

STATUTORY RULES OF NORTHERN IRELAND

1999 No. 454

**Motor Vehicles (Construction and Use)
Regulations (Northern Ireland) 1999**

Part II

Construction, Equipment and Maintenance of Vehicles

A —

Dimensions and Manoeuvrability

Length

6.—(1) Subject to paragraphs (2) to (10), the overall length of a vehicle or combination of vehicles of a class specified in an item in column 2 of the Table shall not exceed the maximum length specified in that item in column 3 of the Table, the overall length in the case of a combination of vehicles being calculated in accordance with regulation 94(1)(g) and (h).

TABLE

(regulation 6(1))

(1) <i>Item</i>	(2) <i>Class of vehicle</i>	(3) <i>Maximum length (metres)</i>
	<i>Vehicle combinations</i>	
1.	A motor vehicle (other than a motor vehicle such as is mentioned in item 2) drawing one trailer which is not a semi-trailer	18·75
2.	Subject to paragraph (6), a motor vehicle manufactured before 20th April 1999 and drawing one trailer, where the combination does not meet the requirements of paragraph (9) and the trailer is not a semi-trailer	18
3.	An articulated bus	18
4.	An articulated vehicle the semi-trailer of which does not meet the requirements of	15·5

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(1) <i>Item</i>	(2) <i>Class of vehicle</i>	(3) <i>Maximum length (metres)</i>
	paragraph (10) and is not a low loader	
5.	An articulated vehicle, the semi-trailer of which meets the requirements of paragraph (10) and is not a low loader	16·5
6.	An articulated vehicle, the semi-trailer of which is a low loader	18
	<i>Motor vehicles</i>	
7.	A wheeled motor vehicle	12
8.	A track-laying motor vehicle	9·2
	<i>Trailers</i>	
9.	An agricultural trailed appliance manufactured on or after 1st December 1985	15
10.	A semi-trailer manufactured on or after 1st May 1983 which does not meet the requirements of paragraph (10) and is not a low loader.	12·2
11.	A composite trailer drawn by— (a) a goods vehicle being a motor vehicle having a maximum gross weight exceeding 3,500 kg; or (b) an agricultural motor vehicle.	14·04
12.	A trailer (not being a semi-trailer or composite trailer) with at least 4 wheels which is— (a) drawn by a goods vehicle being a motor vehicle having a maximum gross weight exceeding 3,500 kg; or (b) an agricultural trailer.	12
13.	Any other trailer not being an agricultural trailed appliance or a semi-trailer.	7

(2) In the case of a motor vehicle drawing one trailer where—

- (a) the motor vehicle is a showman's vehicle as defined in paragraph 7 of Schedule 3 to the 1972 Act; and
- (b) the trailer is a living van,

item 1 in the Table applies with the substitution of 22m for 18m and item 2 in the Table does not apply.

(3) Items 1, 2, 3, 4 and 5 of the Table do not apply to—

- (a) a vehicle combination which includes a trailer which is constructed and normally used for the conveyance of indivisible loads of exceptional length, or
- (b) a vehicle combination consisting of a broken down vehicle (including an articulated vehicle) being drawn by a motor vehicle in consequence of a breakdown, or
- (c) an articulated vehicle, the semi-trailer of which is a low loader manufactured before 1st April 1991.

(4) Items 8, 9, 10, 11 and 12 of the Table do not apply to—

- (a) a trailer which is constructed and normally used for the conveyance of indivisible loads of exceptional length,
- (b) a broken down vehicle (including an articulated vehicle) which is being drawn by a motor vehicle in consequence of a breakdown, or
- (c) a trailer being a drying or mixing plant designed for the production of asphalt or of bituminous or tar macadam and used mainly for the construction, repair or maintenance of roads, or a road planing machine so used.

(5) Furthermore item 9 does not apply to—

- (a) a semi-trailer which is a car transporter,
- (b) a semi-trailer which is normally used on international journeys any part of which takes place outside the United Kingdom.

(6) Item 2 and the words “(other than a motor vehicle such as is mentioned in item 2)” in item 1 of the Table shall cease to have effect after 31st December 2006.

(7) Where a motor vehicle is drawing—

- (a) two trailers, then only one of those trailers may exceed an overall length of 7m;
- (b) three trailers, then none of those trailers shall exceed an overall length of 7m.

(8) Where a motor vehicle is drawing—

- (a) two or more trailers; or
- (b) one trailer constructed and normally used for the conveyance of indivisible loads of exceptional length—

then—

- (i) the overall length of that motor vehicle shall not exceed 9.2m; and
- (ii) the overall length of the combination of vehicles, calculated in accordance with regulation 94(1)(g) and (h), shall not exceed 25.9m, unless the conditions specified in paragraphs 1 and 2 of Part I of Schedule 15 have been complied with.

(9) The requirements of this paragraph, in relation to a combination of vehicles, are that 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 15.65m; and

- (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 16.4m;

but sub-paragraph (a) shall not apply if both vehicles in the combination are car transporters.

(10) The requirements of this paragraph, in relation to a semi-trailer, are that—

- (a) the longitudinal distance from the axis of the king-pin to the rear of the semi-trailer does not exceed—
 - (i) 12.5m in the case of a car transporter, or
 - (ii) 12m in any other case; and
- (b) no point in the semi-trailer forward of the transverse plane passing through the axis of the king-pin is more than—
 - (i) 4.19m from the axis of the king-pin, in the case of a car transporter, or
 - (ii) 2.04m from the axis of the king-pin, in any other case.

(11) For the purposes of paragraph (9)—

- (a) where the forward end of the loading area of a motor vehicle is bounded by a wall, the thickness of the wall shall be regarded as part of the loading area; and
- (b) any part of a vehicle designed primarily for use as a means of attaching another vehicle to it and any fitting designed for use in connection with any such part shall be disregarded in determining the distance between the rear of a motor vehicle and the front of a trailer being drawn by it.

(12) For the purpose of paragraph (10) the longitudinal distance from the axis of the king-pin to the rear of a semi-trailer is the distance between a transverse plane passing through the axis of the king-pin and the rear of the semi-trailer.

(13) A motor vehicle drawing a trailer which is not a semi-trailer shall (unless it is a vehicle such as is mentioned in item 3 of the Table in paragraph (1)) comply with the requirements of paragraph (16).

(14) Where a semi-trailer has more than one king-pin or is constructed so that it can be used with a king-pin in different positions, references in this regulation to a distance from the king-pin shall be construed—

- (a) in relation to a vehicle which was manufactured after 20th July 1999, as a reference to the foremost king-pin or the foremost king-pin position; and
- (b) in relation to any other vehicle, as a reference to the rearmost king-pin or the rearmost king-pin position.

(15) For the purposes of paragraphs (9), (10) and (12)—

- (a) a reference to the front of a vehicle is a reference to the transverse plane passing through the extreme forward projecting points of the vehicle; and
- (b) a reference to the rear of a vehicle is a reference to the transverse plane passing through the extreme rearward projecting points of the vehicle,

inclusive (in each case) of all parts of the vehicle, of any receptacle which is of a permanent character and accordingly strong enough for repeated use, and any fitting on, or attached to the vehicle but exclusive of—

- (i) the things set out in sub-paragraph (i) of the definition of “overall length” in regulation 2(1), and
- (ii) in the case of a semi-trailer, the things set out in sub-paragraph (ii)(a) of that definition.

(16) Where a broken articulated vehicle is being towed by a motor vehicle in consequence of a breakdown—

- (a) paragraph (8) shall have effect in relation to the combination of vehicles as if subparagraph (b) were omitted, and
- (b) for the purposes of paragraph (7) and of paragraph (8) as so modified, the articulated vehicle shall be regarded as a single trailer.

(17) No person shall use or cause or permit to be used on a road, a trailer with an overall length exceeding 18.65m unless the requirements of paragraphs 1 and 2 of Part I of Schedule 15 are complied with.

Width

7.—(1) Subject to paragraph (2), the overall width of a vehicle of a class specified in an item in column 2 of the Table shall not exceed the maximum width specified in column 3 in that item.

TABLE

(regulation 7(1))

(1) <i>Item</i>	(2) <i>Class of vehicle</i>	(3) <i>Maximum width (metres)</i>
1.	A locomotive, other than an agricultural motor vehicle.	2.75
2.	A refrigerated vehicle.	2.60
3.	Any other motor vehicle.	2.55
4.	A trailer drawn by a motor vehicle having a maximum gross weight (determined as provided in Part I of Schedule 11 to these Regulations) exceeding 3,500 kg.	2.55
5.	An agricultural trailer.	2.55
6.	An agricultural trailed appliance.	2.50
7.	Any other trailer drawn by a vehicle other than a motor cycle.	2.30
8	A trailer drawn by a motor cycle.	1.50

(2) Paragraph (1) does not apply to a broken down vehicle which is being drawn in consequence of its breakdown.

(3) A person shall not use, or cause or permit to be used, on a road a wheeled agricultural motor vehicle drawing a wheeled trailer if, when the longitudinal axes of the vehicles are parallel but in different vertical planes, the overall width of the two vehicles, measured as if they were one vehicle, exceeds 2.55m.

(4) In this regulation “refrigerated vehicle” means any vehicle which is specially designed for the carriage of goods at low temperature and of which the thickness of each of the side walls, inclusive of insulation, is at least 45mm.

Height

8. The overall height of a bus shall not exceed 4.57m.

Indication of overall travelling height

9.—(1) Subject to the provisions of this regulation, no person shall drive or cause or permit to be driven on a road a motor vehicle with an overall travelling height exceeding 3m unless a notice is displayed in the cab, in such a manner that it can easily be read by the driver, and the notice meets the requirements of paragraph (3).

(2) Subject to the provisions of this regulation, no person shall use or cause or permit to be used on a road a motor vehicle with an overall travelling height exceeding 3m if any letters or numbers are displayed in the cab, otherwise than in a notice which meets the requirements of paragraph (3)—

- (a) where they could be read by the driver; and
 - (b) which could be understood as indicating a height associated with the vehicle or any trailer drawn by it.
- (3) The requirements of this paragraph in respect of a notice are that—
- (a) the notice gives an indication of vehicle height expressed in feet and inches, or in both feet and inches and in metres;
 - (b) the numbers giving the indication in feet and inches are at least 40mm tall;
 - (c) the height expressed in feet and inches and (where applicable) the height expressed in metres are—
 - (i) if the vehicle is a vehicle to which regulation 10 applies, not less than the predetermined height mentioned in regulation 10(2)(a) or the overall travelling height (whichever is the greater), or
 - (ii) if the vehicle is not a vehicle to which regulation 10 applies, not less than the overall travelling height;
 - (d) if the vehicle is not a relevant vehicle, the height expressed in feet and inches does not exceed the overall travelling height by more than 150mm;
 - (e) if the vehicle is a relevant vehicle, the height expressed in feet and inches does not exceed the overall travelling height by more than 1m;
 - (f) if the height is expressed in both feet and inches and in metres, the height expressed in feet and inches and the height expressed in metres do not differ by more than 50mm; and
 - (g) no other letters or numbers which could be understood as being an indication of any height associated with the vehicle or any trailer drawn by it are displayed in the notice.
- (4) Paragraph (1) shall not apply if, having regard to the lengths of road which the driver might drive along in the course of fulfilling the purpose of the journey taking into account any possibility of unforeseen diversions and the driver having difficulty in finding his way, it is highly unlikely that the driver would during the course of the journey encounter any bridge or other overhead structure which does not exceed by at least 1m—
- (a) in the case of a vehicle to which regulation 10 applies, the maximum travelling height; or
 - (b) in any other case, the overall travelling height.
- (5) Paragraph (1) shall not apply to a vehicle on a particular journey and at a particular time if—

- (a) one or more documents are being carried in the vehicle which are within the easy reach of the driver and that or those documents describe a route or a choice of routes which the driver must take in order to fulfil the purpose of the journey without risk of the vehicle, its load or equipment or any trailer drawn by the vehicle, its load or equipment, colliding with any bridge or other overhead structure; and
 - (b) the vehicle is on such a route which is so described or is off that route by reason of a diversion that could not reasonably have been foreseen at the beginning of the journey.
- (6) Paragraph (1) shall not apply to a vehicle on a particular journey if—
- (a) one or more documents are being carried in the vehicle which are within the easy reach of the driver and that or those documents contain information as to—
 - (i) the height of bridges and other overhead structures under which the vehicle and any trailer drawn by it could pass, and
 - (ii) the height of bridges and other overhead structures under which the vehicle and any trailer drawn by it could not pass,without the vehicle, its load or equipment or any such trailer, its load or equipment, colliding with any bridge or other overhead structure; and
 - (b) the information is such that, having regard in particular to the matters referred to in paragraph (7), it would enable any driver to fulfil the purpose of the journey without there being any risk of the vehicle, its load or equipment or any trailer, its load or equipment, colliding with any bridge or other overhead structure while on the journey.
- (7) The matters referred to in paragraph (6) are—
- (a) the roads which the driver might drive along in the course of fulfilling the purpose of the journey taking into account any possibility of unforeseen diversions and of the driver having difficulty in finding his way;
 - (b) the height of bridges and other overhead structures that would be encountered were the vehicle to proceed along any of those roads; and
 - (c) the setting of any device of a description specified in regulation 10(2).
- (8) Paragraphs (1) and (2) shall not apply to a motor vehicle if it has an overall travelling height of not more than 4m and—
- (a) it is a vehicle registered or put into circulation in an EEA State and is being used in international traffic; or
 - (b) it is a motor vehicle drawing a trailer registered or put into circulation in an EEA State and that trailer is being used in international traffic.
- (9) For the purposes of this regulation—
- (a) “high level equipment” and “maximum travelling height” have the meanings given in regulation 12;
 - (b) “overall travelling height” in relation to a motor vehicle means—
 - (i) if it is not drawing a trailer, the overall height for the time being of the vehicle, its equipment and load, or
 - (ii) if it is drawing one or more trailers, the overall height for the time being of the combination of vehicles, their equipment and loads;
 - (c) a motor vehicle is a “relevant vehicle” if at any particular time—
 - (i) the vehicle or any trailer drawn by it is fitted with high level equipment with a maximum height of more than 3m; and
 - (ii) the overall travelling height is less than the maximum travelling height.

(10) In paragraph (8), “international traffic” and “registered or put into circulation” have the same meanings as in Article 3 of Community Directive 85/3(1).

Warning devices where certain high level equipment is fitted to a vehicle

10.—(1) Subject to the provisions of this regulation and regulations 11 and 12, no person shall drive or cause or permit to be driven on a road a vehicle to which this regulation applies unless the vehicle is fitted with a warning device and the requirements specified in paragraph (2) are satisfied in respect of the device, the vehicle and any relevant trailer drawn by the vehicle.

(2) The requirements are—

- (a) that the device, the vehicle and any relevant trailer drawn by it shall be so constructed, maintained and adjusted, and the connections between the vehicle and those trailers are such, that the device would give a visible warning to the driver if, whilst the vehicle was being driven, the height of the highest point of any high level equipment fitted to the vehicle or any of those trailers were to exceed a predetermined height; and
- (b) the predetermined height referred to in sub-paragraph (a) shall not exceed the overall travelling height by more than 1m.

(3) No person shall be taken to have failed to comply with paragraph (1) on the ground that a motor vehicle or a relevant trailer was not fitted with a warning device and the requirements in paragraph (2) were not being satisfied as mentioned in paragraph (1)—

(a) before 1st August 1999—

- (i) if the motor vehicle was first used before 1st February 1999; or
- (ii) the relevant trailer was manufactured before 1st February 1999; or

(b) before 1st February 1999 in relation to any other motor vehicle or relevant trailer.

(4) Paragraph (1) shall not apply in relation to a particular journey if, having regard to the lengths of road which the driver might drive along in the course of fulfilling the purpose of the journey and taking into account any possibility of unforeseen diversions and the driver having difficulty in finding his way, it is highly unlikely that the driver would during the course of the journey be confronted with any bridge or other overhead structure which does not exceed the maximum travelling height by at least 1m.

Vehicles to which regulation 10 applies

11.—(1) Subject to the provisions of this regulation, regulation 10 applies to—

- (a) a motor vehicle first used on or after 1st February 1994, if the vehicle or any relevant trailer drawn by it, is fitted with high level equipment with a maximum height of more than 3m; and
- (b) a motor vehicle first used before 1st February 1994, if any relevant trailer drawn by it is fitted with such equipment.

(2) Regulation 10 does not apply to a motor vehicle if it has an overall travelling height of not more than 4m and—

- (a) it is a vehicle registered or put into circulation in an EEA State and is being used in international traffic; or
- (b) it is a motor vehicle drawing a trailer registered or put into circulation in an EEA State and that trailer is being used in international traffic, and

in this paragraph, “international traffic” and “registered or put into circulation” have the same meanings as in Article 3 of Community Directive 85/3.

- (3) Regulation 10 does not apply to—
- (a) an agricultural motor vehicle;
 - (b) an industrial tractor;
 - (c) a works truck;
 - (d) a motor vehicle owned by the Secretary of State for Defence and used for naval, military or air force purposes or a motor vehicle so used while being driven by a person for the time being subject to orders of a member of the armed forces of the Crown;
 - (e) a motor vehicle drawing a trailer owned by the Secretary of State for Defence and used for naval, military or air force purposes or a motor vehicle drawing such a trailer while being driven by a person for the time being subject to orders of a member of the armed forces of the Crown;
 - (f) a motor vehicle used by a fire brigade maintained under the Fire Services (Northern Ireland) Order 1984(2);
 - (g) a motor vehicle that is constructed and normally used for the purpose of carrying at least two other vehicles;
 - (h) a motor vehicle drawing a car transporter; or
 - (i) a motor vehicle whose maximum travelling height does not exceed its overall travelling height.

Interpretation of regulations 10 and 11

12.—(1) The following provisions of this regulation apply for the interpretation of this regulation and regulations 10 and 11.

(2) Subject to paragraphs (4) and (5), a reference to high level equipment, in relation to a motor vehicle, is a reference to equipment which is so fitted to the vehicle that—

- (a) the equipment can be raised by means of a power operated device, and
- (b) the raising or lowering of the equipment is capable of altering the overall travelling height of the motor vehicle when the vehicle and every trailer drawn by it is unladen.

(3) Subject to paragraphs (4) and (5), a reference to high level equipment, in relation to a trailer drawn by a motor vehicle, is a reference to equipment which is so fitted to the trailer that—

- (a) the equipment can be raised by means of a power operated device, and
- (b) the raising or lowering of the equipment is capable of altering the overall travelling height of the motor vehicle when the vehicle and every trailer drawn by it is unladen.

(4) A reference to high level equipment in relation to a tipper which is—

- (a) a motor vehicle first used before 1st February 1999, or
- (b) a trailer manufactured before that date,

shall be construed as not including the relevant part of the tipper.

(5) Where equipment fitted to a vehicle would otherwise be high level equipment, that equipment shall not be regarded as high level equipment if—

- (a) the equipment is so designed and constructed that—
 - (i) it can be fixed in a stowed position by a locking device when travelling; and

- (ii) it is not possible for a person in the cab to interfere with the locking device; and
 - (b) the equipment is fixed in that position by the locking device.
- (6) The following expressions shall bear the following meanings—
- (a) “maximum height”, in relation to any high level equipment fitted to a vehicle, means the height of the highest point of that equipment above the ground when it is raised as far as possible by means of that device and the vehicle is unladen;
 - (b) “maximum travelling height”, in relation to a motor vehicle to which regulation 10 applies, means—
 - (i) if the overall travelling height could be increased by raising any high level equipment fitted to the vehicle or to any relevant trailer drawn by that is not for the time being at its maximum height, the greatest overall travelling height that could be achieved by raising such equipment (without making any other changes to the vehicle, its load or equipment or to any trailer drawn by it, its load or equipment); or
 - (ii) in any other case, the overall travelling height;
 - (c) “overall travelling height” has the meaning given by regulation 9(9)(b);
 - (d) “relevant part”, in relation to a tipper, shall be construed in accordance with subparagraph (e);
 - (e) “tipper” means a vehicle that is so constructed that it can be unloaded by part of the vehicle (in this regulation referred to as the “relevant part”) being tipped sideways or rearwards, and

a reference to equipment fitted to a vehicle includes part of the vehicle.

- (7) “Relevant trailer” means a trailer manufactured on or after 1st February 1994 not being—
- (a) an agricultural trailer;
 - (b) an agricultural trailed appliance;
 - (c) a works trailer;
 - (d) a trailer used by a fire brigade maintained under the Fire Services (Northern Ireland) Order 1984;
 - (e) a broken down vehicle (including an articulated vehicle) being drawn by a motor vehicle in consequence of a breakdown.

Overhang

13.—(1) The overhang of a wheeled vehicle of a class specified in an item in column 2 of the Table shall not, subject to any exemption specified in that item in column 4, exceed the distance specified in that item in column 3.

TABLE

(regulation 13(1))

(1) <i>Item</i>	(2) <i>Class of Vehicle</i>	(3) <i>Maximum overhang</i>	(4) <i>Exemptions</i>
1.	Motor tractor	1.83m	(a) (a) a track-laying vehicle (b) an agricultural

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(1) Item	(2) Class of Vehicle	(3) Maximum overhang	(4) Exemptions
2.	Heavy motor car and motor car	60% of the distance between the transverse plane which passes through the centre or centres of the foremost wheel or wheels and the transverse plane which passes through the foremost point from which the overhang is to be measured as provided in regulation 2(1).	motor vehicle (a) (a) a bus (b) a refuse vehicle (c) a works truck (d) a track-laying vehicle (e) an agricultural motor vehicle (f) a motor car which is an ambulance (g) a vehicle designed to dispose of its load to the rear, if the overhang does not exceed 1.15m (h) a vehicle first used before 2nd January 1933 (i) a vehicle first used before 1st January 1966 if— (i) the distance between the centres of the rearmost and foremost axles does

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(1) <i>Item</i>	(2) <i>Class of Vehicle</i>	(3) <i>Maximum overhang</i>	(4) <i>Exemptions</i>
			not exceed 2.29m, and
			(ii) the distance specified in column 3 is not exceeded by more than 76mm
			(j) heating plant on a vehicle designed and mainly used to heat the surface of a road or other similar surface in the process of construction, repair or maintenance shall be disregarded.

(2) In the case of an agricultural motor vehicle the distance measured horizontally and parallel to the longitudinal axis of the rear portion of the vehicle between the transverse planes passing through the rearmost point of the vehicle and through the centre of the rear or the rearmost axle shall not exceed 3m.

(3) A heavy motor car shall be taken to comply with the requirements of paragraph (1) if it meets the requirements of paragraph 7.6.2 of Annex I of Community Directive 97/27(3).

Minimum ground clearance

- 14.—(1) Subject to paragraph (2), a wheeled trailer which is—
- (a) a goods vehicle; and
 - (b) manufactured on or after 1st April 1984,

shall have a minimum ground clearance of not less than 160mm if the trailer has an axle interspace of more than 6m but less than 11.5m, and a minimum ground clearance of not less than 190mm if the trailer has an axle interspace of 11.5m or more.

(3) O.J. No. L233, 25.8.97, p. 1

- (2) Paragraph (1) shall not apply in the case of a trailer—
- (a) which is fitted with a suspension system with which, by the operation of a control, the trailer may be lowered or raised while that system is being operated to enable the trailer to pass under a bridge or other obstruction over a road, provided the system is operated so that no part of the trailer (excluding any wheel) touches the ground or is likely to do so; or
 - (b) while it is being loaded or unloaded.
- (3) In this regulation—
- “axle interspace” means—
- (a) in the case of a semi-trailer, the distance between the point of support of the semi-trailer at its forward end and, if it has only one axle, the centre of that axle or, if it has more than one axle, the point halfway between the centres of the foremost and rearmost of those axles; and
 - (b) in the case of any other trailer, the distance between the centre of its front axle or, if it has more than one axle at the front, the point halfway between the centres of the foremost and rearmost of those axles, and the centre of its rear axle or, if it has more than one axle at the rear, the point halfway between the centre of the foremost and rearmost of those axles;
- “ground clearance” means the shortest distance between the ground and the lowest part of that portion of the trailer (excluding any part of a suspension, steering or braking system attached to any axle, any wheel and any air skirt) which lies within the area formed by the overall width of the trailer and the middle 70% of the axle interspace, such distance being ascertained when the trailer—
- (a) is fitted with suitable tyres which are inflated to a pressure recommended by the manufacturer, and
 - (b) is reasonably horizontal and standing on ground which is reasonably flat.

Turning circle — buses

- 15.**—(1) This regulation applies to a bus first used on or after 1st April 1982.
- (2) A vehicle to which this regulation applies shall be able to move on either lock so that, both with and without all its wheels in contact with the ground, no part of it projects outside the area contained between concentric circles with radii of 12.5m and 5.3m.
- (3) In relation to a vehicle manufactured before 20th April 1999 paragraph (2) shall have effect as if the words “, both with and without all its wheels in contact with the ground,” were omitted.
- (4) When a vehicle to which this regulation applies moves forward from rest, on either lock, so that its outermost point describes a circle of 12m radius, no part of the vehicle 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 0.8m if it is a rigid vehicle or 1.2m if it is an articulated bus.
- (5) For the purposes of paragraph (4) the two rigid portions of an articulated bus shall be in line at the beginning of the manoeuvre.

Turning circle — articulated vehicles other than those incorporating a car transporter

- 16.**—(1) Subject to paragraphs (2) and (3), this regulation applies to an articulated vehicle having an overall length exceeding 15.5m.
- (2) This regulation does not apply to an articulated vehicle, the semi-trailer of which—
- (a) was manufactured before the 1st April 1990, and
 - (b) has an overall length that does not exceed the overall length it had on that date.

- (3) This regulation does not apply to an articulated vehicle the semi-trailer of which is—
- (a) a car transporter,
 - (b) a low loader,
 - (c) stepframe low loader, or
 - (d) constructed and normally used for the conveyance of indivisible loads of exceptional length.

(4) Every vehicle to which this regulation applies shall be able to move on either lock so that, both with and without all its wheels in contact with the surface of the road and disregarding the things set out in paragraphs (a) to (m) in the definition of “overall width” and in sub-paragraph (i) (a) to (o) in the definition of “overall length” in regulation 2(1), no part of it projects outside the area contained between concentric circles with radii of 12.5m and 5.3m.

(5) In relation to a vehicle manufactured before 20th April 1999 paragraph (4) shall have effect as if the words “both with and without all its wheels in contact with the surface of the road and” were omitted.

(6) An articulated vehicle shall be taken to comply with paragraph (4) if the semi-trailer comprised in it is, by virtue of paragraph 7.6.1.2 of Annex I of Community Directive [97/27/EC](#), deemed to comply with paragraph 7.6.1 of that Annex.

Turning circle — articulated vehicles incorporating a car transporter

17.—(1) Subject to paragraphs (2) and (3), this regulation applies to an articulated vehicle having an overall length exceeding 15.5m, the semi-trailer of which is a car transporter.

(2) This regulation does not apply to an articulated vehicle, the semi-trailer of which satisfied the following conditions—

- (a) it was manufactured before the 1st April 1990, and
- (b) the distance from the front of the trailer to the rearmost axle is no greater than it was on that date.

(3) This regulation does not apply to an articulated vehicle the semi-trailer of which is—

- (a) a low loader, or
- (b) a stepframe low loader.

(4) Every articulated vehicle to which this regulation applies shall be able to move on either lock so that, both with and without all its wheels in contact with the surface of the road and disregarding the things set out in paragraphs (a) to (m) in the definition of “overall width” and in sub-paragraph (i) (a) to (o) in the definition of “overall length” in regulation 2(1), no part of—

- (a) the motor vehicle drawing the car transporter, or
- (b) the car transporter to the rear of the transverse plane passing through the king-pin,

projects outside the area between concentric circles with radii of 12.5m and 5.3m.

(5) In relation to a vehicle manufactured before 20th April 1999 paragraph (4) shall have effect as if the words “both with and without all its wheels in contact with the surface of the road” were omitted.

(6) An articulated vehicle shall be taken to comply with paragraph (4) if the semi-trailer comprised in it is, by virtue of paragraph 7.6.1.2 of Annex I of Community Directive [97/27/EC](#), deemed to comply with paragraph 7.6.1 of that Annex.

Turning circle — heavy motor car

18.—(1) This regulation applies to a vehicle which—

- (a) is a heavy motor car or a vehicle combination which consists of a heavy motor car drawing one trailer which is not a semi-trailer;
 - (b) was manufactured or, in the case of a vehicle combination, the part consisting of a heavy motor car, was manufactured after 19th April 1999; and
 - (c) is not a vehicle falling within any of the descriptions specified in paragraph (2).
- (2) The descriptions of a vehicle referred to in paragraph (1)(c) are—
- (a) a vehicle having 4 or more axles where the distance between the foremost and rearmost axles exceeds 6.4 metres;
 - (b) a vehicle or a vehicle combination to which regulation 15, 16 or 17 applies;
 - (c) a vehicle constructed and normally used for the carriage of indivisible loads of abnormal length.
- (3) Every vehicle to which this regulation applies shall be able to move on either lock so that, both with and without all its wheels in contact with the surface of the road and disregarding the things set out in paragraphs (a) to (m) in the definition of “overall width” and in paragraph (i)(a) to (o) in the definition of “overall length” in regulation 2(1), no part of it projects outside the area contained between concentric circles with radii of 12.5 m and 5.3 m.

Connecting sections and direction-holding of articulated buses

- 19.**—(1) This regulation applies to every articulated bus first used on or after 1st April 1982.
- (2) The connecting section of the two parts of every articulated bus to which this regulation applies shall be constructed so as to comply with the provisions relating to such a section specified in paragraph 5.9 in ECE Regulation 36 as regards vehicles within the scope of that Regulation.
- (3) Every articulated bus to which this regulation applies shall be constructed so that when the vehicle is moving in a straight line the longitudinal median planes of its two parts coincide and form a continuous plane without any deflection.