

## SCHEDULE 1

### ABNORMAL INDIVISIBLE LOAD VEHICLES

#### PART 2

#### CONSTRUCTION

##### *Braking requirements*

7. Paragraphs 8 to 12 apply to any AILV or AILV-combination which—

- (a) falls within Category 2 or 3; and
- (b) was manufactured on or after 1st October 1989.

8.—(1) An AILV or AILV-combination must have a braking system that complies with the construction, fitting and performance requirements specified in sub-paragraph (2).

(2) The construction, fitting and performance requirements are those applicable to motor vehicles of category N3 and trailers of category O4 (according to the configuration of the AILV or AILV-combination) which are set out—

- (a) in Annexes I, II and VII to Council Directive [71/320/EEC](#); and
- (b) if appropriate, in Annexes III, IV, V, VI and X to that Directive.

(3) In their application to an AILV or AILV-combination, the requirements specified in sub-paragraph (2) are subject to the modifications in paragraphs 9 to 12.

9.—(1) The following modifications apply for the purposes of each Type O test conducted in accordance with Annex II to Council Directive [71/320/EEC](#).

(2) References to a laden vehicle are to be taken to be references to a vehicle laden with the maximum technically permissible mass specified by the manufacturer for the vehicle speed specified for the test.

(3) For a trailer that is designed and constructed for use as part of an AILV-combination falling within Category 3—

- (a) where X (stated in the Directive as being a percentage of the force corresponding to the maximum mass carried by the wheels of the stationary vehicle) is specified in paragraph 2.2.1.2.1 of Annex II as having the values of 45 or 50, X is to be taken to have the value of 30; and
- (b) where the test speed is specified in that paragraph as 60km/h, the test speed is to be taken to be 48km/h.

(4) In relation to a towing vehicle of category N3 that is designed and constructed for use as part of an AILV-combination falling within Category 3—

- (a) if the performance of a service braking device is determined by measuring the stopping distance in relation to the initial speed, the stopping distance in paragraph 2.1.1.1.1 of Annex II is to be taken to be—

$$0.15v + \frac{v^2}{77.5}$$

- (b) if the performance of the service braking device is determined by measuring the reaction time and the mean deceleration, the mean braking deceleration at normal engine speed in paragraph 2.1.1.1.1 of Annex II is to be taken to be at least 3 m/s<sup>2</sup> ;

*Status: This is the original version (as it was originally made).*

- (c) if the performance of a secondary braking device is determined by measuring the stopping distance in relation to the initial speed, the stopping distance in paragraph 2.1.2.1 of Annex II is to be taken to be—

$$\frac{0.15v + v^2}{37.5}$$

- (d) if the performance of the secondary braking device is determined by measuring the reaction time and the mean deceleration, the mean braking deceleration in paragraph 2.1.2.1 of Annex II is to be taken to be at least 1.45 m/s<sup>2</sup>.

**10.**—(1) The requirements of paragraphs 2.2.1.22 and 2.2.2.13 of Annex I to Council Directive 71/320/EEC do not apply.

(2) The requirements of paragraphs 1.1.4.2 and 1.4 of Annex II to Council Directive 71/320/EEC do not apply.

(3) In Annex I to Council Directive 71/320/EEC—

- (a) in paragraph 2.2.1.23 the words “not mentioned in item 2.2.1.22 above” do not apply; and  
 (b) in paragraph 2.2.2.14 the words “not mentioned in item 2.2.2.13 above” do not apply.

**11.** For the purposes of Type I tests conducted, in accordance with paragraph 1.3 of Annex II to Council Directive 71/320/EEC, on a vehicle that is designed and constructed for use as part of an AILV-combination falling within Category 3, the reference to a laden vehicle is to be taken to be a reference to a vehicle laden with the heaviest weight possible without the sum of the weights transmitted to the road surface by all the wheels of any one axle exceeding 12,500 kilograms.

**12.** The requirements of paragraph 2.1.3.2 of Annex II to Council Directive 71/320/EEC do not apply if wheel chocks are provided with the AILV or AILV-combination and the wheel chocks are—

- (a) suitable and sufficient;  
 (b) readily accessible; and  
 (c) capable, when used in conjunction with any parking brakes fitted to the vehicle, of holding the vehicle stationary when loaded to its maximum mass on a gradient of 12%.