

SECOND SUPPLEMENT TO THE GIBRALTAR GAZETTE

No. 2,349 of 27th MARCH 1987

LEGAL NOTICE NO. 68 OF 1987.

TRAFFIC ACT. (Act 1957 No. 4).

VEHICLES (CONSTRUCTION, EQUIPMENT AND MAINTENANCE) (AMENDMENT) REGULATIONS, 1987.

Regulations made by the Governor in exercise of the powers conferred on him by section 44 of the Traffic Act, and of all other enabling powers.

Title and commencement.

1. These regulations may be cited as the Vehicles (Construction, Equipment and Maintenance) (Amendment) Regulations 1987 and shall come into operation on the 1st day of April, 1987.

Amendment of regulation 2.

2. Regulation 2 of the Vehicles (Construction, Equipment and Maintenance) Regulations (hereinafter called the principal regulations) is amended by inserting, in their appropriate alphabetical order, the following new definitions-

"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;

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

"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;

"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 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;

Amendment of regulation 8.

4. Regulation 8 of the principal regulations is amended by inserting, immediately after the words "unladen weight", the words "and the gross vehicle weight".

Insertion of new section 16A.

5. The principal regulations are amended by inserting, immediately after regulation 16, the following new regulation-

“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.”.

Replacement of regulation 17 and 18.

6. The principal regulations are amended by revoking regulations 17 and 18

and substituting the following new regulations-

“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 of 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 79/489/ EEC of the 18th April 1979;

- (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 doubledecker 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 operation.

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 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 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 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 of 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

(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.

- (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 -

(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.

(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.

- (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 multipull 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 711320/ 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;

(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 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 ion thereof, done at Geneva on the 20th March 1958."

Insertion of new section 28.

7. The principal regulations are amended by inserting, immediately after regulation 2(1), the following new regulations-

"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."

Insertion of new section 27A.

8. The principal regulations are amended by inserting, immediately after regulation 27, the following new regulation-

"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."

Revocation of regulation 28.

9. The principal regulations are amended by revoking regulation 28.

Insertion of new section 29A.

10. The principal regulations are amended by inserting, immediately after regulation 29, the following new regulation-

"Maintenance of fuel tanks.

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."

Revocation and replacement of regulation 31.

11. The principal regulations are amended by revoking regulation 31 and replacing it by the following new regulations-

"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:

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 72/3061 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 the means by which (in compliance with that subregulation) 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."

Insertion of Schedules 1 and 2.

12. The principal regulations are amended by inserting the following schedules -

"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	Passenger vehicles constructed or adapted to carry not more than 8 passengers (exclusive of the driver) and which either-		As set out in relation to carry 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.
(a)	Have 4 or more wheels or, if having only 3 wheels, have a gross weight exceeding 1,000 kilograms; or		

- (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.
- 2 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.
- 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.

Item	Class of Vehicle	Class of trailer	Requirements
3	Passenger vehicles constructed or adapted to carry more than 8 passengers (exclusive of the driver) and which have a gross weight exceeding 5,000 kilograms.		As set out in relation to category M3 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.
4	Goods vehicles which have a gross weight of 3,500 kilogram or less, not being motor cycles with side-cars attached.		As set out in relation to category N1 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.
5	Goods vehicles which have a gross weight exceeding 3,500 kilograms but not exceeding 12,000 kilograms.		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.
6	Goods vehicles which have a gross weight exceeding 12,000 kilograms.		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.

Item	Class of Vehicle	Class of trailer	Requirements
7		Trailers which have a gross weight of 750 kilograms or less.	As set out in relation to category 01 vehicles in Annexes I, If and VII to the Council Directive and, if relevant, in Annexes III, IV V, VI and VIII to the Council Directive.
8		Trailers which have a gross weight exceeding 750 kilograms but not exceeding 3,500 kilograms.	As set out in relation to category 02 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.
9		Trailers which have a gross weight exceeding 3,500 kilograms but not exceeding 10,000 kilograms.	As set out in relation to category 03 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 04 vehicles in Annexes I, II and VII to the Council Directive and, if relevant, in Annexes III, IV,m V, VI and VIII to the Council Directive.

SCHEDULE 2.

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 fourwheels, 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 an 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

- (c) if neither means of operation applies Wakes 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."

Conversion of metric units.

13. The principal regulations are amended by deleting from the provisions specified in the first column of the Schedule to these regulations, the words and figures set out in the second column and substituting therefor the figures and words set out in the third column.

SCHEDULE.

to the amending regulations

SUBSTITUTIONS

<i>Regulation</i>	<i>Delete</i>	<i>Substitute</i>
<i>2(1) definition</i>		
<i>of</i>		
<i>“invalid carriage”</i>	five hundredweight	250 kilograms
<i>“overall width”</i>	4 inches	10 centimetres
<i>“overhang”</i>	4 inches	10 centimetres
<i>“wide tyre”</i>	11.811 inches	30 centimetres

2(4)	18 inches	45 centimetres
5	eight hundredweight	400 kilograms
6(1)(a)	seven feet	2.14 metres
(b)	twelve feet	3.65 metres
(c)	twenty-two feet	6.70 metres
(d)	twenty feet	6.40 metres
	thirteen feet six inches	4.10 metres
(f)	five feet six inches	1.70 metres
	45 inches	1.15 metres
(2)(a)	eight feet three inches	2.50 metres
(b)	thirteen feet ten inches	4.20 metres
(c)	fifty-one feet	15.50 metres
(d)	thirty-nine feet three inches	12 metres
(e)	thirty-six feet	20 centimetres
7(1)(a)	8 inches	4 centimetres
	12 inches	12 190 kilograms
(b) & (c)	1½ inches	14 220 kilograms
9(1)(a)	12 tons	20 320 kilograms
(b) & (c)	14 tons	14 220 kilograms
(d), (e) & (f)	20 tons	20 320 kilograms
(g)	14 tons	64 kilograms
Proviso	20 tons	10 160 kilograms
(2)	140 lbs	16 260 kilograms
(3)	10 tons	24 380 kilograms
10 (a)	16 tons	30 480 kilograms,
10 (b)	24 tons	32 500 kilograms
(c)	30 tons	24380 kilograms
(d)	32 tons	32 500 kilograms
(e)	24 tons	
	32 tons	

<i>Regulation</i>	<i>Delete</i>	<i>Substitute</i>
11	10 tons	10 160 kilograms
13(1)(a)	9 tons	9 140 kilograms
(b)	12 inches	30 centimetres
	10 tons	10 160 kilograms
(c)	8 tons	8 120 kilograms
(d)	9 tons	9 140 kilograms
(e)	12 inches	30 centimetres
(2)	11 tons	11 170 kilograms
(3)	two feet	60 centimetres
(a) and (b)	11 tons	11 170 kilograms
15	half an inch	1 centimetre
	36 square inches	232.26 square centimetres
	ton	1016 kilograms
16(1)(c)	one inch	2.50 centimetres
Proviso	two hundredweight	100 kilograms
	12 miles	19.31 kilometres
20(1)(a)	six inches	15 centimetres
21(1)	five hundredweight	250 kilograms
	twelve miles	19.31 kilometres
24(2)	two inches	5 centimetres
	six feet six inches	2 metres
42(2)	21 inches	53 centimetres
44(1)	17 inches	43 centimetres
	10 inches	25 centimetres
(3)	9 inches	22 centimetres
47(1)	1 foot	30 centimetres
	2 feet 6 inches	76 centimetres
	1 foot 2 inches	35 centimetres
	6 inches	15 centimetres
(2)	9 inches	22 centimetres
48	5 feet 10 inches	1.78 metres
49(2)	15 inches	38 centimetres
49(4)(a)	26 inches	66 centimetres
	4 inches	10 centimetres
(b)	19 inches	48 centimetres
(5)	9 inches	22 centimetres
56	4 inches	10 centimetres

<i>Regulation</i>	<i>Delete</i>	<i>Substitute</i>
	2 inches	5 centimetres
61(1)	18 inches	46 centimetres
70(1)(a)	5 feet	1.52 metres
(b)	12 inches	30 centimetres
(c)	1 foot 6 inches	46 centimetres
71	16 inches	41 centimetres
72(2)(a)	25 feet	7.60 metres
(3)(a)	3 feet 6 inches	1.05 metres
(b)	3 feet 6 inches	1.05 metres
74(1)(a)	2 feet 2 inches	66 centimetres
(b)	30 inches	76 centimetres
(c)	3 feet 6 inches	1.05 metres
Proviso	15 inches	38 centimetres
(2)(b)	20 inches	50 centimetres
75(1)	21 inches	52 centimetres
(2)	2 inches	5 centimetres
76(2)(d)	1 inch	2.50 centimetres
78 (b)	1Yx inches	3.50 centimetres
(c)	1 inch	2.50 centimetres
79(1)(a)	25 feet	7.60 metres
(b)	3 feet 6 inches	1.05 metres
(00)	lyx inches	3.50 centimetres
(ii)	. 1 inch	2.50 centimetres
80(1)	6 inches	15 centimetres
(2)	one inch	2.50 centimeters
(3)	1'h inches	3.50 centimetres
	one inch	2.50 centimetres
	six inches	15 centimetres
	2 feet 6 inches	76 Centi
	6 feet	1.80 metres
	4 feet 6 inches	1.40 metres
	four feet	1.20 metres
	four feet	1.20 metres

Dated this 27th day of March, 1987

By Command,
 BRIAN TRAYNOR,
 Acting Deputy Governor.