1967. No. 75 [C]

MOTOR VEHICLES: CONSTRUCTION AND USE

The Motor Vehicles (Construction and Use) Regulations (Northern Ireland)

REGULATIONS, DATED 13TH APRIL 1967, MADE BY THE MINISTRY OF HOME AFFAIRS UNDER SECTION FOUR OF THE ROAD TRAFFIC ACT (NORTHERN IRELAND) 1955.

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The Ministry of Home Affairs, in exercise of the powers vested in it by Section four of the Road Traffic Act (Northern Ireland) 1955(a), and of all other powers enabling it in that behalf, hereby makes the following Regulations:—

PART I

PRELIMINARY

Commencement and Citation

1. These Regulations shall come into operation on the 1st day of May 1967, and may be cited as "The Motor Vehicles (Construction and Use) Regulations (Northern Ireland) 1967.

Revocations

2. The Regulations specified in Schedule 1 are hereby revoked.

(a) 1955. c. 27.

Interpretation

3.—(1) In these Regulations, unless the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them:—

"agricultural trailer" means a trailer the property of a person engaged in agriculture which is not used on a road for the conveyance of any goods or burden other than agricultural produce or articles required for the purposes of agriculture;

"articulated vehicle" means a heavy motor car or a motor car with a trailer so attached to the drawing vehicle that part of the trailer is superimposed upon 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;

"close-coupled" in relation to a trailer means that the wheels on the same side of the trailer are so fitted that at all times while it is in motion they remain parallel to the longitudinal axis of the trailer, and that the distance between the centres of their respective areas of contact with the road surface does not exceed thirty-three inches;

"indivisible load" means a load which cannot without undue expense or risk of damage be divided into two or more loads for the purpose of conveyance on a road;

"land implement" means any implement or machinery used with a land locomotive or a land tractor in connection with agriculture, grass cutting, forestry, land levelling, dredging or similar operations whether or not it is laden with substance for use in connection with the purpose for which the said implement or machinery is designed and includes a living van and any trailer which for the time being carries only the necessary gear or equipment of the land locomotive or land tractor which draws it;

"land implement conveyor" means a trailer having an unladen weight not exceeding ten hundredweight, which is specially designed and constructed for the conveyance of not more than one land implement and which is fitted with pneumatic tyres and drawn by a land locomotive or a land tractor;

"land locomotive" means a locomotive designed and used primarily for work on the land in connection with agriculture, forestry, land levelling, dredging or similar operations, which is driven on a road only when proceeding to and from the site of such work and which when so driven hauls nothing other than land implements or land implement conveyors;

"land tractor" means a tractor, having an unladen weight not exceeding seven-and-one-quarter tons, designed and used primarily for work on the land in connection with agriculture, grass cutting, forestry, land levelling, dredging or similar operations, being a vehicle which is—

(*a*) the property of a person engaged in agriculture or forestry or of a contractor engaged in the business of carrying out on farms or forestry estates any such operations as aforesaid;

(*b*) not constructed or adapted for the conveyance of a load other than—

(i) water, fuel, accumulators and other equipment used for the purpose of propulsion, loose tools and loose equipment;

(ii) a load (consisting of goods or burden of a description referred to in subsection (2) of section 10 of the Finance Act (Northern Ireland) 1959(**a**)) in or on any appliance which satisfies the conditions whereby the vehicle to which the said appliance is fitted does not, by virtue of the said section 10 and of any regulations made from time to time thereunder, becomes chargeable with duty as a goods vehicle; and

(iii) an implement fitted to the tractor and used for work on the land on farms or forestry estates in connection with any such operations as aforesaid;

"locomotive" means a heavy locomotive or a light locomotive;

"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;

"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 driving mirror;

(*b*) any starting handle;

(*c*) any hood when down;

(*d*) any expanding or extensible contrivance forming part of a turntable fire escape fixed to a vehicle;

(*e*) any telescopic fog lamp when extended;

(*f*) any snow-plough fixed in front of a vehicle;

(*g*) any post office letter box the length of which measured parallel to the longitudinal axis of the vehicle does not exceed 12 inches; and

(*h*) any container specially designed to hold and keep secure a seal issued for the purposes of customs clearance,

and, except for the purposes of Regulation 91, exclusive of any front corner marker lamp or side marker lamp within the meaning of the Road Vehicles Lighting (Long Vehicles and Trailers) Regulations (Northern Ireland) 1963(**b**) carried on the vehicle in accordance with those Regulations.

In ascertaining the extreme projecting points of a vehicle account shall be taken of any device or any receptacle on or attached to the vehicle which increases the carrying capacity of the vehicle unless—

(i) it is a tailboard which is let down while the vehicle is stationary in order to facilitate its loading or unloading,

(ii) it is a tailboard which is let down in order to facilitate the carriage of, but which is not essential for the support of loads which are in themselves so long as to extend at least as far as the tailboard when in the upright position, or

(iii) it is a receptacle which is constructed or adapted for the purpose of being lifted on or off vehicles with goods or burden contained therein and is from time to time actually used for that purpose in the ordinary course of business;

(a) 1959, c. 9. (b) S.R. & O. (N.I.) 1963, No. 149.