



Service Department:

THE ROVER COMPANY LIMITED

By Appointment to
Her Majesty
Queen Elizabeth II



Manufacturers
of Motor Cars and
Land-Rovers

SOLIHULL
WARWICKSHIRE
ENGLAND

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TO ALL HOME DISTRIBUTORS AND DEALERS

Item 1 U.K. MINISTRY OF TRANSPORT REGULATIONS ON VEHICLE BRAKES AND 'PLATING'

On January 1st, 1968, new regulations come into force in the U.K., dealing with the braking performance and 'plating' requirements of goods vehicles. For the purpose of establishing the facts as clearly as possible for Land-Rover operators, the requirements of the law, as they are at present known, are stated, and then how these affect the Land-Rover and its use.

1.0 THE LAW

This is an interpretation of those parts which concern the Land-Rover and its applications, but the new regulations have not yet been interpreted by the courts. Customers therefore should be reminded that it is primarily their duty to ensure that the regulations are complied with in regard to their particular vehicles and any use to which such vehicles are put.

1.1 BRAKES

1.1.1 Vehicle

All vehicles (with very limited exceptions) registered after January 1st, 1968, must be provided with a MAIN and EMERGENCY brake system giving:

MAIN 50% efficiency.
EMERGENCY 25% efficiency.

Passenger cars and dual purpose vehicles registered before this date must already meet these requirements.

The Law allows that the parking brake may also act as the emergency brake.

The parking brake must be able to hold the vehicle on a 1-in-6.25 gradient.

1.1.2 Trailer

Overrun brakes are permitted on trailers up to 1 ton unladen weight or up to 2½ tons unladen weight if carrying permanently installed plant, or up to 2 tons unladen weight if a 'living van' with pneumatic tyres: Otherwise power-operated brakes—vacuum or compressed air—are required.

All trailers exceeding 2 cwt unladen weight shall be fitted with efficient brakes, and in all cases where a trailer is coupled, the braking performance of vehicle and trailer shall not be less than that specified for the vehicle.

PLATING AND TESTING

Final details of the organisation of the plating and testing scheme are not yet published, but the following is an indication of the probable way the scheme will work.

1.2.1

Plating

On goods vehicles over 30 cwt unladen weight, the MANUFACTURER must attach, in a conspicuous position, a weight plate which states:

Max. Front Axle	} Weights in tons and decimals
Max. Rear Axle	
Max. Gross Vehicle	
Maker's Name	Chassis No.
Year of Manufacture	Engine Type
Vehicle Model	No. of Axles

A Ministry of Transport plate must also be fitted in the cab by the OPERATOR, which will set out the same or lower weight at which the vehicle has been tested and approved by the Ministry. A plating certificate will also be issued.

Apart from goods vehicles below 30 cwt unladen weight, other vehicles are exempt as follows:

- (i) Vehicles used by local Authorities for street cleaning and collection of refuse.
- (ii) Vehicles designed for servicing aircraft at airports.
- (iii) **Dual purpose vehicles** (See 1.3.3 below).
- (iv) Certain vehicles converted with permanent installations.

NOTE: Plates fitted by manufacturers will carry no legal force, though legally required. It will be an offence to exceed the weight figures on the Ministry plate.

Testing

Ministry Testing Stations will be introduced to test all 'plated' vehicles, whilst M.O.T. Approved Garages will continue, as now, the testing scheme for three-year-old vehicles, including passenger cars and **dual purpose vehicles**.

The Ministry propose to issue widespread publicity before testing of plated vehicles starts, and it seems probable that all vehicles will be tested once and plated before 1970, and annually thereafter.

Vehicles registered after 1st January, 1968 will require plates (for which the OPERATOR will have to apply to some central Registry) and will be tested either in the latter part of 1969 or early 1970.

1.3

DEFINITIONS

1.3.1

Unladen weight of motor vehicle (Road Traffic Act 1960):

"Relating to the use of motor vehicles on roads, the weight unladen of a vehicle shall be taken to be the weight of the vehicle inclusive of the body and all parts (the heavier being taken where alternative bodies or parts are used) which are necessary to or ordinarily used with the vehicle when working on a road, but exclusive of the weight of water, fuel or accumulators used for the purpose of the supply of power for the propulsion of the vehicle, and of loose tools and loose equipment."

1.3.2

Fitting of special apparatus:

"In the case of a motor vehicle fitted with a crane, dynamo, welding plant or other special appliance or apparatus which is a permanent or essentially permanent fixture, the appliance or apparatus shall not be deemed to constitute a load or goods or burden of any description, but shall be deemed to form part of the vehicle."

1.3.3

Dual purpose vehicle:

It is important in the interpretation of the above regulations to be aware that one of the definitions of a dual purpose vehicle is that it should not weigh more than 2 tons unladen (see 1.3.1 above).

2.0

THE EFFECT ON THE LAND-ROVER

2.1

BRAKES

2.1.1

Vehicle

All models comply with the new regulations for vehicle braking efficiency. Since they already have to satisfy the same performance standard on existing M.O.T. tests for three-year-old vehicles, the new regulations represent NO CHANGE.

2.1.2 **Trailers**

All model Land-Rovers meet the regulations for towing trailers with overrun brakes up to 2¼ ton gross weight, but for application purposes Rover recommend a 2 ton gross weight limit as previously specified.

For power brake applications on drawbar and articulated trailers, vacuum and compressed air brake systems will be available through approved suppliers:

- | | | |
|--|---|---|
| Messrs. Feeny & Johnson Ltd,
134/136 Ealing Road,
WEMBLEY,
Middlesex. | } | Already approved for vacuum system, on existing trailers.
Modified system awaited. |
| Messrs. B. Dixon-Bate Ltd.
CHESTER. | } | A compressed air system to be introduced in the near future. |

It is not our usual policy to approve trailers, but in certain cases where this applies, 'Approval' will cover specified brake requirements for the combination:

Otherwise the customer must ensure compliance by the appropriate braking means. Land-Rover Special Projects Department will ensure necessary liaison with trailer manufacturers.

2.2 **PLATING**

2.2.1 Since the addition of certain extras, e.g. hydraulic winch, can make the unladen weight of a Forward Control Land-Rover exceed 2 tons, vehicles so fitted will require plating by law. To cover this, all Home Market Forward Control Land-Rovers will carry two plates fixed on the left chassis sidemember—

Plate One will set out the maximum weights and other information required in accordance with The Motor Vehicles (Construction and Use) Regulations 1966, Schedule 2, Parts I and III.

The maximum permitted weights will be:

Front axle	4,050 lb	}	NOTE: A percentage has been allowed on axle weights for tolerance on payload position, and, although stated here in pounds, the actual figures will be in decimal tons
Rear axle	4,960 lb		
Gross vehicle weight	8,250 lb		
Gross train weight (diesel)	14,970 lb		
Gross train weight (petrol)	17,210 lb		

Plate Two worded as follows:

"This vehicle is only liable to Ministry of Transport plating if the unladen weight exceeds 2 tons."

2.2.2 All 'Regular' and 'Long' models for the Home market will be fitted with a transfer on the windscreen worded as follows:

"This is a dual purpose vehicle and is therefore not subject to plating regulations, unless the unladen weight exceeds 2 tons."

2.2.3 Customers who buy Land-Rovers with the intention of carrying out special purpose conversions that will bring the unladen weight of the vehicle to over 2 tons (Reference 1.3.2 on Page 2) must be aware that plating becomes a legal requirement if the conversion is not included in the exemptions (Reference 1.2.1 (iv) on Page 2), and must be responsible for this being done, as appropriate. Information is to be included on all coachbuilders' drawings to this effect, and all approved manufacturers are being requested to comply where they are affected.

2.2.4 Certain trailers will require plating even though the Land-Rover towing vehicle does not. Land-Rover Special Projects Department are to liaise with manufacturers, where necessary, to ensure that their products comply with regulations when towed behind the Land-Rover.

2.3 **TESTING**

The vast majority of Land-Rovers will continue to be subject only to tests at M.O.T. Approved Garages and to the same braking standard as at present existing.

Only where Land-Rovers are specially converted and are not exempted, or, in the case of the Forward Control it has certain extras fitted, which brings the unladen weight above 2 tons, will they, in becoming 'plated' vehicles, be subject to testing at Ministry of Transport Testing Stations.