

## **CARNIVAL INFORMATION PACK**

The following information is produced in the hope that it will provide all the relevant information to make applying for a Vehicle Special order (VSO) a straightforward process. It covers, amongst other things, lengths, widths, weights, braking requirements, what we mean by a competent person, the use of a locomotive instead of a tractor.

If your vehicle combination **complies fully** with the regulations outlined below in this document you do not need to apply for a Vehicle Special Order.

However if your vehicle combination **does not comply with any one of the below regulations**, you will need to apply for a Vehicle Special Order.

**When you have read the regulations below you have any questions on the need for a Vehicle Special Order then please contact;**

Email: [michael.hepworth@vca.gov.uk](mailto:michael.hepworth@vca.gov.uk)

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## **GUIDANCE NOTES FOR CARNIVAL VEHICLES**

All motor vehicles and trailers used on roads in the UK must comply with, amongst other legislation, with the Road Vehicles (Construction and Use) Regulations 1986 (SI 1986/1078) as amended and the Road Vehicles Lighting Regulations 1989 (SI 1989/1796) as amended. These regulations set the overall technical specifications such as weights, dimensions, braking systems, tyres, lights etc for all vehicles.

### **Maximum Length of motor vehicle and trailer** **Construction & Use** **REGULATION 7.**

#### **Motor Vehicle**

A wheeled motor vehicle: **12 Metres**

#### **Trailers**

A trailer with at least four wheels which is drawn by a motor vehicle having a gross weight<sup>1</sup> exceeding 3,500 kg: **12 Metres**

A trailer drawn by a motor vehicle having a maximum gross weight under 3,500 kg (Excluding the length of the drawbar): **7 Metres**

#### **Vehicle Combinations**

A motor vehicle towing one trailer: **18 Metres**

<sup>1</sup> Maximum Gross Weight is the lower of the maximum weight permitted by C&U or that declared by the manufacturer of the vehicle. In the case of smaller vehicles, such as vans or 4 wheel drives, it will usually be displayed on the manufacturer's plate, the vehicle's handbook or be available from the manufacturer of the vehicle.

**Maximum Width of a motor vehicle and trailer**  
**Construction & Use**  
**REGULATION 8**

**Motor Vehicle**

A motor vehicle: **2.55 Metres**

**Trailers**

A trailer drawn by a motor vehicle having a maximum gross weight exceeding 3.500 kg: **2.55 Metres**

A trailer drawn by a motor vehicle having a maximum gross weight under 3,500 kg: **2.30 Metres**

**Braking requirements for trailers**  
**Construction & Use**  
**REGULATION 15**

Gross weight less than or equal to **750 kg** no requirement.  
(Brakes do not have to be fitted but if they are they have to be in a working and well maintained condition).

Gross weight greater than **750 kg** but less than or equal to **3,500 kg** at least overrun brakes required.

Gross weight greater than **3,500 kg** continuous or semi continuous brakes. That is brakes that are operated with those of the towing vehicle by the same control.

**Springs and resilient material**  
**Construction & Use**  
**REGULATION 22**

Suspension of springs or resilient material is required to be fitted to both the towing vehicle and trailers if the combination is to exceed a travelling speed of more than **20 mph (32 K/mh)**.

**Maximum permitted axle weight on trailer**  
**REGULATION 78**

Where the axle is fitted with tyres with a width not less than 300mm or with twin tyres with centres of contact with the road no less than 300mm **10,170 kg**

In any other case **9,200 kg**

**Maximum permitted laden weight of a motor vehicle**  
**REGULATION 75**

A four wheel drive, car or transit type van, the gross weight of these vehicles are governed by the manufacturer – see footnote to Maximum Gross Weight

A two axle lorry **17,000 kg** – provided the distance between the two axles is at least 3.0 metres. If the distance between the axles is less than 3.0 metres, lower limits apply

A two axle wheeled agricultural motor vehicle:-

Where the distance between the axles is less than 2.65 metres **14,230 kg**

Where the distance between the axles is at least 2.65 metres **16,260 kg**  
***(Vehicles with more than two axles are subject to higher limits)***

**Maximum permitted laden weight of a trailer**  
**REGULATION 75**

The maximum permitted weight of the trailer can be limited by one of the two requirements.

The maximum permitted on the trailer itself, which in the case of a conventional two axle trailer, is **14,230 kg**

Or any lower weight specified by the trailer manufacturer.

The maximum permitted for the combination (the maximum train weight specified in **REGULATION 76**) which, in the case of a two axle tractor and a two axle trailer, is **24,390 kg** or any lower towing weight specified by the towing vehicle manufacturer.

Where necessary the maximum trailer weight can be calculated by subtracting the weight of the towing vehicle from the maximum train weight given for the vehicle.

***Note that the lower figure from either the C&U regulations or the manufacturer is always the one that applies.***

**Number of trailers drawn by a towing vehicle**  
**REGULATION 83**

A wheeled motor vehicle **1 trailer**

***This is the normal requirement. In order to tow two trailers in carnival, a special order will be required, even if, individually, the vehicles and trailers meet the above conditions.***

## **1. THE BRAKING REQUIRMENTS AND BRAKING PERFORMANCES FOR THIS SEASON ARE AS FOLLOWS :**

Vehicle combinations with a gross weight up to **24,390 kg** : That means that both the tractor and each trailer (when more than one trailer is being towed in procession) only require brakes on **half** the number of wheels. In situations where one of your trailers has three axles, two should be braked.

The overall service braking performance of the combination shall be a **minimum** of **25%**

Vehicle combinations with a gross weight **over 24,390 kg and up to 38,000 kg**: all wheel braking is required on both the tractor and each trailer (when more than one trailer is being towed in procession). Four wheel drive tractor means a tractor which brakes through its transmission, or through each wheel.

The overall service braking performance of the combination shall be a **minimum** of **25%**

Vehicle combinations **over 38,000 kg and up to 50,000 kg**: all wheeled braking is required on both tractor and each trailer. Four wheel drive tractor means a tractor, which brakes through its transmission, or through each wheel.

The overall service braking performance of the combination shall be a **minimum** of **50%**

### **ALL BRAKING EFFICIENCIES WILL APPLY FOR THE 2017 SEASON**

***The braking efficiencies and the above percentages should have been achievable and recorded last season for inclusion on the application form this year***

## **2. VEHICLE SPECIAL ORDER APPLICATION FORM (see Annex A)**

On occasions in the past there have been last minute problems when Orders have been issued for specific tractors and the day before the carnival the agricultural hire company or farmer has given that particular tractor to another club. To ensure that both parties do not have these last minute panics when completing your application please bear the following suggestion in mind; **if your club is hiring or borrowing a tractor(s) please give the details of the MAKE & MODEL of the tractor(s). Then, if you are given a different tractor than the one promised, providing it is the same MAKE & MODEL you will not need to change your Order.**

**If the MAKE & MODEL is different giving different axle weights then this will need to be notified to VCA to decide if changes to the Vehicle Special Order are required.**

## **3. USE OF A LOCOMOTIVE INSTEAD OF AN AGRICULTURAL TRACTOR:**

There has been increased interest in using a locomotive instead of an agricultural tractor to tow the combination in procession.

It is possible to convert a commercial tractor unit into a locomotive by removing its fifth wheel coupling and imposing weight in the form of ballast to stop it from carrying a load. For the purpose of the Roads Vehicles (Construction and Use) Regulations 1986 (SI 1986 No 1078) as amended: a locomotive is defined as ***“a mechanically propelled vehicle which is not constructed itself to carry a load other than the following articles, that is to say, water, fuel, accumulators and other equipment used for the purpose of propulsion, loose tools and loose equipment and which the unladen weight exceeds 7370kg”***

The regulations state that the maximum permitted weight of a locomotive, which is equipped with suitable and sufficient springs between each wheel and the frame, and with a pneumatic tyre or a soft elastic material fitted to each wheel, is subject to the following conditions ;-

(a) if having less than 6 wheels	(2 axles )	22,360kg
(b) if having 6 wheels	(3 axles )	26,420kg
(c) if having more than 6 wheels	(4 axles)	30,490kg

The regulations state that the maximum total weight of all trailers, whether laden or unladen, drawn at any time by a locomotive shall **not exceed** 44,000kg

**However, for the purposes of carnival, the heaviest combination will still be restricted to 50,000kg, irrespective of whether or not the towing vehicle is a locomotive.**

A locomotive does not require plating and testing.

The driver will require a C+E light goods vehicle driving licence. We understand that previously, light goods vehicle driving test centres within the Taunton area (and possibly) further afield) have offered reduced prices for carnival clubs, who wish to operate locomotives, so there drivers can obtain the C+E. I would recommend that each carnival club / committee should investigate this possibility on behalf of their members.

The locomotive will also have to be taxed accordingly, dependent on its gross weight. The local Vehicle Registration Offices will tax the locomotive for a period of either six or twelve months – the unexpired portion being refunded.

#### **4. QUALIFICATIONS REQUIRED BY THE COMPETENT PERSON**

The competent person's role within the club is to ensure that, before building commences, an inspection is carried out on the existing chassis and axles to establish if there are any fractures or corrosion. This season axles may have to be fitted with new brakes, the competent person should ensure this task is completed and that the brakes fully comply with the braking requirements outlined within the VSO Application Form.

Once the club secretary is ready to complete the VSO application form, the competent person should ensure that that the towing vehicle and each trailer fully comply with all the requirements and that a full inspection of the vehicle combination is carried out. The form can then be submitted to VCA.

It is expected that the competent person should hold one of the following qualifications in a relevant subject **or** to have undertaken the **Competent Persons Awareness Course**:

- **MOT Tester**
- **National Craft Certificate**
- **City and Guilds**
- **NVQ**
- **University Degree**
- **Appropriate membership of a Professional Body**

**Please supply a copy of the relevant qualification with the application for a Vehicle Special Order unless your qualifications have been previously lodged with VCA.**

## **5. GENERAL CONDITION OF THE VEHICLE THROUGHOUT THE CARNIVAL SEASON**

Throughout the carnival season it must be ensured that the vehicle combination stays roadworthy and safe. If these basic requirements are **NOT** carried out, the Special Order would become **invalid and could be revoked**. The police may then decide to exclude the offending club from taking part in that particular carnival.

## **6. EMERGENCY STOP BUTTONS**

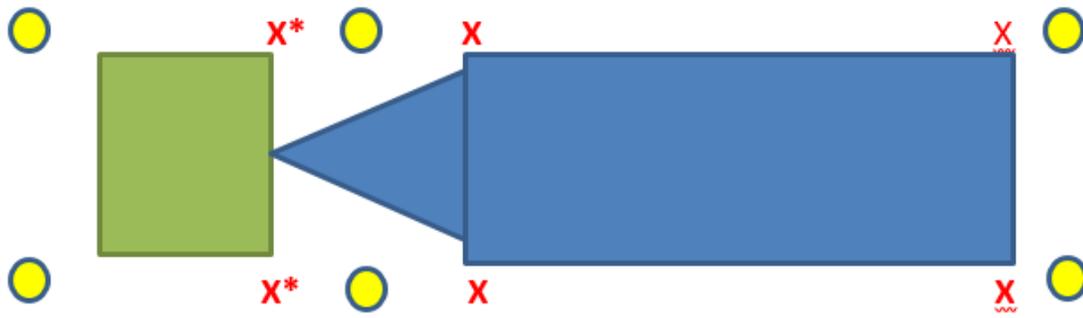
Emergency stop buttons shall be fitted on the extreme outer edges of the combinations and on each side of the combinations as indicated above. At draw bar positions they may either be accessible in front of the road crew position or immediately behind them (X or X\* or both) They shall be in an area where there is a clear, unobstructed view of the drawbar area of the trailer.

They shall be fitted where they can be accessed without hindrance and at a height where a member of the road crew can easily access them when standing alongside the trailer. Operation of the Emergency Stop Button shall give a visual warning to the driver seated in a normal driving position in the drawing vehicle.

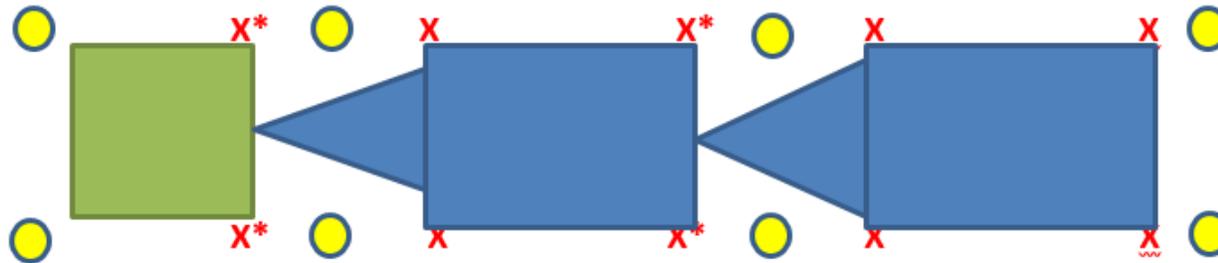
If this emergency system is activated the driver shall immediately bring the combination of vehicle/trailers to a halt.

The diagram below denotes acceptable configurations.

**Two unit configuration**



**Three unit configuration**



**X Emergency Stop Buttons / X\* alternate position**