or connivance of an officer; or

(b) to be attributable to any neglect on the part of an officer,

the officer as well as the corporate body commits the offence and is liable to be proceeded against and punished accordingly.

(6) In subregulation (5) “officer”, in relation to a corporate body, means a director, manager, secretary or other similar officer of the body, or a person purporting to act in any such capacity.

(7) If the affairs of a corporate body are managed by its members, subregulation (5) applies in relation to the acts and defaults of a member in connection with his functions of management as if he were a director of the body.

(8) In this regulation “transport inspector” has the meaning given in section 2 of the Transport Act 1998.

Special Provisions relating to Motor Cycles

Sidecars on motor cycles.

55. Every sidecar fitted to a motor cycle shall be so attached that the wheel thereof is not wholly outside perpendicular planes at right angles to the longitudinal axis of the motor cycle passing through the extreme projecting points in the front and in the rear of the motor cycle.

56 to 60 *Revoked.*

**PART III.
BICYCLES.**

Brakes on bicycles.

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61. (1) Subject to the provisions of this Part every bicycle having any wheel of which the outside diameter (including any tyre when fully inflated) exceeds 46 centimetres shall—

- (a) if it is so constructed that one or more of the wheels is incapable of rotating independently of the pedals, be equipped with a braking system operating on the front wheel or both the front wheels if it has two front wheels;
- (b) if it is not so constructed, be equipped with two independent braking systems one of which operates on the front wheel or both the front wheels if it has two front wheels, and the other of which operates on the rear wheel or one of the rear wheels if it has two rear wheels:

Provided that in the case of a tricycle not constructed or adapted for the carriage of goods it shall be a sufficient compliance with this sub-regulation if the tricycle is equipped with two independent braking systems operating on the front wheel if it has two rear wheels, or on the rear wheel if it has two front wheels.

(2) Every other bicycle shall be equipped with at least one braking system.

Efficiency

62. (1) All braking systems required by this Part shall be efficient and shall be kept in proper working order.

(2) For the purpose of this regulation a braking system shall be deemed not to be efficient if the brake operates directly on the tyre of any wheel.

Exemptions.

63. Nothing in regulations 61 and 62 shall apply to any bicycle so constructed that the pedals act directly upon any wheel or upon the axle of any wheel without the interposition of any gearing, chain or other device.

Power of Police Officers.

64. Any police officer in uniform is hereby empowered to test and inspect the brakes of any bicycle either on a road or on any premises. where the bicycle is:

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Provided that such a test and inspection shall not be carried out on any premises where the bicycle is unless the bicycle has been involved in an accident, the test and inspection are carried out within forty-eight hours of the accident and the owner of the premises consent;

**PART IV.
LAMPS AND REFLECTORS****Obligatory lamps.**

65. (1) Every vehicle on any. road shall during the hours of darkness carry in the position and manner specified in these regulations—

- (a) two lamps each showing to the front a white light visible from a reasonable distance;
- (b) two lamps each showing to the rear a red light visible from a reasonable distance:

Provided that —

- (i) in the case of bicycles not having a sidecar attached thereto, whether propelled by mechanical power or not, and in the case of tricycles not propelled by mechanical power, and the case of invalid carriages, a single lamp showing a white light to the front instead of two such lamps need be carried;
- (ii) in the, case of a bicycle propelled by mechanical power and not having a sidecar attached thereto, only a single lamp showing a red light to the rear instead of two such lamps need be carried;
- (iii) in the case of bicycles and tricycles not propelled by mechanical power, it shall not be necessary to carry a lamp showing a red light to the rear;
- (iv) in the case of bicycles not having a sidecar attached thereto, whether propelled by mechanical power or not, and in the case of tricycles not propelled by mechanical power, no lamp need be carried if the bicycle or tricycle is being wheeled by a person on foot as near as possible to the right-hand edge of the carriageway; and

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- (v) in the case of a vehicle drawing another vehicle, lamps showing a red light need not be carried by the drawing vehicle and no lamp showing a light to the front need be carried by the vehicle being drawn.

(2) It shall be the duty of any person who causes or permits a vehicle to be on any road during the hours of darkness to provide the vehicle with lamps in accordance with the requirements of this regulation and every such lamp shall, while the vehicle is on any road during those hours, be kept properly trimmed, lighted and in a clean and efficient condition.

Obligatory reflectors.

66. (1) Except as provided in sub-regulation (3), every vehicle on any road shall, during the hours of darkness, carry attached to the vehicle in the position and manner specified in these regulation; two unobscured and efficient red reflectors, and it shall be the duty of any person who causes or permits a vehicle to be on any road during those hours to provide the vehicle with reflectors in accordance with the requirements of this regulation:

Provided that –

- (i) in the case of a bicycle not propelled by mechanical power or of a bicycle propelled by mechanical power and not having a sidecar attached to the vehicle, one reflector only shall be required; and
- (ii) in the case of a vehicle drawing another vehicle, reflectors need not be carried by the drawing vehicle.

(2) Where a vehicle's tail light is so constructed that, when not showing a light, it is an efficient red reflector, it shall be treated for the purposes of this regulation as being such a reflector when it is, as well as when it is not, showing a light.

(3) This regulation shall not apply to a horse-drawn vehicle or to a vehicle drawn or propelled by hand.

Restriction on number and nature of lamps.

67. (1) No vehicle shall show a red light to the front.

- (2) No vehicle shall show any light other than a red light to the rear:

Provided that this paragraph shall not apply –

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- (i) to lamps carried by vehicles for the purposes of the internal illumination thereof or of illuminating a number plate, taximeter or any device for giving signals to overtaking traffic, or in the case of an omnibus for the purpose of illuminating boards, plates or devices indicating the route or destination of the omnibus; and
- (ii) to a reversing light which complies with the conditions in these regulations prescribed for such lights.

Flashing lights.

68. No light on any motor vehicle, other than that of a direction indicator, shall be a flashing or blinking light:

Provided that this regulation shall not apply to vehicles used for fire brigades, ambulance, police or customs purposes.

Multi-purpose lamps.

69. Nothing in these regulations shall require a vehicle to carry separate lamps for different purposes, if it carries a lamp satisfying all the requirements which would be applicable to separate lamps carried by it for those purposes.

*Front lamps.***Position of obligatory front lamps.**

70. (1) Subject to the provisions of regulation 71 every obligatory front lamp shall –

- (a) be so fixed that the centre of the lamp is at a height not exceeding 1.52 metres from the ground;
- (b) except in the case of a tower-wagon or of a bicycle (whether propelled by mechanical power or not) be so fixed that no part of the vehicle or its equipment extends laterally on the same side as the lamp more than 30 centimetres beyond the centre of the lamp; and
- (c) in the case of horse-drawn vehicles, be so fixed that the centre of the lamp is not –
 - (i) where such a vehicle has only one axle, behind the axle of the vehicle, or

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- (ii) where such a vehicle has more than one axle, more than 46 centimetres behind the front axle when in its central position.

(2) Where two obligatory front lamps are carried on any vehicle they shall be fixed on opposite sides of the vehicle and except in the case of a bicycle having a sidecar attached thereto whether propelled by mechanical power or not, shall be fixed at the same height from the ground.

(3) Where only one obligatory front lamp is carried on any vehicle that lamp shall (except in the case of a bicycle whether propelled by mechanical power or not) be fixed on the left side of the vehicle.

(4) The rated wattage of any bulb fitted in a lamp to which this regulation applies shall not be less than—

- (a) 18 watts in the case of a main or dipped beam emitted by a lamp carried by a motor cycle;
- (b) 24 watts in the case of a dipped beam or 30 watts in the case of a main beam emitted by a lamp carried by any other vehicle.

Position of dual-purpose lamp.

71. Where there is carried on a sidecar attached to a bicycle propelled by mechanical power or on a horse-drawn vehicle or vehicle drawn or propelled by hand a dual-purpose lamp, such lamp shall be so fixed that no part (including equipment) of the sidecar, horse-drawn vehicle or vehicle drawn or propelled by hand, as the case may be, extends laterally on the same side as the lamp more than 41 centimetres from the nearest part of the illuminated area of the obligatory front lamp combined in the dual-purpose lamp.

Character of front lamp.

72. (1) This regulation shall apply to every lamp showing a light to the front which is derived from an electric bulb or an acetylene burner:

Provided that it shall not apply to —

- (a) a lamp used as a direction indicator; or
- (b) a lamp fitted with an electric bulb or bulbs, if the power of any bulb or the total power of all the bulbs which are capable of being illuminated at the same time does not exceed 7 watts and

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the lamp is fitted with frosted glass or other material which has the effect of diffusing the light.

(2) No lamp to which this regulation applies shall be used on any vehicle unless such lamp is so constructed, fitted and maintained that the beam of light emitted therefrom –

- (a) is permanently deflected downwards to such an extent that it is at all times incapable of dazzling any person standing on the same horizontal plane as the vehicle at a greater distance than 7.60 metres from the lamp whose eye-level is not less than 1.05 metres above that plane; or
- (b) can be deflected downwards or both downwards and to the right at the will of the driver in such manner as to render it incapable of dazzling any such person in the circumstances aforesaid; or
- (c) can be extinguished by the operation of a device which at the same time causes a beam of light to be emitted from a lamp which complies with paragraph (a) of this sub-regulation; or
- (d) can be extinguished by the operation of a device which at the same time either deflects the beam of light from another lamp downwards or both downwards and to the right in such manner as to render it incapable of dazzling any such person in the circumstances aforesaid, or brings into or leaves in operation a lamp or lamps (other than the obligatory front lamps) which complies or comply with paragraph (a) of this sub-regulation.

(3) Every lamp to which this regulation applies carried on a mechanically propelled vehicle shall be so fixed that the centre of the lamp is –

- (a) not more than 1.05 metres from the ground; and
- (b) except in the case of a lamp which is intended to be used only in conditions of fog or whilst snow is falling, not less than 66 centimetres from the ground:

Provided that this paragraph shall not apply in the case of a vehicle owned by the Ministry of Defence and constructed or adapted for actual combative purposes, if its construction or nature is such as to render impracticable compliance with the provisions of this paragraph.

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[1958.04.01]****Markings of electric bulbs.**

73. Every electric bulb used in a lamp showing a light to the front fitted to any mechanically propelled vehicle shall have the wattage thereof indelibly marked upon the glass or the metal cap thereof in a readily legible manner.

Lighting during the hours of darkness.

73A. (1) This regulation applies to every mechanically propelled vehicle during the hours of darkness.

(2) No person shall use or cause or permit to be used on any road on any vehicle to which this regulation applies, any lamp which is used in such a manner as to cause undue dazzle or discomfort to oncoming drivers or other road users.

(3) When a vehicle to which this regulation applies is in motion on any road within the Inner City its lamps shall be lit at dipped beam at all times.

(4) When a vehicle to which this regulation applies is in motion on any road outside the Inner City its lamps shall be lit at dipped beam: provided that the main beam may be used where no undue dazzle or discomfort is caused to oncoming drivers or other road users.

(5) Subject to regulation 81 no electric bulb or bulbs of a rated wattage or of a combined rated wattage, as the case may be, exceeding 7 watts in any lamp showing a light to the front, fitted to any vehicle to which this regulation applies, shall be kept illuminated while such vehicle is stationary on a road;

Provided that this paragraph shall not apply—

- (a) to lamps used—
 - (i) on any vehicle during an enforced stoppage of the vehicle, or
 - (ii) on any public service vehicle when stopping to pick up or set down passengers, or
 - (iii) for the interior illumination of the vehicle, or
 - (iv) on a breakdown vehicle for the purpose of lighting the scene of an accident or breakdown;

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- (b) to searchlights or other lamps fitted to any vehicle used in connection with any emergency repairs to any main, pipe, cable or other apparatus while such repairs are being carried out.

Rear lamps.**Position of obligatory rear lamps.**

74. (1) Every obligatory rear lamp carried on a mechanically propelled vehicle or trailer shall be so fixed that –

- (a) it is not more than 76 centimetres from the extreme rear of the vehicle;
- (b) the height from the ground of the highest part of its illuminated area is not more than 1.05 metres; and
- (c) the height from the ground of the lowest part of its illuminated area is not less than 38 centimetres:

Provided that in the case of a bicycle the longitudinal position of the rear lamp shall not exceed 50 centimetres from the extreme rear of the bicycle.

(2) Where two obligatory rear lamps are carried on a vehicle they shall be so fixed that –

- (a) one lamp is on each side of the longitudinal axis;
- (b) no part of the illuminated area of one lamp is less than 52 centimetres from any part of the illuminated area of the other lamp; and
- (c) the height from the ground of the highest part of the illuminated area is the same in the case of both lamps.

Character of obligatory rear lamps.

75. (1) Except as provided in sub-regulation (2), every obligatory rear lamp carried on a mechanically propelled vehicle or trailer shall, if circular, have an illuminated area of not less than 5 centimetres in diameter or, if not circular, have an illuminated area of not less than the area of a circle of 5 centimetres in diameter and of such a shape that a circle of 2.50 centimetres in diameter may be inscribed therein.

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(2) Every obligatory rear lamp carried on a bicycle or a sidecar attached thereto or on a trailer fire pump shall, if circular have an illuminated area of not less than 3.50 centimetres in diameter or, if not circular, have an illuminated area of not less than the area of a circle of 3.50 centimetres in diameter and of such a shape that a circle of 2.50 centimetres in diameter can be inscribed therein.

(3) Every electric bulb used in an obligatory rear lamp carried on a vehicle shall have a power of not less than 6 watts and the wattage thereof indelibly marked upon the glass or metal cap thereof in a readily legible manner.

(4) When two obligatory rear lamps are carried on a vehicle, both lamps shall have the same appearance, when illuminated, and the same area and if such lamps are electrically operated, the wiring shall be so arranged that in the event of a failure of a bulb in either of the lamps the other lamp shall not thereby be extinguished.

Reversing lights.

76. (1) No vehicle shall carry more than two reversing lights.

- (2) Every reversing light shall comply with the following conditions:—
- (a) it shall be illuminated by electricity;
 - (b) it shall be so constructed that it cannot be switched on otherwise than either—
 - (i) automatically by the selection of the reverse gear of the vehicle; or
 - (ii) by the operation of a switch by the driver of the vehicle which serves no other purpose;
 - (c) the power of the electric bulb or the total power of all such bulbs with which it is fitted shall not exceed 24 watts; and
 - (d) it shall be so constructed, fitted and maintained that the light emitted thereby is at all times incapable of dazzling any person who is standing on the same horizontal plane as the vehicle at a greater distance than 7.60 metres from the light and whose eye-level is not less than 1.05 metres above that plane.

(3) Where a reversing light is so constructed and fitted that it can be switched on by the operation of a switch by the driver of the vehicle, the

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vehicle shall be equipped with a device so fitted as to be readily visible to the driver at all times when in his seat and so designed as to indicate when the reversing light is showing a white light to the rear.

(4) No reversing light shall show a white light to the rear except in so far as is necessary for the purpose of reversing the vehicle.

Obligatory Reflectors.**Position of obligatory reflectors.**

77. The provisions of regulation 74 which relate to the position of obligatory rear lamps shall apply mutatis mutandis to obligatory reflectors and the references in that regulation to the illuminated area of a lamp shall be construed as being references to the reflecting area of a reflector.

Character of reflectors.

78. Every obligatory reflector shall comply in all respects with the following conditions:—

- (a) the reflector shall be so constructed that if a beam of white light is thrown squarely in its direction, the reflector shall reflect a beam of red light;
- (b) the reflecting area shall, if circular, be not less than 3.50 centimetres in diameter or, if not circular, be of an area of not less than the area of a circle of 3.50 centimetres in diameter and of such a shape that a circle of 2.50 centimetres in diameter may be inscribed therein;
- (c) the reflecting area shall be of a shape as to be capable of lying wholly within a circle of 15 centimetres in diameter;
- (d) the reflector shall be fixed to the vehicle in a vertical position and facing squarely to the rear;
- (e) the reflector shall be kept clean and shall be plainly visible from the rear.

Group of reflectors.

79. (1) In this regulation a group of reflectors means a group of two or more reflectors carried by a vehicle, being a group which complies with the following conditions, that is to say—

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- (a) each reflector constituting the group shall comply with the condition contained in paragraph (a) of regulation 78 and shall have a reflecting area of such a shape that a circle of 2.50 centimetres in diameter can be inscribed in that area;
- (b) the total reflecting area of all the reflectors constituting the group shall be not less than the area of a circle of 3.50 centimetres in diameter;
- (c) the reflectors constituting the group shall be so fixed to the vehicle that—
 - (i) not more than 2.50 centimetres shall separate the reflecting area of each of these reflectors from the reflecting area of the next reflector to it;
 - (ii) a circle of 15 centimetres in diameter could be described around all the reflectors so as to comprise within its area the whole of the reflecting area of each of the reflectors; and
 - (iii) all those reflectors shall be fixed in a single holder.

Exceptions

Vehicles drawn or propelled by hand.

80. (1) If a vehicle drawn or propelled by hand is, together with its load (if any) not more than 76 centimetres in greatest width, not more than 1.80 metres in greatest length and not more than 1.40 metres in greatest height, it shall not be necessary for such a vehicle to show any lights provided that it is kept when in use on a road during the hours of darkness as near as possible to the right-hand edge of the carriageway.

(2) In the case of a vehicle drawn or propelled by hand which together with its load (if any) exceeds any of the dimensions set out in sub-regulation (1) but does not exceed 1.20 metres in greatest width, it shall be necessary for such vehicle to carry—

- (a) only one obligatory front lamp; and
- (b) only either one obligatory reflector or one obligatory rear lamp.

(3) In the case of a vehicle drawn or propelled by hand which, together with its load (if any) exceeds 1.20 metres in greatest width, it shall be

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necessary for such vehicle to carry, in addition to two obligatory front lamps, only either one obligatory reflector or one obligatory rear lamp.

Stationary vehicles.

81. Notwithstanding the provisions of regulation 65 it shall not be necessary for a vehicle to show any lights when the vehicle is standing stationary on a parking place or on any road which is provided with public lighting:

Provided that where a vehicle is so standing on a road the right-hand side of the vehicle shall be as close as may be and parallel to the right-hand edge of the carriageway.

82. *Revoked.*

Existing vehicles.

83. Every motor vehicle registered before the expiration of one year from the making of any regulation hereof by which the requirements as regards the positioning or number of lamps permanently attached to the vehicle or the requirements as regards reflectors are varied shall be exempt from the requirements of that regulation provided that it complies with the requirement of the regulations to which it would have been subject immediately prior to the making of that regulation.

84. *Repealed*

**PART V
SPEED LIMITERS****Interpretation of Part.**

85.(1) In this Part “the Directive” means Council Directive 92/6/EEC of 10 February 1992 on the installation and use of speed limitation devices for certain categories of motor vehicles in the Community, as the same may be amended from time to time.

(2) In this Part words used but not defined shall have the meanings given to them in the Directive.

Category M2 vehicles.

86. A category M2 vehicle that was registered on or after 1 January 2005 must have fitted to it a speed limitation device that is set in such a way that its speed cannot exceed 100 kilometres per hour.

Category M3 vehicles.

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87.(1) A category M3 vehicle must have fitted to it a speed limitation device that is set in such a way that its speed cannot exceed 100 kilometres per hour.

(2) A category M3 vehicle which has a maximum mass that exceeds 10 tonnes and which was registered after 31 December 1987 but before 1 January 2005 will comply with this Part if it has fitted to it a speed limitation device on which the maximum speed is set at 100 kilometres per hour.

(3) This Regulation does not apply to a category M3 vehicle that was registered for the first time before 1 January 1988.

Category N2 vehicles.

88. A category N2 vehicle that was registered on or after 1 January 2005 must have fitted to it a speed limitation device that is set in such a way that its speed cannot exceed 90 kilometres per hour.

Category N3 vehicles.

89. A category N3 vehicle must have fitted to it a speed limitation device that is set in such a way that its speed cannot exceed 90 kilometres per hour.

Offences under Part V.

90.(1) Subject to regulation 91, a person who uses a vehicle that is not fitted with a speed limitation device in contravention of regulation 86, 87, 88 or 89 commits an offence and is liable on summary conviction to a fine not exceeding level 3 on the standard scale.

(2) A person who by any means whatsoever alters or interferes with a speed limitation device so that the vehicle can exceed the speed permitted for that category of vehicle, commits an offence and is liable on summary conviction to imprisonment for 3 months or to a fine not exceeding level 3 on the standard scale, or to both.

Exempt vehicles.

91. Part V does not apply to the following—

- (a) vehicles used by the police, fire service and other emergency services;
- (b) vehicles used only for public services in urban areas;

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- (c) vehicles used by the armed forces;
- (d) vehicles falling in categories N2 and N3 which by reason of their construction cannot drive faster than 90 kilometres per hour;
- (e) vehicles falling in categories M2 and M3 which by reason of their construction cannot drive faster than 100 kilometres per hour;
- (f) vehicles that are used on roads for scientific tests.

Licensing of speed-limitation device fitters etc.

92.(1) No person shall install a speed limitation device on a vehicle to which this Part applies unless he does so pursuant to a licence issued by the Minister under this regulation.

(2) Upon payment of the fee of £50 the Minister may issue a licence for the purposes set out in subregulation (1) and that licence may be subject to such terms and conditions that the Minister deems fit to impose.

(3) A licence issued under this regulation shall be valid for the period stated therein.

(4) A police officer or any person authorised by the Minister for the purpose may require a person who has installed or whom he believes has installed a speed limitation device to produce a valid licence.

(5) A person who—

- (a) installs speed limitation device without a valid licence;
- (b) contravenes any term or condition contained in a licence; or
- (c) without reasonable excuse fails to produce a licence when required to do so,

commits an offence and is liable on summary conviction to a fine at level 3 on the standard scale.

(6) The Minister may revoke a licence issued under this regulation where the licensee has been found guilty of an offence under Part V.

**VEHICLES (CONSTRUCTION, EQUIPMENT AND
MAINTENANCE) REGULATIONS
SCHEDULE 1**

Regulation 17

REQUIREMENTS WITH RESPECT TO THE CONSTRUCTION,
FITTING AND PERFORMANCE OF THE BRAKES OF CERTAIN
MOTOR VEHICLES AND TRAILERS.

Item	Class of vehicle	Class of trailer	Requirements
1	<p>Passenger vehicles constructed or adapted to carry not more than 8 passengers (exclusive of the driver) and which either—</p> <p>(a) have 4 or more wheels or, if having only 3 wheels, have a gross weight exceeding 1,000 kilograms; or</p> <p>(b) have only 3 wheels, a gross weight of 1,000 kilograms or less and either a design speed exceeding 40 kilometres per hour or an engine capacity exceeding 50 cubic centimetres, not being motor cycles with side-cars attached.</p>		<p>As set out in relation to M1 vehicles in Annexes I, II and VIII to the Council Directive and, if relevant, in Annexes III, IV, V and VI to the Council Directive.</p>
2	<p>Passenger vehicles constructed or adapted to carry more than 8 passengers (exclusive of the driver) and which have a gross weight of 5,000 kilograms or less.</p>		<p>As set out in relation to category M2 vehicles in Annexes I, II and VII to the Council Directive and, if relevant, in Annexes III, IV, V and VI to the Council Directive.</p>
3	<p>Passenger vehicles constructed or adapted to carry more than 8</p>		<p>As set out in relation to category M3 vehicles in Annexes I, II and VII to</p>

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- passengers (exclusive of the driver) and which have a gross weight exceeding 5,000 kilograms.
- 4 Goods vehicles which have a gross weight of 3,500 kilograms or less, not being motor cycles with sidecars attached.
- 5 Goods vehicles which have a gross weight exceeding 3,500 kilograms but not exceeding 12,000 kilograms.
- 6 Goods vehicles which have a gross weight exceeding 12,000 kilograms.
- 7 Trailers which have a gross weight of 750 kilograms or less.
- 8 Trailers which have a gross weight exceeding 750 kilograms but not exceeding 3,500 kilograms.
- the Council Directive and, if relevant, in Annexes III, IV, V and VI to the Council Directive.
- As set out in relation to category NI vehicles in Annexes I, II and VII to the Council Directive and, if relevant, in Annexes m, IV, V and VI to the Council Directive.
- As set out in relation to category N2 vehicles in Annexes I, II and VII to the Council Directive and, if relevant, in Annexes III, IV, V and VI to the Council Directive.
- As set out in relation to category N3 vehicles in Annexes I, II and VII to the Council Directive and, if relevant, in Annexes III, IV, V and VI to the Council Directive.
- As set out in relation to category O1 vehicles in Annexes I, II and VII to the Council Directive and, if relevant, in Annexes III, IV, V, VI and VIII to the Council Directive.
- As set out in relation to category O2 vehicles in Annexes I, II and VII to the Council Directive and, if relevant, in Annexes III, IV, V, VI and VIII to the Council Directive.

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- | | | |
|----|--|---|
| 9 | Trailers which have a gross weight exceeding 3,500 kilograms but not exceeding 10,000 kilograms. | As set out in relation to category O3 vehicles in Annexes I, II and VII to the Council Directive and, if relevant, in Annexes III, IV, V, VI and VIII to the Council Directive. |
| 10 | Trailers which have a gross weight exceeding 10,000 kilograms. | As set out in relation to category O4 vehicles in Annexes I, II and VII to the Council Directive and, if relevant, in Annexes III, IV, V, VI and VIII to the Council Directive. |

**VEHICLES (CONSTRUCTION, EQUIPMENT AND
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SCHEDULE 2.**

**Subsidiary
[1958.04.01]**

Regulation 17A

REQUIREMENTS WITH RESPECT TO THE EFFICIENCY OF THE
BRAKES OF MOTOR VEHICLES.

- (1) For the purpose of this Schedule a two-wheeled motor cycle shall not, by reason that a sidecar is attached thereto, be treated as three wheeled.
- (2) In the case of a motor vehicle having at least four wheels and required to have two means of operating brakes—
- (a) if each means of operation applies brakes to at least four wheels, the brakes as applied by one of the means shall have a total braking efficiency of not less than 50 per cent, and the brakes as applied by the other means shall have a total braking efficiency of not less than 25 per cent;
 - (b) if only one of the means of operation applies brakes to at least four wheels, the brakes as applied by that means shall have a total braking efficiency of not less than 50 per cent and the brakes as applied by the other means shall have a total braking efficiency of not less than 25 per cent; and
 - (c) if neither means of operation applies brakes to at least four wheels, the brakes as applied by one of the means shall have a total braking efficiency of not less than 30 per cent and the brakes as applied by the other means shall have a total braking efficiency of not less than 25 per cent.
- (3) In the case of a three-wheeled motor vehicle required to have two means of operating brakes—
- (a) if each means of operation applies brakes to all three wheels, the brakes as applied by one of the means shall have a total braking efficiency of not less than 40 per cent and the brakes as applied by the other means shall have a total braking efficiency of not less than 25 per cent.
 - (b) if only one of the means of operation applies brakes to all three wheels, the brakes as applied by that means shall have a total braking efficiency of not less than 40 per cent and the brakes as applied by the other means shall have a total braking efficiency of not less than 25 per cent; and

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- (c) if neither means of operation applies brakes to all three wheels, the brakes as applied by one of the means shall have a total braking efficiency of not less than 30 per cent and the brakes as applied by other means shall have a total braking efficiency of not less than 25 per cent.

(4) In the case of a motor vehicle, being a two wheeled motor cycle, required to have more than one means of operating brakes, the brakes as applied by one of the means shall have a total braking efficiency of not less than 30 per cent and the brakes as applied by the other means shall have a total braking efficiency of not less than 25 per cent.

**VEHICLES (CONSTRUCTION, EQUIPMENT AND
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SCHEDULE 3**

**Subsidiary
[1958.04.01]**

Regulation 24A

Class IV mirrors

Wide-angle” exterior mirror.

1. “Wide-angle” exterior mirror on the driver’s side.

The field of vision must be such that the driver can see at least a 15metre-wide, flat, horizontal portion of the road, which is bounded by a plane parallel to the median longitudinal vertical plane of the vehicle and passing through the outermost point of the vehicle on the driver’s side and which extends from at least 10 to 25 metres behind the driver’s ocular points.

In addition, the road must be visible to the driver over a width of 4.5 metres, which is bounded by a plane parallel to the median longitudinal vertical plane and passing through the outermost point of the vehicle starting from a point 1.5 metres behind the vertical plane passing through the driver’s ocular points (see Figure 1).

2. “Wide-angle” exterior mirror on the passenger’s side.

The field of vision must be such that the driver can see at least a 15 metres-wide, flat, horizontal portion of the road, which is bounded by a plane parallel to the median longitudinal vertical plane of the vehicle and passing through the outermost point of the vehicle on the passenger’s side and which extends from at least 10 to 25 metres behind the driver’s ocular points.

In addition, the road must be visible to the driver over a width of 4.5 metres, which is bounded by a plane parallel to the median longitudinal vertical plane and passing through the outermost point of the vehicle starting from a point 1.5 metres behind the vertical plane passing through the driver’s ocular points (see Figure 1).

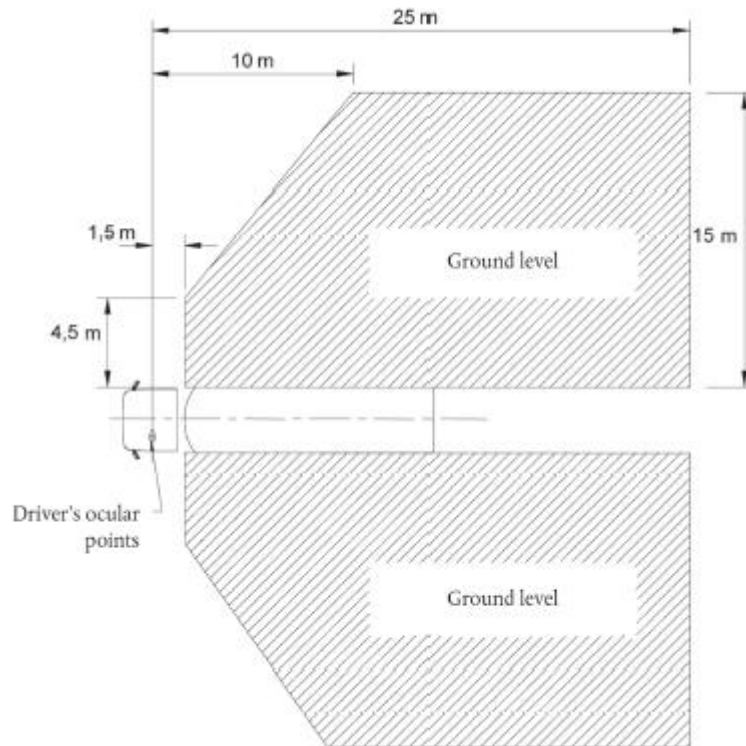
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Figure 1: Field of vision of Class IV wide-angle mirrors

Class V mirrors

3. “Close-proximity” exterior mirror.

The field of vision must be such that the driver can see a flat horizontal portion of the road along the side of the vehicle, bounded by the following vertical planes (see Figures 2 and 3)–

- (a) the plane parallel to the median longitudinal vertical plane of the vehicle which passes through the outermost point of the vehicle cab on the passenger’s side;
- (b) in the transverse direction, the parallel plane passing at a distance of 2 metres in front of the plane mentioned in subparagraph (a);
- (c) to the rear, the plane parallel to the vertical plane passing through the driver’s ocular points and situated at a distance of 1.75 metres behind that plane;
- (d) to the front, the plane parallel to the vertical plane passing through the driver’s ocular points and situated at a distance of 1

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metre in front of that plane. If the vertical transverse plane passing through the leading edge of the vehicle bumper is less than 1 metre in front of the vertical plane passing through the driver's ocular points, the field of vision shall be limited to that plane.

- (e) in case the field of vision described in Figures 2 and 3 can be perceived through the combination of the field of vision from a Class IV wide-angle mirror and that of a Class VI front mirror, the installation of a Class V close proximity mirror is not compulsory.

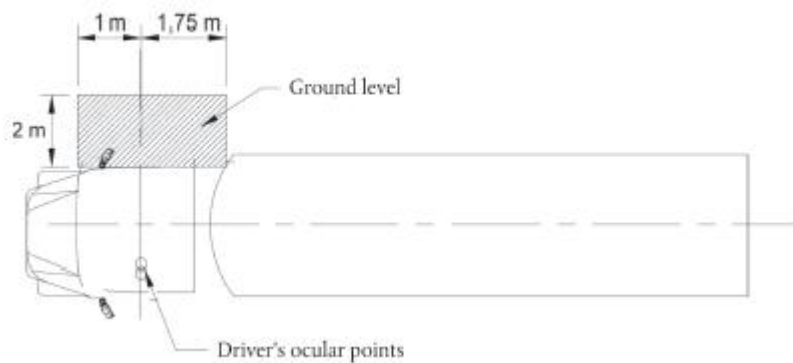


Figure 2

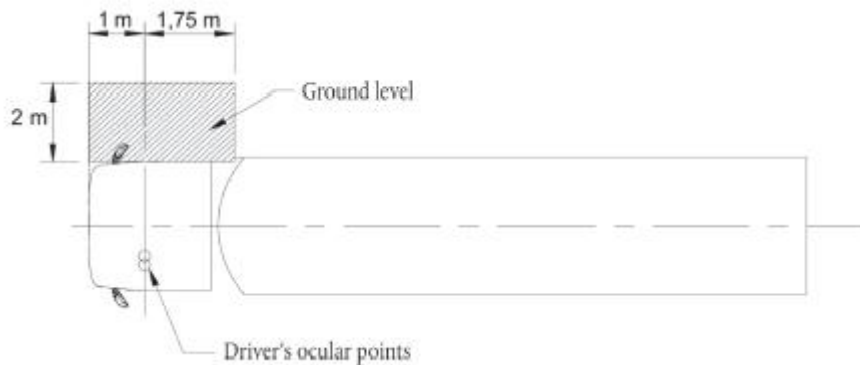


Figure 3

**VEHICLES (CONSTRUCTION, EQUIPMENT AND
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SCHEDULE 4**

Regulations 5A, 5E

1.(1) The maximum overall lengths for motor vehicles are—

Table 1

<i>Column 1</i> Item	<i>Column 2</i> Class of vehicle	<i>Column 3</i> Maximum overall length in metres
1	A wheeled motor vehicle other than a bus	12.00
2	A trailer	12.00
3	An articulated vehicle	16.50
4	A road train	18.75
5	An articulated bus	18.75
6	A bus with 2 axles	13.50
7	A bus with more than 2 axles	15.00
8	A bus drawing a trailer	18.75
9	Semi-trailer	12.00
10	Road train	15.65 or 16.40 (as calculated using the method in subparagraph (5))

(1A) The maximum lengths laid down in items 1 to 9 of Table 1, subject where applicable to Article 9a(1) of Directive 1996/53/EC, and the maximum distance laid down in point 1.6 of Annex I of Directive 1996/53/EC, may be exceeded by 15 cm for vehicles or vehicle combinations engaged in the transport of 45-foot containers or 45-foot swap bodies, empty or loaded, provided that the road transport of the container or swap body in question is part of an intermodal transport operation.

(2) In calculating the maximum overall length under paragraph (1) removable superstructures and standardised freight items (such as containers) shall be included.

(3) In items 6, 7 and 8 the maximum overall length includes any removable attachment that is fitted to a bus (such as a ski-box).

(4) In item 9 the length is the longitudinal distance from the axis of the fifth-wheel kingpin to the rear of the semi trailer.

(5) The following method is to be applied to determine the maximum overall length of a road train comprised of a combination of vehicles, where

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at least one of the vehicles in the combination is not a goods vehicle or, if both vehicles in the combination are goods vehicles that—

- (a) the maximum distance measured parallel to the longitudinal axis of the combination of vehicles from the foremost point of the loading area behind the driver's cab to the rear of the trailer, less the distance between the rear of the motor vehicle and the front of the trailer, does not exceed 15.65metres; or
- (b) the maximum distance measured parallel to the longitudinal axis of the combination of vehicles from the foremost point of the loading area behind the driver's cab to the rear of the trailer does not exceed 16.40 metres.

1A.(1) Vehicles or vehicle combinations which are equipped with aerodynamic devices meeting the requirements laid down in paragraph 1B may exceed the maximum lengths provided for in point 1.1 of Annex I of Directive 1996/53/EC, to allow the addition of such devices to the rear of vehicles or vehicle combinations.

(2) Vehicles or vehicle combinations equipped with such devices shall comply with point 1.5 of Annex I of Directive 1996/53/EC, and any exceeding of the maximum lengths shall not result in an increase in the loading length of those vehicles or vehicle combinations.

1B. The aerodynamic devices referred to in paragraph 1A shall fulfil the following operational conditions-

- (a) in circumstances where the safety of other road users or of the driver is at risk, they shall be folded, retracted or removed by the driver;
- (b) their use on urban and inter urban road infrastructures shall take into account the special characteristics of areas where the speed limit is less than or equal to 50 km/h and where vulnerable road users are more likely to be present; and
- (c) their use shall be compatible with intermodal transport operations and, in particular, when retracted/folded, they shall not exceed the maximum authorised length by more than 20 cm.

1C.(1) Vehicles or vehicle combinations may exceed the maximum lengths laid down in point 1.1 of Annex I of Directive 1996/53/EC provided that their cabs deliver improved aerodynamic performance, energy efficiency and safety performance.

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(2) Vehicles or vehicle combinations equipped with such cabs shall comply with point 1.5 of Annex I of Directive 1996/53/EC and any exceeding of the maximum lengths shall not result in an increase in the load capacity of those vehicles.

2.(1) The maximum overall widths for motor vehicles are—

Table 2

<i>Column 1</i> Item	<i>Column 2</i> Class of vehicle	<i>Column 3</i> Maximum overall width in metres
1	Any wheeled motor vehicle	2.55
2	A refrigerated motor vehicle	2.60
3	superstructures of conditioned vehicles or conditioned containers or swap bodies transported by vehicles	2.60

(2) In calculating the maximum overall width under paragraph (1) removable superstructures and standardised freight items (such as containers) shall be included.

(3) In item 2 a refrigerated motor vehicle means any vehicle whose fixed or moveable superstructures are specially equipped for the carriage of goods at controlled temperatures and whose side walls, inclusive of insulation, are each at least 45 millimetres thick.

3.(1) The maximum heights for motor vehicles are—

Table 3

<i>Column 1</i> Item	<i>Column 2</i> Class of vehicle	<i>Column 3</i> Maximum height in metres
1	All motor vehicles	4.00

(2) In calculating the maximum height under paragraph (1) removable superstructures and standardised freight items (such as containers) shall be included.

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SCHEDULE 5*Regulations 5A-5C, 5E***Part 1****Table 1**

<i>Column 1</i> Item	<i>Column 2</i> Categories and types of vehicles and trailers	<i>Column 3</i> Maximum weight (in tonnes)
1	<i>Vehicles forming a part of a vehicle combination</i>	
1.1	Two-axle trailer	18
1.2	Three-axle trailer	24
2	<i>Vehicle combinations</i>	
2.1	Road trains with five or six axles- (a) Two-axle motor vehicle with three-axle trailer (b) Three-axle motor vehicle with two or three axle trailer	 40 40
2.2	Articulated vehicles with five or six axles- (a) two-axle motor vehicle with three-axle semi-trailer (b) three-axle motor vehicle with two or three-axle semi- trailer (c) two-axle motor vehicle with three-axle semi-trailer carrying, in intermodal transport operations, one or more containers or swap bodies, up to a total maximum length of 45 feet (d) three-axle motor vehicle with two- or three-axle semi- trailer carrying, in intermodal transport operations, one or more containers or swap	 40 40 42

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	bodies, up to a total maximum length of 45 feet	44
2.3	Road trains with four axles consisting of a two-axle motor vehicle and a two-axle trailer	36
2.4	Articulated vehicles with four axles consisting of a two-axle motor vehicle and a two-axle semi-trailer, if the distance between the axles of the semi-trailer: is 1.30 metres or greater but not more than 1.80 metres is greater than 1.80 metres	36 36 + 2 tonnes margin when the maximum authorised weight (MAW) of the motor vehicle (18 tonnes) and the MAW of the tandem axle of the semi-trailer (20 tonnes) are respected and the driving axle is fitted with twin tyres and air suspension or suspension recognised as being equivalent within the Community as defined in Schedule 7
3	<i>Motor vehicles</i>	
3.1	Two-axle motor vehicles other than buses	18 tonnes
	Two-axle alternatively fuelled motor vehicles other than buses: the maximum authorised weight of 18	

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	tonnes is increased by the additional weight required for the alternative fuel technology with a maximum of 1 tonne	
	Two-axle buses	19,5 tonnes
	Three-axle motor vehicles	—25 tonnes —26 tonnes where the driving axle is fitted with twin tyres and air suspension or suspension recognized as being equivalent within the Community as defined in Schedule 7, or where each driving axle is fitted with twin tyres and the maximum weight of each axle does not exceed 9,5 tonnes
	Three-axle alternatively fuelled motor vehicles	the maximum authorised weight of 25 tonnes, or 26 tonnes where the driving axle is fitted with twin tyres and air suspension or suspension recognised as being equivalent within the European Union as defined in Schedule 7, or where each driving axle is fitted with twin tyres and the maximum weight of each axle does not exceed 9,5 tonnes, is increased by the additional weight required for the alternative fuel technology with a maximum of 1 tonne
2.3.3	Four-axle motor vehicles with two steering axles	—32 tonnes where the driving axle is fitted with twin tyres and air suspension or suspension recognized as being equivalent within the

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		Community as defined in Schedule 7, or where each driving axle is fitted with twin tyres and the maximum weight of each axle does not exceed 9.5 tonnes
2.4.1	<i>Three-axle articulated buses</i>	28 tonnes
2.4.2	Three-axle articulated buses alternatively fuelled:	the maximum authorised weight of 28 tonnes is increased by the additional weight required for the alternative fuel technology with a maximum of 1 tonne

Table 2

<i>Column 1</i> Item	<i>Column 2</i> Number and description of axles	<i>Column 3</i> Maximum axle weights (in tonnes)
3.1	<i>Single axles</i>	
	Single non-driving axle	10 tonnes
3.2	<i>Tandem axles of trailers and semi-trailers</i>	
	The sum of the axle weights per tandem axle must not exceed, if the distance (d) between the axles is:	
3.2.1	less than 1 metre ($d < 1$)	11 tonnes
3.2.2	between 1 metre and less than 1.30 metres ($1 \leq d < 1.30$)	16 tonnes
3.2.3	between 1.30 metres and less than 1.80 metres ($1.30 \leq d < 1.80$)	18 tonnes
3.2.4	1.80 metres or more ($1.8 \leq d$)	20 tonnes
3.3	<i>Tri-axles of trailers and semi-trailers</i>	
	The sum of the axle weights per tri-axle must not exceed, if the distance (d) between the	

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	axles is:	
3.3.1	1.30 metres or less ($d \leq 1.30$)	21 tonnes
3.3.2	over 1.30 metres and up to 1.40 metres ($1.30 < d \leq 1.40$)	24 tonnes
3.4	<i>Driving axle</i>	
3.4.1	Driving axle of the vehicles referred to in 2.2.1 and 2.2.2	11.5 tonnes
3.4.2	Driving axle of the vehicles referred to in points 2.2.3, 2.2.4, 2.3 and 2.4	11.5 tonnes
3.5	<i>Tandem axles of motor vehicles</i>	
	The sum of the axle weights per tandem axle must not exceed, if the distance (d) between the axles is:	
3.5.1	less than 1 metre ($d < 1$)	11.5 tonnes
3.5.2	1 metre or greater but less than 1.30 metres ($1 \leq d < 1.3$)	16 tonnes
3.5.3	1.30 metres or greater but less than 1.80 metres ($1.30 \leq d < 1.80$)	—18 tonnes —19 tonnes where the driving axle is fitted with twin tyres and air suspension or suspension recognized as being equivalent as defined in Schedule 7, or where each driving axle is fitted with twin tyres and where the maximum weight for each axle does not exceed 9.5 tonnes

Part 2

Related characteristics of the vehicles

1. All vehicles

The weight borne by the driving axle or driving axles of a vehicle or vehicle combination must not be less than 25 % of the total laden weight of the vehicle or vehicle combination, when used in international traffic

2. Road trains

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The distance between the rear axle of a motor vehicle and the front axle of a trailer must not be less than 3.00 metres.

3. Maximum authorized weight depending on the wheelbase

The maximum authorized weight in tonnes of a four-axle motor vehicle may not exceed five times the distance in metres between the axes of the foremost and rearmost axles of the vehicle

4. Semi-trailers

The distance measured horizontally between the axis of the fifth-wheel king pin and any point at the front of the semi-trailer must not exceed 2.04 metres

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[1958.04.01]****SCHEDULE 6****CONDITIONS RELATING TO EQUIVALENCE BETWEEN
CERTAIN NON-AIR SUSPENSION SYSTEMS AND AIR
SUSPENSION FOR VEHICLE DRIVING AXLE(S)**

Regulation 5I

Definition of air suspension.

1. A suspension system is considered to be air suspended if at least 75% of the spring effect is caused by the air spring.

Equivalence to air suspension.

2. A suspension recognised as being equivalent to air suspension must conform to the following conditions-

- (a) during free transient low frequency vertical oscillation of the sprung mass above a driving axle or bogie, the measured frequency and damping with the suspension carrying its maximum load must fall within the limits defined in subparagraphs (b) to (e);
- (b) each axle must be fitted with hydraulic dampers and on tandem axle bogies, the dampers must be positioned to minimise the oscillation of the bogies;
- (c) the mean damping ratio D must be more than 20 % of critical damping for the suspension in its normal conditions with hydraulic dampers in place and operating;
- (d) the damping ratio D of the suspension with all hydraulic dampers removed or incapacitated must be not more than 50 % of D ;
- (e) the frequency of the sprung mass above the driving axle or bogie in a free transient vertical oscillation must not be higher than 2,0 Hz;
- (f) the equations of frequency and damping of the suspension are given in paragraph 3. The test procedures for measuring the frequency and damping are laid down in paragraph 4.

Definition of frequency and damping.

3. In this definition a sprung mass M (kg) above a driving axle or bogie is considered. The axle or bogie has a total vertical stiffness between the road surface and the sprung mass of K Newtons/metre (N/m) and a total damping coefficient of C Newtons per metre per second (N.s/m). The vertical

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displacement of the sprung mass is Z . The equation of motion for free oscillation of the sprung mass is-

$$M \frac{d^2 Z}{dt^2} + C \frac{dZ}{dt} + kZ = 0$$

The frequency of oscillation of the sprung mass F (rad/sec) is-

$$F = \sqrt{\frac{K}{M} - \frac{C^2}{4M^2}}$$

The damping is critical when $C = C_0$,

where

The damping ratio as a fraction of critical damping is C/C_0 .

$$C_0 = 2\sqrt{KM}$$

During free transient oscillation of the sprung mass the vertical motion of the mass will follow a damped sinusoidal path as set out in Figure 2 below. The frequency can be estimated by measuring the time for as many cycles of oscillation as can be observed. The damping can be estimated by measuring the heights of successive peaks of the oscillation in the same direction. If the peak amplitudes of the first and second cycles of the oscillation are A_1 and A_2 , then the mean damping ratio D is-

$$D = \frac{C}{C_0} = \frac{1}{2\pi} \cdot \ln \frac{A_1}{A_2}$$

'ln' being the natural logarithm of the amplitude ratio.

Test procedure.

4. To establish by test the damping ratio D , the damping ratio with hydraulic dampers removed, and the frequency F of the suspension, the vehicle should be subject to one of the following tests. The loaded vehicle should-

- (a) be driven at low speed (5 kilometres/hour \pm 1 kilometres/hour) over an 80 millimetres step with the profile shown in Figure 1.

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The transient oscillation to be analysed for frequency and damping occurs after the wheels on the driving axle have left the step; or

- (b) be pulled down by its chassis so that the driving axle load is 1.5 times its maximum static value. The vehicle held down is suddenly released and the subsequent oscillation analysed; or
- (c) be pulled up by its chassis so that the sprung mass is lifted by 80 millimetres above the driving axle. The vehicle held up is suddenly dropped and the subsequent oscillation analysed; or
- (d) be subjected to other procedures insofar as it has been proved by the manufacturer, to the satisfaction of the technical department, that they are equivalent.

The vehicle should be instrumented with a vertical displacement transducer between driving axle and chassis, directly above the driving axle. From the trace, the time interval between the first and second compression peaks can be measured to obtain the frequency F and the amplitude ratio to obtain the damping. For twin-drive bogies, vertical displacement transducers should be fitted between each driving axle and the chassis directly above it.

Figure 1 - step for suspension tests.

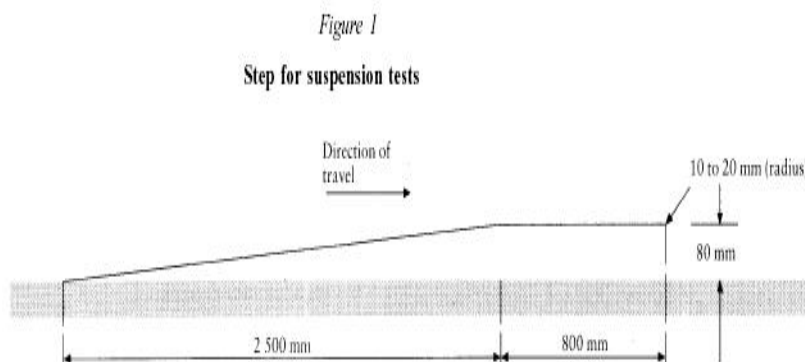


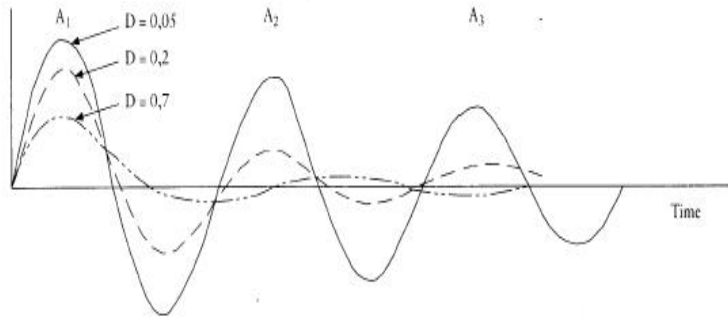
Figure 2 - a damped transient response.

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Figure 2

A damped transient response



**VEHICLES (CONSTRUCTION, EQUIPMENT AND
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SCHEDULE 7**

**Subsidiary
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CERTIFICATE OF CONFORMITY

Regulations 13B, 13C

Part 1

1. Name of the manufacturer.
2. Vehicle identification number.
3. Length of the motor vehicle, trailer or semi-trailer (L).
4. Width of the motor vehicle, trailer or semi-trailer (W).
5. Data for the measurement of the length of vehicle combinations:
 - the distance (a) between the front of the motor vehicle and the centre of the coupling device (coupling hook or fifth wheel); in the case of a fifth wheel with several coupling points, the minimum and maximum values must be given (a_{\min} and a_{\max});
 - the distance (b) between the centre of the coupling device of the trailer (fifth wheel ring) or of the semi-trailer (kingpin) and the rear of the trailer or of the semi-trailer; in the case of a device with several coupling points, the minimum and maximum values must be given (b_{\min} and b_{\max}).

The length of vehicle combinations is the length of the motor vehicle and trailer or semi-trailer placed in a straight line behind each other.

6. Maximum permitted laden mass of the vehicle.
7. Maximum permitted laden mass for the combination, where the vehicle is used for towing.
8. Maximum permitted road mass for each axle, listed in order from front to rear.
9. In the case of a semi-trailer, the maximum permitted mass on the fifth wheel king pin.
10. If the technically permissible mass is higher than the maximum permitted mass the mass shall be set out in two columns: the maximum

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permitted mass on the left and the technically permissible mass on the right.

**Part 2
Certificate of conformity - fees**

On first issue of certificate	nil
On the issue of a duplicate certificate	£10
On the issue of an amended certificate	£10

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SCHEDULE 8

HEAVY TRAFFIC ROADS

Bayside Road

Bishop Caruana Road

British Lines Road

Catalan Bay Road, from the junction with Eastern Beach Road to the junction with Sir Herbert Miles Road and the access road to Catalan Bay Village.

Cemetery Road

Commercial Mole Road

Devil's Tower Road.

Europort Avenue

Europort Road

Glacis Road

Halifax Road

Harbour Views Road

Lancaster Road

North Mole Road

Queensway

Shackleton Road

Waterport Road

Westside Road

Winston Churchill Avenue