

**SECOND SUPPLEMENT TO THE GIBRALTAR
GAZETTE**

No. 3979 of 31st January, 2013

LEGAL NOTICE NO. 16 OF 2013.

TRAFFIC ACT 2005

**VEHICLES (CONSTRUCTION, EQUIPMENT AND
MAINTENANCE) (AMENDMENT) REGULATIONS 2013**

In exercise of the powers conferred upon it by sections 57 and 101 of the Traffic Act 2005, and for the purposes of transposing into the law of Gibraltar Council Directive 96/53/EC of 25 July 1996 laying down for certain road vehicles circulating within the Community the maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic, as amended by Directive 2002/7/EC of the European Parliament and of the Council of 18 February 2002, the Government has made the following Regulations—

Title and commencement.

1. These Regulations may be cited as the Vehicles (Construction, Equipment and Maintenance) (Amendment) Regulations 2013 and come into operation on the day of publication.

Amendment of Regulations.

2. The Vehicles (Construction, Equipment and Maintenance) Regulations (in these Regulations referred to as “the principal Regulations”) are amended in accordance with these Regulations.

Amendment of regulation 2.

3. In regulation 2 of the principal Regulations—

(a) before the definition of “articulated vehicle” insert the following definition—

““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;”;
- (b) after the definition of “braking efficiency” insert the following definition-
- ““bus” has the same meaning given to “omnibus” in section 2 of the Traffic Act 2005;”;
- (c) after the definition of “carriageway” insert the following definitions-
- ““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;
 - (c) it has a maximum mass exceeding 3.5 tonnes but not exceeding 10 tonnes;
 - (d) it has a maximum mass exceeding 10 tonnes;”;
- (d) for the definition “heavy traffic road” substitute the following definition-
- ““heavy traffic road” means a road listed in Schedule 8”;
- (e) after the definition “invalid carriage” insert the following definition-
- ““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;”;
- (f) after the definition of “large passenger carrying vehicle” insert the following definition-
- ““licensing authority” has the meaning given to it by section 4 of the Traffic Act 2005;”;
- (g) after the definition of “reversing light” insert the following definition-
- ““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;”;

- (h) after the definition of “tail light” insert the following definitions—

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

- (i) after subregulation (4) insert—

“(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.”.

Regulations 5A to 5I.

4. After regulation 5 of the principal Regulations insert the following regulations—

“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 I 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.

- (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.

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 70/156/EEC 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.

Exemptions for special types and emergency and other vehicles.

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.”.

Amendment of regulation 6.

5.(1) In the heading of regulation 6 of the principal Regulations, after the word “Dimensions” insert the words “: oversized vehicles”.

(2) In regulation 6(1) of the principal Regulations—

(a) for the word “The-“ substitute the words “For the purposes of these Regulations, a vehicle is deemed to be an oversized vehicle if any of the following dimensions are exceeded-”;

(b) in paragraphs (a) to (f)—

(i) at the beginning of each paragraph insert the word “the”; and

(ii) for the words “shall not exceed” substitute the word “exceeds”.

(3) Regulation 6(2) and (3) of the principal Regulations are revoked.

(4) In regulation 6(4) of the principal Regulations, after the words “sub-regulation (1),” insert the words “and subject to regulation 5A,”.

Regulations 8.

6. Regulation 8 of the principal Regulations is revoked.

Regulation 9.

7.(1) In the heading to regulation 9 of the principal Regulations, after the words “Maximum weight” insert the words “: other than on heavy traffic roads”.

(2) In regulation 9 of the principal Regulations—

(a) in subregulation (1) for the words “The maximum laden weight” insert the words “Subject to regulation 11, other than on a heavy traffic road the maximum laden weight”;

(b) after subregulation (3) insert the following subregulation-

- “(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.”.

Regulations 10 and 12.

8. Regulations 10 and 12 of the principal Regulations are revoked.

Amendment of regulation 13.

9.(1) In the heading of regulation 13 of the principal Regulations, after the words “Distribution of weight” insert the words “: other than on heavy traffic roads”.

(2) In regulation 13(1) of the principal Regulations after the words “road surface” insert the words “of a heavy traffic road”.

Regulations 13A to 13F.

10. After regulation 13 of the principal Regulations insert the following regulations-

“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.

- 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.

Offences - certificate of conformity.

- 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.”.

Insertion of Schedules.

11. After Schedule 3 to the principal Regulations insert the following schedules—

“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))

(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 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.

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

(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.

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) three-axle motor vehicle with two or three-axle semi-trailer carrying a 40-foot ISO container as a combined transport operation	 40 40 44
2.3	Road trains with four axles consisting of a two-axle motor vehicle and a two-axle trailer	36

2.4	<p>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:</p> <p>is 1.30 metres or greater but not more than 1.80 metres</p> <p>is greater than 1.80 metres</p>	<p>36</p> <p>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</p>
3	<i>Motor vehicles</i>	
3.1	Two-axle motor vehicles	18 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
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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 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	<i>Three-axle articulated buses</i>	28 tonnes

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 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

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

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 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-

‘ln’ being the natural logarithm of the amplitude ratio.

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

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. 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.

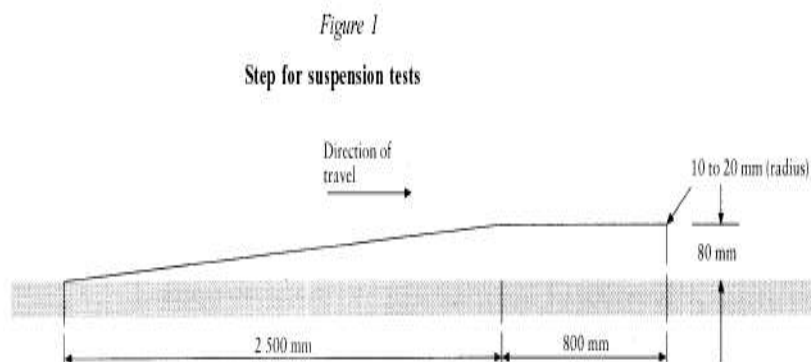
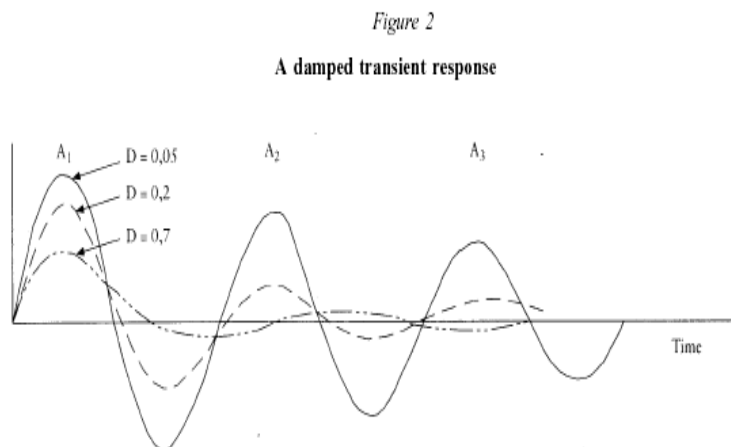


Figure 2 - a damped transient response.



SCHEDULE 7

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 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

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".

Dated 31st January, 2013.

P BALBAN,
Minister with responsibility for traffic.
For the Government.

EXPLANATORY MEMORANDUM

These Regulations amend the Vehicles (Construction, Equipment and Maintenance) Regulations in order to transpose Directive 96/53/EC, as amended.

The principal changes involve the registration and use on heavy traffic roads of motor vehicles of weights and dimensions up to maxima which have harmonised across the European Union.

The list of heavy traffic roads has been updated and is included in Schedule 8.

The permitted weights of certain vehicle categories will be set out in a certificate of conformity which will be issued to all relevant motor vehicles.

There is no change to the regime in place in the other roads (that is, all those roads which are not heavy traffic roads).