

1966/5



**THE PASSENGER-SERVICE VEHICLE CONSTRUCTION
REGULATIONS 1954, AMENDMENT NO. 5**

—
BERNARD FERGUSSON, Governor-General
ORDER IN COUNCIL

At the Government Buildings at Wellington this 14th day of February
1966

Present:

THE RIGHT HON. KEITH HOLYOAKE, C.H., PRESIDING IN COUNCIL

PURSUANT to the Transport Act 1962, His Excellency the Governor-General, acting by and with the advice and consent of the Executive Council, hereby makes the following regulations.

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REGULATIONS

1. These regulations may be cited as the Passenger-Service Vehicle Construction Regulations 1954, Amendment No. 5, and shall be read together with and deemed part of the Passenger-Service Vehicle Construction Regulations 1954* (hereinafter referred to as the principal regulations).

2. Regulation 8 of the principal regulations is hereby amended by revoking subclause (1), and substituting the following subclauses:

“(1) Where, in the opinion of a Vehicle Inspector, the chassis of any passenger-service vehicle is carrying, or in service is likely to carry, a greater load, or to be subjected in the frame or other vital part to a greater unit stress, than that approved by the chassis maker, he may limit the number of passengers or load authorised in the certificate of fitness.

“(1A) In addition to the powers conferred on him by subclause (1) of this regulation, a Vehicle Inspector may restrict the number of passengers or the load on any passenger-service vehicle for reasons of health or comfort, or at the request of the owner.”

3. (1) The principal regulations are hereby further amended by inserting, after regulation 23, the following heading and regulation:

*S.R. 1954/144

Amendment No. 1: S.R. 1956/113
Amendment No. 2: S.R. 1960/139
Amendment No. 3: S.R. 1964/82
Amendment No. 4: S.R. 1965/78

“Suspension Safeguard

“23A. (1) Every passenger-service vehicle shall be fitted with axle stops, shackle stops, or other devices approved by the Commissioner of Transport to prevent the front axle from moving backward to such an extent that the driver is likely to lose directional control of the vehicle should a spring, torsion bar, or other resilient component fail in service.

“(2) This regulation shall not apply to any taxicab, rental car, or school vehicle.”

(2) This regulation shall come into force six months after the date of notification of these regulations in the *Gazette*.

T. J. SHERRARD,
Clerk of the Executive Council.

EXPLANATORY NOTE

This note is not part of the regulations, but is intended to indicate their general effect.

Regulation 2 extends the power of a Vehicle Inspector to reduce the load of any passenger-service vehicle for reasons of health or comfort, or at the owner's request.

Regulation 3 provides for safeguards to prevent buses getting out of control should a front spring break.

Issued under the authority of the Regulations Act 1936.

Date of notification in *Gazette*: 17 February 1966.

These regulations are administered in the Transport Department.