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STATUTORY RULES OF NORTHERN IRELAND

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**1999 No. 454**

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

**Part II**

**Construction, Equipment and Maintenance of Vehicles**

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*Instruments and Equipment*

**Speed limiters fitted to buses and coaches**

- 42.**—(1) This regulation applies to every bus and coach which—
- (a) has a maximum gross weight exceeding 10 tonnes;
  - (b) has, or if a speed limiter were not fitted to it would have, a maximum speed exceeding 100 km/h; and
  - (c) was first used on or after 1st January 1988.
- (2) Every vehicle to which this regulation applies shall be fitted with a speed limiter which must—
- (a) be sealed by an authorised sealer in such a manner as to protect the limiter against any improper interference or adjustment and against any interference of its power supply;
  - (b) be maintained in good and efficient working order; and
  - (c) be calibrated to a set speed not exceeding 100 km/h.
- (3) A speed limiter fitted before 1st October 1994 to a vehicle to which this regulation applies must comply with—
- (a) Part 1 of the British Standard; or
  - (b) the Annexes to Community Directive 92/24.
- (4) A speed limiter fitted on or after 1st October 1994 to a vehicle to which this regulation applies must comply with the Annexes to Community Directive 92/24.
- (5) This regulation does not apply to a vehicle—
- (a) being taken to a place where a speed limiter is to be installed, calibrated, repaired or replaced; or
  - (b) completing a journey in the course of which the speed limiter has accidentally ceased to function.
- (6) Paragraph (2)(a) shall have effect in relation to—
- (a) a speed limiter fitted before 1st January 1995 to a vehicle first used before that date; or
  - (b) a speed limiter sealed outside the United Kingdom,

as if the words “by an authorised sealer” were omitted.

(7) Paragraph (3) does not apply to a speed limiter fitted to a vehicle if the speed limiter complies with an equivalent standard.

(8) Until 22nd February 2001, in relation to a vehicle not used for transport operations outside the United Kingdom and first used before 22nd February 2000, paragraph (2)(c) shall have effect as if for “100 km/h” there were substituted “105 km/h”.

(9) In this regulation—

“authorised sealer” means a person authorised by the Department in accordance with Schedule 3 of these Regulations, or by the Secretary of State for Transport in accordance with Schedule 3B of the Road Vehicles (Construction and Use) Regulations 1986<sup>(1)</sup>;

“equivalent standard” means—

- (i) a standard or code of practice of a national standards body or equivalent body of any EEA State; or
- (ii) any international standard recognised for use as a standard by any EEA State; or
- (iii) a technical specification or code of practice which, whether mandatory or not, is recognised for use as a standard by a public authority of any EEA State,

where the standard, code of practice, international standard or technical specification provides, in relation to speed limiters, a level of speed control equivalent to that provided by Part 1 of the British Standard;

“Part 1 of the British Standard” means the British Standard for Maximum Road Speed Limiters for Motor Vehicles which was published by the British Standards Institution under the number BS/AU 217: Part 1: 1987 and which came into effect on 28th May 1987; and

“speed limiter” means a device whose primary function is to control the fuel feed to the engine in order to limit the vehicle speed to the specified value.

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<sup>(1)</sup> S.I. 1986/1078; relevant amending instruments are S.I.s 1988/271 and 1524, S.I. 1991/1527 and S.I. 1992/422