

Statutory Instrument 2003 No. 1998

The Road Vehicles (Authorisation of Special Types) (General) Order 2003

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2003 No. 1998

ROAD TRAFFIC

The Road Vehicles (Authorisation of Special Types) (General) Order
2003

Made

4th August 2003

Coming into force

25th August 2003

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The Secretary of State for Transport, in exercise of the powers conferred upon him by section 44 of the Road Traffic Act 1988[1], hereby make the following Order:

PART 1

GENERAL

Preliminary

Citation and commencement

1. - (1) This Order may be cited as the Road Vehicles (Authorisation of Special Types) (General) Order 2003.

(2) Except as stated in paragraph (3), this Order comes into force on 25th August 2003.

(3) Paragraphs 15 to 18 of Schedule 2 come into force on 1st December 2004.

Revocation

2. The following instruments are revoked -

(a) Motor Vehicles (Authorisation of Special Types) General Order 1979[2];

(b) Motor Vehicles (Authorisation of Special Types) (Amendment) Order 1984[3];

(c) Motor Vehicles (Authorisation of Special Types) (Amendment) Order 1986[4];

(d) Motor Vehicles (Authorisation of Special Types) (Amendment) Order 1987[5];

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(g) Motor Vehicles (Authorisation of Special Types) (Amendment) Order 1995[8];

(h) Motor Vehicles (Authorisation of Special Types) (Amendment) Order 1998[9];

(i) Motor Vehicles (Authorisation of Special Types) (Amendment) (No 2) Order 1998[10].

Interpretation

Interpretation: general

3. - (1) In this Order -

"abnormal indivisible load" has the meaning given in paragraph 2 of Schedule 1 to this Order;

"abnormal indivisible load vehicle" has the meaning given in paragraph 3 of Schedule 1 to this Order;

"agricultural motor vehicle", "agricultural trailer" and "agricultural trailed appliance" have the meaning given in article 19(3);

"AILV" has the meaning given in Schedule 1;

"articulated vehicle" has the same meaning as in the Construction and Use Regulations;

"authorisation requirements" has the meaning given in article 9(2);

"axle" has the meaning given in article 7(1);

"axle weight" has the meaning given in article 7(1);

"the Authorised Weight Regulations" means the Road Vehicles (Authorised Weight) Regulations 1998[11];

"chief officer of police" -

(a) in relation to England and Wales, has the same meaning as in the Police Act 1996[12]; and

(b) in relation to Scotland, has the same meaning as in the Police (Scotland) Act 1967[13];

"the Construction and Use Regulations" means the Road Vehicles (Construction and Use) Regulations 1986[14];

"engineering plant" has the meaning given in paragraph 2 of Schedule 3 to this Order;

"foremost point", in relation to a vehicle, has the meaning given in article 4(3);

"forward projection", in relation to a load carried on a vehicle, has the meaning given in article 6(1);

"gross weight" -

(a) in relation to a motor vehicle, means the sum of the weights transmitted to the road surface by all the wheels of the vehicle; and

(b) in relation to a trailer, means the sum of -

(i) the weights transmitted to the road surface by all the wheels of the trailer; and

(ii) any weight of the trailer imposed on the towing vehicle;

"group of axles" has the meaning given in article 7(1);

"lateral projection", in relation to a load carried on a vehicle, has the meaning given in article 5(1);

"the Lighting Regulations" means the Road Vehicles Lighting Regulations 1989[15];

"local excavation vehicle" has the meaning given in paragraph 1 of Schedule 10 to this Order;

"mobile crane" has the meaning given in paragraph 2 of Schedule 2 to this Order;

"motor vehicle of category N3" means a motor vehicle of category N3 (motor vehicles over 12,000 kilograms maximum weight), as defined in Annex II of Council Directive 70/156/EEC on the approximation of the laws of the Member States relating to the type-approval of motor vehicles and their trailers[16];

"motorway" means a special road which -

(a) in England or Wales (except as otherwise provided by or under regulations made under, or having effect as if made under, section 17 of the Road Traffic Regulation Act 1984 [17]) can be used by traffic only of Class I or II as specified in Schedule 4 to Highways Act 1980[18]: or

(b) in Scotland can be used by traffic only of Class I or Class II as specified in Schedule 3 to the Roads (Scotland) Act 1984[19];

"overall length", in relation to a vehicle, has the meaning given in article 4(2);

"overall width", in relation to a vehicle, has the meaning given in article 4(1);

"Part 2 vehicle" has the meaning given in article 10(2);

"Part 2 vehicle-combination" has the meaning given in article 10(3);

"pneumatic tyre" has the same meaning as in the Construction and Use Regulations;

"rearmost point", in relation to a vehicle, has the meaning given in article 4(4);

"rearward projection", in relation to a load carried on a vehicle, has the meaning given in article 6(2);

"recognised category of special vehicles" has the meaning given in article 8(2);

"road recovery vehicle" has the meaning given in paragraph 1 of Schedule 4 to this Order;

"special type agricultural vehicle" has the meaning given in article 19(2);

"track-laying", in relation to a vehicle, has the same meaning as in the Construction and Use Regulations;

"trailer of category O4" means a trailer of category O4 (trailers over 10,000 kilograms maximum weight), as defined in Annex II of Council Directive 70/156/EEC on the approximation of the laws of the Member States relating to the type-approval of motor vehicles and their trailers;

"vehicle-combination" means a motor vehicle towing one or more trailers, any trailer or trailers towed by it and any other motor vehicle used for the purpose of assisting the propulsion of the trailer or trailers on the road;

"warning beacon" has the same meaning as in the Lighting Regulations;

"wheel" is to be construed in accordance with article 7(2) and (3);

"wheeled", in relation to a vehicle, means a vehicle so constructed that the whole weight of the vehicle is transmitted to the road surface by means of wheels;

"wheel-track combination vehicle" has the meaning given in paragraph 1 of Schedule 3; and

"wheel weight" has the meaning given in article 7(1).

(2) In this Order, any reference to a motor vehicle towing a trailer in an offset manner is a reference to the vehicle towing the trailer so that the longitudinal axis of the trailer and the longitudinal axis of the towing vehicle are parallel but lie in different vertical planes.

(3) For the purposes of any provision of this Order requiring a person to do something within a specified number of days, no account is to be taken of any day which is a Saturday, a Sunday or a public holiday in any part of Great Britain.

Interpretation: vehicles and their measurement

4. - (1) In this Order "overall width", in relation to any vehicle, has the same meaning as in the Construction and Use Regulations.

(2) In this Order "overall length" -

(a) in relation to a single vehicle, has the same meaning as in the Construction and Use Regulations;

(b) in relation to a vehicle-combination, means the distance between the foremost point of the towing vehicle and the rearmost point of the rearmost vehicle, measured when the longitudinal axis of each vehicle in the combination lies in the same vertical plane.

(3) In this Order "foremost point", in relation to any vehicle, means the foremost point from which its overall length is calculated when applying the definition of overall length contained in regulation 3(2) of the Construction and Use Regulations.

(4) In this Order "rearmost point", in relation to any vehicle, means the rearmost point from which its overall length is calculated when applying the definition of overall length contained in regulation 3(2) of the Construction and Use Regulations.

(5) In this Order -

(a) any reference to the distance between vehicles bearing the weight of a load is a reference to the distance between the nearest points of any two adjacent vehicles by which each load is carried, measured when the longitudinal axis of each vehicle lies in the same vertical plane; and

(b) in determining the nearest point of two vehicles, any part of either vehicle designed primarily for use as a means of attaching the one vehicle to the other (and any fitting designed for use in connection with any such part) is to be disregarded.

Interpretation: lateral projections of loads and their measurement

5. - (1) In this Order "lateral projection", in relation to a load carried on a vehicle, means that part of the load which extends beyond a side of the vehicle.

(2) For the purposes of this Order, the width of any lateral projection is to be measured between longitudinal planes passing through the extreme projecting point of the vehicle on that side of the vehicle on which the projection lies and that part of the projection furthest from that point.

(3) The reference in paragraph (2) to the extreme projecting point of a vehicle is to the point of the vehicle from which its overall width is calculated when applying the definition of overall width contained in regulation 3(2) of the Construction and Use Regulations.

Interpretation: forward or rearward projections of loads and their measurement

6. - (1) In this Order "forward projection", in relation to a load carried on a vehicle, means -

(a) where the weight of the load is carried on a single vehicle, that part of the load that extends beyond the foremost point of the vehicle;

(b) where the weight of the load is carried on more than one vehicle, that part of the load that extends beyond the foremost point of the foremost vehicle on which the load is carried.

(2) In this Order "rearward projection", in relation to a load carried on a vehicle, means -

(a) where the weight of the load is carried on a single vehicle, that part of the load that extends beyond the rearmost point of the vehicle;

(b) where the weight of the load is carried on more than one vehicle, that part of the load that extends beyond the rearmost point of the rearmost vehicle on which the load is carried.

(3) For the purposes of paragraphs (1) and (2), where a crane or other special appliance or apparatus is fitted to a vehicle so as to constitute a permanent (or essentially permanent) feature of it -

(a) any part of that crane, appliance or apparatus that extends forwards beyond the foremost point of the vehicle (or, as the case may be, beyond the foremost point of the foremost vehicle by which its weight is carried) is to be treated as a forward projection; and

(b) any part of that crane, appliance or apparatus that extends rearwards beyond the rearmost point of the vehicle (or, as the case may be, beyond the rearmost point of the rearmost vehicle by which its weight is carried) is to be treated as a rearward projection.

(4) In determining the foremost or rearmost point of a vehicle, any part of a crane or other special appliance or apparatus is to be disregarded.

(5) For the purposes of this Order, the length of any forward projection or rearward projection is to be measured between transverse planes passing -

(a) in the case of a forward projection, through the foremost point of the vehicle and that part of the projection furthest from that point;

(b) in the case of a rearward projection, through the rearmost point of the vehicle and that part of the projection furthest

from that point.

Interpretation: axles, wheels, axle weights and wheel weights

7. - (1) In this Order -

"axle" means any number of wheels in a transverse line;

"axle weight" means the sum of the weights transmitted to the road surface by all the wheels of any one axle;

"group of axles" means a group of two or more axles that are so linked together that the load applied to one axle is applied to the other; and

"wheel weight" means the weight transmitted to the road surface by any one wheel of an axle.

(2) For the purposes of this Order, any reference to a wheel of a vehicle is a reference to a wheel, the tyre or rim of which is, when the vehicle is in motion on a road, in contact with the ground.

(3) For the purposes of this Order, any two wheels of a vehicle are to be treated as one wheel if their centres of contact with the road are less than 460 millimetres apart.

(4) For the purposes of this Order, any wheels, or lines of wheels, whose centres can be contained between two transverse lines less than 0.5 metre apart are to be treated as one axle.

(5) For the purposes of this Order, the distance between any two axles of a vehicle or vehicle-combination is to be taken as the shortest distance between the line joining the centres of the areas of contact with the road surface of the wheels of one axle and the line joining the centres of the areas of contact with the road surface of the wheels of the other axle.

Authorisation of certain vehicles for use on roads

Application of this Order

8. - (1) This Order applies only to motor vehicles or trailers -

(a) that do not comply in all respects with the standard construction and use requirements; and

(b) that fall within a recognised category of special vehicles.

(2) In this Order "recognised category of special vehicles" means a description of vehicles that is stated by a provision of this Order to be a recognised category of special vehicles.

(3) In paragraph (1), "standard construction and use requirements", in relation to a motor vehicle or trailer, means the requirements of such of the regulations made under section 41 of the Road Traffic Act 1988[20] as would, apart from this Order,

apply to that motor vehicle or trailer.

Authorisation of particular vehicles falling within recognised category of special vehicles

9. - (1) A vehicle that falls within a recognised category of special vehicles is authorised to be used on roads by virtue of this Order if (but only if) it complies with the authorisation requirements applicable to vehicles in that category.

(2) In this Order "authorisation requirements", in relation to a recognised category of special vehicles -

(a) means all the requirements specified in this Order as being applicable to vehicles in that category; and

(b) includes such of the requirements of regulations made under section 41 of the Road Traffic Act 1988 as are specified in this Order as being applicable to vehicles in that category (subject to any modifications or exceptions so specified).

(3) Where any provision of this Order specifies any of the regulations mentioned in paragraph (2)(b) as being applicable to any recognised category of special vehicles, that provision is not to be construed as applying any requirement of those regulations to a vehicle in that category if that requirement may reasonably be regarded, in all the circumstances, as not relevant to the vehicle in question (for example, if the requirement relates to trailers and the vehicle in question is not a trailer).

PART 2

SPECIAL VEHICLES FOR HAULAGE, LIFTING, ENGINEERING AND VEHICLE RECOVERY

Part 2 vehicles and Part 2 vehicle-combinations: recognised categories and defined terms

10. - (1) The following are recognised categories of special vehicles -

(a) abnormal indivisible load vehicles;

(b) mobile cranes;

(c) engineering plant;

(d) road recovery vehicles.

(2) A vehicle that falls within any recognised category of special vehicles mentioned in paragraph (1) is referred to in this Order as a Part 2 vehicle.

(3) In this Order, a "Part 2 vehicle-combination" means -

(a) in the case of a road recovery vehicle, a vehicle-combination which consists of one motor vehicle of category N3 together with one trailer of category O4; or

(b) in any other case, a vehicle-combination which consists of, or includes, one motor vehicle (whether or not it is a Part 2 vehicle) together with one trailer that is a Part 2 vehicle.

(4) The categories of vehicles specified in sub-paragraph (a), (b), (c) or (d) of paragraph (1) are defined in Schedules 1 to 4 respectively.

Part 2 vehicles and Part 2 vehicle-combinations: authorisation requirements

11. - (1) The authorisation requirements applicable to Part 2 vehicles or Part 2 vehicle-combinations are -

(a) as respects any vehicle or vehicle-combination falling within Schedule 1, 2, 3 or 4, the requirements specified in the Schedule in question; and

(b) as respects all such vehicles or vehicle-combinations, the requirements specified in articles 12 to 18.

(2) But the requirements specified in articles 12 to 17 do not apply to a mobile crane or road recovery vehicle in any case where -

(a) a civil emergency or road traffic accident has occurred;

(b) as a result, there is a danger to the public;

(c) the owner or user of the crane or vehicle has received a request made by the police for the vehicle to be used for the purposes of immediate clearance of an area affected by the emergency or accident;

(d) the crane or vehicle is used on roads within 24 hours of receipt of the request; and

(e) it is not reasonably practicable to comply with the requirements of those articles.

(3) Nothing in this article prevents a motor vehicle which falls within the definition of a mobile crane in paragraph 2 of Schedule 2, but which does not comply in all respects with the authorisation requirements for mobile cranes specified in that Schedule, from complying instead with the authorisation requirements for engineering plant specified in Schedule 3 provided that the motor vehicle in question also falls within the definition of engineering plant in paragraph 2 of that Schedule.

(4) For the purposes of this Order, a motor vehicle that complies with the authorisation requirements for engineering plant in the manner described in paragraph (3) is to be treated as engineering plant.

Length and width of vehicle and projections of load

Length: police notification and attendants

12. - (1) Where either of the length limits set out in paragraph (2) or (3) is exceeded in relation to a Part 2 vehicle or Part 2 vehicle-combination, the user of the vehicle or vehicle-combination must -

- (a) before the start of any journey, notify in accordance with Schedule 5 the chief officer of police for each area in which the vehicle or vehicle-combination is to be used;
- (b) ensure that the vehicle or vehicle-combination is used in accordance with the requirements of that Schedule; and
- (c) ensure that the vehicle or vehicle-combination is accompanied during the journey by one or more attendants employed in accordance with Schedule 6.

(2) The first length limit is exceeded where the overall length of any single rigid unit together with the length of any forward or rearward projection of any load carried on the unit exceeds 18.75 metres.

(3) The second length limit is exceeded where the overall length of a Part 2 vehicle-combination exceeds 25.9 metres.

(4) The reference to a single rigid unit is a reference to -

- (a) a single vehicle, whether or not included in a Part 2 vehicle-combination; or
- (b) any two or more vehicles comprising or included in a Part 2 vehicle-combination which together bear the weight of one or more loads in such a way that, at all times when the vehicles are moving, the longitudinal axis of each vehicle lies in the same vertical plane.

Forward and rearward projections: police notification

13. - (1) This article applies where a Part 2 vehicle or Part 2 vehicle-combination is to carry a load and the length of any forward or rearward projection of the load exceeds 3.05 metres.

(2) The user of the Part 2 vehicle or Part 2 vehicle-combination must, unless he has already notified the police under article 12(1)

(a) -

- (a) before the start of any journey, notify in accordance with Schedule 5 the chief officer of police for each area in which

the vehicle or vehicle-combination is to be used; and

(b) ensure that the vehicle or vehicle-combination is used in accordance with the requirements of that Schedule.

Forward and rearward projections: attendants

14. - (1) If paragraph (2) or (3) applies, the user of a Part 2 vehicle or Part 2 vehicle-combination must ensure that the vehicle or vehicle-combination is accompanied during the journey by one or more attendants employed in accordance with Schedule 6.

(2) This paragraph applies where a Part 2 vehicle or Part 2 vehicle-combination is carrying a load and the length of any forward projection of the load exceeds 2 metres.

(3) This paragraph applies where a Part 2 vehicle or Part 2 vehicle-combination is carrying a load and the length of any rearward projection of the load exceeds 3.05 metres.

Width and lateral projections: police notification, Secretary of State notification and attendants

15. - (1) This article applies to a Part 2 vehicle or vehicle in a Part 2 vehicle-combination in respect of which one or more of the following width limits are exceeded -

(a) the first width limit is exceeded where the overall width of the vehicle together with the width of any lateral projection or projections of any load carried on it is 3 metres or less but the length of any lateral projection of a load carried on it exceeds 305 millimetres;

(b) the second width limit is exceeded where the overall width of the vehicle together with the width of any lateral projection or projections of any load carried on it exceeds 3 metres;

(c) the third width limit is exceeded where the overall width of the vehicle together with the width of any lateral projection or projections of any load carried on it exceeds 3.5 metres;

(d) the fourth width limit is exceeded where the overall width of the vehicle together with the width of any lateral projection or projections of any load carried on it exceeds 5 metres.

(2) Paragraphs (3), (4) and (5) apply cumulatively.

(3) Where the first or second width limit is exceeded, the user of the vehicle must -

(a) before the start of any journey, notify in accordance with Schedule 5 the chief officer of police for each area in which the vehicle or vehicle-combination is to be used; and

(b) ensure that the vehicle is used in accordance with the requirements of that Schedule.

(4) Where the third width limit is exceeded, the user of the vehicle must ensure that the vehicle is accompanied during the journey by one or more attendants employed in accordance with Schedule 6.

(5) Where the fourth width limit is exceeded, the user of the vehicle must -

(a) before the start of any journey, obtain in accordance with Schedule 7 the written consent of the Secretary of State; and

(b) ensure that the vehicle is used in accordance with the requirements of that Schedule.

Visibility and marking of forward, rearward and lateral projections of loads etc

16. Schedule 8 (which makes provision as to the visibility and marking of projections exceeding a certain length or width) applies in relation to loads carried on a Part 2 vehicle or Part 2 vehicle-combination.

Weight of vehicle and load

Weight: police notification and road and bridge authority notification and indemnity

17. - (1) In a case falling within paragraph (2), the user of a Part 2 vehicle or Part 2 vehicle-combination must before the start of any journey -

(a) notify in accordance with Part 1 of Schedule 9 the authority (within the meaning of that Schedule) for each road or bridge on which the vehicle or vehicle-combination is to be used; and

(b) give to each authority an indemnity in the form specified in Part 2 of that Schedule.

(2) A case falls within this paragraph where -

(a) the total weight of the Part 2 vehicle or Part 2 vehicle-combination (whether it is unladen or wholly or partly laden) exceeds 44,000 kilograms; or

(b) the vehicle or vehicle-combination does not comply in all respects with -

(i) the requirements of Schedule 3 to the Authorised Weight Regulations (axle weights); or

(ii) if that Schedule does not apply to it, the equivalent

provisions of the Construction and Use Regulations.

(3) In a case falling within paragraph (4), the user of the Part 2 vehicle or Part 2 vehicle-combination must -

(a) before the start of any journey, notify in accordance with Schedule 5 the chief officer of police for each area in which the vehicle or vehicle-combination is to be used; and

(b) ensure that the vehicle is used in accordance with the requirements of that Schedule.

(4) A case falls within this paragraph if the total weight of the Part 2 vehicle or Part 2 vehicle-combination (whether it is unladen or wholly or partly laden) exceeds 80,000 kilograms.

(5) Paragraphs (1) and (3) apply cumulatively.

Use on bridges

18. - (1) The driver of a Part 2 vehicle or Part 2 vehicle-combination must not cause or permit any part of his vehicle (or any part of any vehicle in the vehicle-combination he is driving) to enter on a bridge if he knows that the whole or part of another such vehicle or vehicle-combination is already on the bridge or if he could reasonably be expected to ascertain that fact.

(2) Except in circumstances beyond his control, the driver of a Part 2 vehicle or Part 2 vehicle-combination must not cause or permit the Part 2 vehicle, or any vehicle in the vehicle-combination, to remain stationary on any bridge.

(3) If a Part 2 vehicle or Part 2 vehicle-combination that falls within article 17(2) or (4) is caused to stop on a bridge for any reason, the driver of the vehicle or vehicle-combination must ensure -

(a) that the vehicle or vehicle-combination is moved clear of the bridge as soon as practicable; and

(b) that no concentrated load is applied to the surface on that part of the road carried by the bridge.

(4) But where the action described in paragraph (3)(a) or (b) is not practicable and it becomes necessary to apply any concentrated load to the road surface by means of jacks, rollers or other similar means, the driver or other person in charge of the vehicle or vehicle-combination must -

(a) before the load is applied to the road surface, seek advice from the authority (within the meaning of Schedule 9) responsible for the maintenance of the bridge about the use of spreader plates to reduce the possibility of damage caused by the application of the load; and

(b) ensure that no concentrated load is applied without using spreader plates in accordance with any advice received.

(5) References to the driver of a Part 2 vehicle-combination are references to the driver of the foremost motor vehicle in the vehicle-combination.

PART 3

SPECIAL VEHICLES FOR AGRICULTURE

Agricultural vehicles: recognised categories and defined terms

19. - (1) The following are recognised categories of special vehicles -

- (a) agricultural motor vehicles;
- (b) agricultural trailers;
- (c) agricultural trailed appliances.

(2) A vehicle that falls within any recognised category of special vehicles mentioned in paragraph (1) is referred to in this Order as a special type agricultural vehicle.

(3) In this Order -

"agricultural motor vehicle" means a motor vehicle (not being a dual purpose vehicle) which -

- (a) is constructed or adapted for use off-road for the purpose of agriculture, horticulture or forestry; and
- (b) is primarily used for one or more of those purposes;

"agricultural trailer" has the same meaning as in the Construction and Use Regulations; and

"agricultural trailed appliance" has the same meaning as in the Construction and Use Regulations.

(4) In the definition of "agricultural motor vehicle" in paragraph (3), "dual purpose vehicle" has the same meaning as in the Construction and Use Regulations.

Agricultural vehicles: authorisation requirements

20. The authorisation requirements applicable to special type agricultural vehicles are -

- (a) the requirements specified in articles 21 to 27;
- (b) the Construction and Use Regulations, apart from -

- (i) regulation 8 (width);
 - (ii) paragraph (1) of regulation 75, in so far as that paragraph relates to item 13 or 15 of the Table referred to in it (maximum permitted laden weight of track-laying motor vehicles); and
 - (iii) regulation 82 (restrictions on vehicles carrying wide or long loads or having fixed appliance or apparatus);
- (c) the Authorised Weight Regulations; and
- (d) the Lighting Regulations.

General requirements as to construction and use

21. - (1) A special type agricultural vehicle that is a track-laying motor vehicle may be used on roads only if the tracks operate on rubber or an alternative composite material that does not damage the road surface.

(2) The overall width of a special type agricultural vehicle together with the width of any lateral projection or projections of any load carried on it must not exceed 4.3 metres.

(3) For the purposes of paragraph (2) -

(a) the overall width of a special type agricultural vehicle that is a motor vehicle towing an agricultural trailer or agricultural trailed appliance in an offset manner, is to be taken as the overall width of the motor vehicle and trailer (or trailed appliance) measured as if they were one vehicle; and

(b) where any agricultural implement is rigidly (but not permanently) mounted on a special type agricultural vehicle, any part of the implement that extends beyond a side of the vehicle is to be treated as a lateral projection, regardless of whether any part of the weight of the implement is transmitted to the surface of the road otherwise than by the wheels or tracks of the vehicle.

(4) The gross weight of a special type agricultural motor vehicle that is a track-laying vehicle, together with the weight of any load carried on it, must not exceed 30,000 kilograms.

(5) All spikes, cutting blades or other protruding sharp appliances that are fitted to or mounted on a special type agricultural vehicle must be removed or effectively guarded so that no danger is caused (or likely to be caused) to any person.

(6) A special type agricultural vehicle must not at any time travel at speeds exceeding -

(a) 20 miles per hour in any case where the overall width of the vehicle is more than 2.55 metres but less than 3.5 metres;

(b) 12 miles per hour in any case where the overall width is 3.5 metres or more.

Restrictions on towing of trailers

22. - (1) This article applies in any of the following cases to a special type agricultural vehicle that is a motor vehicle:

CASE 1

Where the special type agricultural vehicle has an overall width exceeding 3 metres.

CASE 2

Where a special type agricultural vehicle is towing an agricultural trailer, or agricultural trailed appliance, in an offset manner and the overall width of the two vehicles (measured as if they were one) exceeds 3 metres.

CASE 3

Where a special type agricultural vehicle is towing an agricultural trailer, or agricultural trailed appliance, otherwise than in an offset manner and the overall width of either (or both) of the vehicles exceeds 3 metres.

(2) The special type agricultural vehicle must not either tow any trailer (where the vehicle falls within Case 1) or tow any other trailer (where the vehicle falls within Case 2 or 3), apart from a trailer that is of a description permitted by paragraph (3).

(3) The trailers permitted by this paragraph are -

(a) a two wheeled trailer used solely for the carriage of equipment for use on the towing vehicle;

(b) an agricultural trailed appliance; or

(c) an unladen trailer specially designed for use with the towing vehicle when it is harvesting.

Forward and rearward projections: police notification, Secretary of State notification and attendants

23. - (1) Paragraphs (2), (3) and (4) apply cumulatively.

(2) Where a special type agricultural vehicle is to carry a load and the length of any forward or rearward projection of the load exceeds 4 metres, the user of the vehicle must -

(a) before the start of any journey, notify in accordance with Schedule 5 the chief officer of police for each area in which

the special type agricultural vehicle is to be used; and

(b) ensure that the vehicle is used in accordance with the requirements of that Schedule.

(3) Where a special type agricultural vehicle is carrying a load and the length of any forward or rearward projection of the load exceeds 6 metres, the user of the vehicle must ensure that the vehicle is accompanied during any journey by one or more attendants employed in accordance with Schedule 6.

(4) Where the length of any rearward projection of a load exceeds 12 metres, the user of the vehicle must -

(a) before the start of any journey, obtain in accordance with Schedule 7 the written consent of the Secretary of State; and

(b) ensure that the vehicle is used in accordance with the requirements of that Schedule.

(5) Where any agricultural implement is rigidly (but not permanently) mounted on a special type agricultural vehicle -

(a) any part of the implement that extends forwards beyond the foremost point of the vehicle is to be treated as a forward projection; and

(b) any part of the implement that extends rearwards beyond the rearmost point of the vehicle is to be treated as a rearward projection;

regardless of whether any part of the weight of the implement is transmitted to the surface of the road otherwise than by the wheels or tracks of the vehicle.

(6) In determining for the purposes of paragraph (5) the foremost or rearmost point of a special type agricultural vehicle, any part of the agricultural implement is to be disregarded.

Width: police notification and attendants

24. - (1) "Width", in relation to a special type agricultural vehicle, means whichever is the greater of -

(a) the overall width of the vehicle; and

(b) the overall width of the vehicle together with the width of any lateral projection or projections of a load carried on it.

(2) Paragraphs (4) and (5) apply cumulatively.

(3) Paragraph (4) applies where the width of a special type agricultural vehicle exceeds 3 metres and -

(a) there is a speed limit of 40 miles per hour or less on any road on which the vehicle is to be used; or

(b) the length of the journey to be made by the vehicle exceeds 5 miles.

(4) The user of the vehicle must -

(a) before the start of any journey, notify in accordance with Schedule 5 the chief officer of police for each area in which the special type agricultural vehicle is to be used; and

(b) ensure that the vehicle is used in accordance with the requirements of that Schedule.

(5) Where the width of the vehicle exceeds 3.5 metres, the user of the vehicle must ensure that the vehicle is accompanied during any journey by one or more attendants employed in accordance with Schedule 6.

Visibility and marking of forward, rearward and lateral projections

25. Schedule 8 (which makes provision as to the visibility and marking of projections exceeding a certain length or width) applies in relation to loads carried on a special type agricultural vehicle.

Track-laying agricultural motor vehicles: road and bridge authority notification and indemnity

26. - (1) This article applies to a special type agricultural vehicle that is a track-laying motor vehicle that does not comply with paragraph (1) of regulation 75 of the Construction and Use Regulations, in so far as that paragraph relates to item 13 or 15 of the Table referred to in it (maximum permitted laden weight of track-laying motor vehicles).

(2) Before the start of any journey, the user of the vehicle must -

(a) notify in accordance with Part 1 of Schedule 9 the authority (within the meaning of that Schedule) for each road or bridge on which vehicle is to be used; and

(b) give to each authority an indemnity in the form specified in Part 2 of that Schedule.

Track-laying agricultural motor vehicles: use on bridges

27. - (1) This article applies to a special type agricultural vehicle to which article 26 applies.

(2) If the special type agricultural vehicle is caused to stop on a bridge for any reason, the driver of the vehicle must ensure -

(a) that the vehicle is moved clear of the bridge as soon as practicable; and

(b) that no concentrated load is applied to the surface on that part of the road carried by the bridge.

(3) But where the action described in paragraph (2)(a) or (b) is not practicable and it becomes necessary to apply any concentrated load to the road surface by means of jacks, rollers or other similar means, the driver or other person in charge of the vehicle must -

(a) before the load is applied to the road surface, seek advice from the authority (within the meaning of Schedule 9) responsible for the maintenance of the bridge about the use of spreader plates to reduce the possibility of damage caused by the application of the load; and

(b) ensure that no concentrated load is applied without using spreader plates in accordance with any advice received.

PART 4

OTHER SPECIAL VEHICLES REQUIRING NOTIFICATIONS OR ATTENDANTS

Vehicles carrying loads of exceptional width

Motor vehicles or trailers carrying loads of exceptional width: recognised category

28. - (1) Motor vehicles or trailers that are used for, or in connection with, the carriage of a load exceptional width are a recognised category of special vehicles.

(2) A vehicle carries a load of exceptional width where the overall width of the vehicle carrying a load, together with the width of any lateral projection or projections of the load, exceeds 4.3 metres.

Motor vehicles or trailers carrying loads of exceptional width: authorisation requirements

29. The authorisation requirements applicable to vehicles falling within the recognised category of special vehicles mentioned in article 28(1) are -

(a) the requirements specified in articles 30 and 31;

(b) the Construction and Use Regulations, apart from regulation 82(1) and (2);

(c) the Authorised Weight Regulations; and

(d) the Lighting Regulations.

Motor vehicles or trailers carrying loads of exceptional width:

restrictions on width and speed

30. - (1) The overall width of a vehicle falling within the recognised category of special vehicles mentioned in article 28(1), together with the width of any lateral projection or projections of the load carried on it, must not exceed 6.1 metres.

(2) The vehicle must not travel at speeds exceeding -

- (a) 40 miles per hour on a motorway;
- (b) 35 miles per hour on a dual carriageway;
- (c) 30 miles per hour on any other road.

(3) Nothing in this article is to be taken to authorise travel at any speed in excess of any speed restriction imposed by or under any other enactment.

Motor vehicles or trailers carrying loads of exceptional width: requirements as to width

31. - (1) "Width", in relation to a vehicle falling within the recognised category of special vehicles mentioned in article 28(1), means the overall width of the vehicle together with the width of any lateral projection or projections of the load carried on it.

(2) Paragraphs (3) and (4) apply cumulatively.

(3) The user of any vehicle falling within the recognised category of special vehicles mentioned in article 28(1) must -

- (a) before the start of any journey, notify in accordance with Schedule 5 the chief officer of police for each area in which the vehicle is to be used;
- (b) ensure that the vehicle is used in accordance with the requirements of that Schedule; and
- (c) ensure that the vehicle is accompanied during the journey by one or more attendants employed in accordance with Schedule 6.

(4) Where the width of the vehicle exceeds 5 metres, the user of the vehicle must -

- (a) before the start of any journey obtain the written consent of the Secretary of State in accordance with Schedule 7; and
- (b) ensure that the vehicle is used in accordance with the requirements of that Schedule.

*Local excavation vehicles***Local excavation vehicles: recognised category**

32. - (1) Local excavation vehicles are a recognised category of

special vehicles.

(2) Local excavation vehicles are defined in paragraph 1 of Schedule 10.

Local excavation vehicles: authorisation requirements

33. The authorisation requirements applicable to local excavation vehicles are -

- (a) the requirements specified in articles 34 and 35; and
- (b) the requirements specified in Schedule 10.

Local excavation vehicles: requirements as to width

34. - (1) "Width", in relation to a local excavation vehicle, means whichever is the greater of -

- (a) the overall width of the vehicle; and
- (b) the overall width of the vehicle together with the width of any lateral projection or projections of a load carried on it.

(2) Paragraphs (3) to (5) apply cumulatively.

(3) Where the width of a local excavation vehicle exceeds 3 metres, the user of the vehicle must -

- (a) before the start of any journey, notify in accordance with Schedule 5 the chief officer of police for each area in which the vehicle is to be used; and
- (b) ensure that the vehicle is used in accordance with the requirements of that Schedule.

(4) Where the width of the vehicle exceeds 3.5 metres, the user of the vehicle must ensure that the vehicle is accompanied during the journey by one or more attendants employed in accordance with Schedule 6.

(5) Where the width of the vehicle exceeds 5 metres, the user of the vehicle must -

- (a) before the start of any journey obtain the written consent of the Secretary of State in accordance with Schedule 7; and
- (b) ensure that the vehicle is used in accordance with the requirements of that Schedule.

Local excavation vehicles: requirements as to weight

35. - (1) This article applies to a local excavation vehicle -

- (a) which does not comply with the requirements of the Authorised Weight Regulations; or

(b) if those Regulations do not apply to it, which does not comply with the requirements of regulations 75 to 79 of the Construction and Use Regulations.

(2) Before the start of any journey, the user of the vehicle must -

(a) notify in accordance with Part 1 of Schedule 9 the authority (within the meaning of that Schedule) for each road or bridge on which vehicle is to be used; and

(b) give to each authority an indemnity in the form specified in Part 2 of that Schedule.

Vehicles for tests, trials or non-UK use etc

Vehicles for tests, trials or non-UK use etc: recognised category

36. - (1) The following are recognised categories of special vehicles -

(a) any motor vehicle or trailer which is constructed for use outside the United Kingdom;

(b) any type of motor vehicle or trailer which is constructed for use outside the United Kingdom;

(c) any new or improved type of motor vehicle or trailer which is constructed for tests or trials;

(d) any motor vehicle or trailer which is equipped with new or improved equipment;

(e) any motor vehicle or trailer which is equipped with new or improved types of equipment.

(2) Paragraph (1) does not include -

(a) any motor vehicle or trailer which is not a wheeled vehicle; or

(b) any motor vehicle or trailer which is, or forms part of, a recognised category of special vehicles specified in subparagraph (a), (b), (c) or (d) of article 10(1).

Vehicles for tests, trials or non-UK use etc: authorisation requirements

37. The authorisation requirements applicable to vehicles falling within any of the recognised categories of special vehicles mentioned in article 36(1) are -

(a) the requirements specified in articles 38 to 40; and

(b) the requirements specified in Schedule 11.

Vehicles for tests, trials or non-UK use etc: requirements as to length

38. - (1) This article applies to -

(a) a vehicle falling within any of the recognised categories of special vehicles mentioned in article 36(1), where the overall length of the vehicle exceeds the overall length permitted for that description of vehicle under regulation 7 of the Construction and Use Regulations; and

(b) a vehicle-combination, being a combination that includes one or more motor vehicles or trailers that fall within any of those recognised categories of special vehicles, where the overall length of the vehicle-combination exceeds the overall length for that combination permitted under regulation 7 of the Construction and Use Regulations.

(2) The user of the vehicle or vehicle-combination must -

(a) before the start of any journey, notify in accordance with Schedule 5 the chief officer of police for each area in which the vehicle or vehicle-combination is to be used; and

(b) ensure that the vehicle or vehicle-combination is used in accordance with the requirements of that Schedule.

Vehicles for tests, trials or non-UK use etc: requirements as to width

39. - (1) "Width", in relation to a vehicle falling within any of the recognised categories of special vehicles mentioned in article 36(1), means whichever is the greater of -

(a) the overall width of the vehicle; and

(b) the overall width of the vehicle together with the width of any lateral projection or projections of a load carried on it.

(2) Where the width of a vehicle falling within any of the recognised categories of special vehicles mentioned in article 36 (1) exceeds 3 metres, the user of the vehicle must -

(a) before the start of any journey, notify in accordance with Schedule 5 the chief officer of police for each area in which the vehicle is to be used; and

(b) ensure that the vehicle is used in accordance with the requirements of that Schedule.

Vehicles for tests, trials or non-UK use etc: requirements as to weight

40. - (1) This article applies to a vehicle which is, or a vehicle-

combination which includes, a vehicle falling within any of the recognised categories of special vehicles mentioned in article 36 (1) and which -

(a) does not comply with the requirements of the Authorised Weight Regulations; or

(b) if those Regulations do not apply to it, does not comply with the requirements of regulations 75 to 79 of the Construction and Use Regulations.

(2) Before the start of any journey, the user of the vehicle or vehicle-combination must -

(a) notify in accordance with Part 1 of Schedule 9 the authority (within the meaning of that Schedule) for each road or bridge on which vehicle or vehicle-combination is to be used; and

(b) give to each authority an indemnity in the form specified in Part 2 of that Schedule.

Track-laying vehicles

Track-laying vehicles: recognised category

41. - (1) Track-laying motor vehicles or trailers are a recognised category of special vehicles.

(2) Paragraph (1) does not include any track-laying vehicle that falls within any other recognised category of special vehicles.

Track-laying vehicles: authorisation requirements

42. The authorisation requirements applicable to vehicles falling within the recognised category of special vehicles mentioned in article 41(1) are -

(a) the requirements specified in articles 43 and 44;

(b) regulation 100 of the Construction and Use Regulations (maintenance and use so as not to be a danger);

(c) the Authorised Weight Regulations; and

(d) the Lighting Regulations.

Track-laying vehicles: restrictions on use

43. - (1) A vehicle falling within the recognised category of special vehicles mentioned in article 41 (1) may only be used for -

(a) demonstration;

(b) proceeding to the nearest suitable railway station for conveyance to a port for shipment; or

(c) where no suitable railway facilities are available, proceeding to a port for shipment.

(2) The vehicle must not be used for hire or reward.

(3) The vehicle must not be used in such a way as to cause a danger of injury to any person by reason of -

(a) the condition of the vehicle, its accessories or equipment;

(b) the purpose for which it is used;

(c) the number of passengers carried by it;

(d) the manner in which such passengers are carried;

(e) the weight, position or distribution of any load carried on the vehicle; or

(f) the manner in which any such load is secured.

Track-laying vehicles: consent of road authorities

44. - (1) Before the start of any journey, the user of a vehicle falling within the recognised category of special vehicles mentioned in article 41(1) must obtain from the road authority for each road on which the vehicle is to be used that authority's written consent to the vehicle being used on roads for which it is responsible.

(2) "Road authority", in relation to any road, means the highway authority for that road.

Straddle carriers

Straddle carriers: recognised category

45. Straddle carriers are a recognised category of special vehicles.

Straddle carriers: authorisation requirements

46. The authorisation requirements for straddle carriers are -

(a) the requirements specified in article 47;

(b) the Construction and Use Regulations apart from -

(i) regulation 7 (length);

(ii) regulation 8 (width);

(iii) regulation 11 (overhang);

(iv) regulation 16(4) (braking systems);

(v) regulation 18(1A) to (9) (braking; maintenance

and efficiency)[21];

(vi) regulation 22 (springs and resilient material);

(vii) regulation 66 (plates);

(c) the Authorised Weight Regulations; and

(d) the Lighting Regulations.

Straddle carriers: restrictions on use, speed and width

47. - (1) A straddle carrier may only be used -

(a) for demonstration;

(b) for delivery on sale;

(c) for proceeding to, or returning from, a manufacturer or repairer for construction, repair or overhaul; or

(d) if paragraph (2) applies to it, for proceeding between different parts of the same private premises or between private premises in the immediate neighbourhood.

(2) This paragraph applies to a straddle carrier -

(a) that does not comply with regulation 11 of the Construction and Use Regulations (overhang); but

(b) that does comply with regulations 8 (width) and 22 (springs and resilient material) of those Regulations.

(3) Nothing in this Order is to be taken to authorise use on roads beyond a radius of three miles drawn around the outermost perimeter of any work site on private premises.

(4) A straddle carrier must not carry any load.

(5) But a straddle carrier -

(a) may carry its own necessary gear and equipment; and

(b) may be laden in the course of any journey permitted under paragraph (1)(d).

(6) A straddle carrier must not travel at speeds exceeding 12 miles per hour.

(7) The overall width of a straddle carrier must not exceed 3 metres.

Straddle carriers: requirements as to length

48. - (1) This article applies to a straddle carrier where its overall length, together with any forward or rearward projection of

a load to be carried on it exceeds 9.2 metres.

(2) The user of the straddle carrier must -

(a) before the start of any journey, notify in accordance with Schedule 5 the chief officer of police for each area in which the vehicle or vehicle-combination is to be used; and

(b) ensure that the vehicle is used in accordance with the requirements of that Schedule.

PART 5

MISCELLANEOUS SPECIAL VEHICLES

Vehicles with moveable platforms

49. - (1) Vehicles fitted with a moveable platform are a recognised category of special vehicles.

(2) The authorisation requirements applicable to vehicles falling within the recognised category of special vehicles mentioned in paragraph (1) are -

(a) the requirements specified in paragraphs (3) to (5);

(b) the Construction and Use Regulations, apart from -

(i) regulations 7, 8 and 11 (length, width and overhang);

(ii) regulation 20 (wheels and tracks);

(iii) regulation 23 (wheel loads);

(iv) regulation 82 (restrictions on wide/long loads or fixed appliances);

(c) the Authorised Weight Regulations; and

(d) the Lighting Regulations.

(3) The special equipment of the vehicle must be retracted at all times except when the vehicle is at a place where it is being used to facilitate overhead working.

(4) At all times when the special equipment of the vehicle is retracted, the provisions of the Construction and Use Regulations mentioned in paragraph (2)(b)(i) must be complied with (except that a vehicle that is a locomotive is permitted not to comply with regulation 11 (overhang)).

(5) Any jacks forming part of the vehicle's special equipment

which project from the sides of the vehicle must be made clearly visible to any person who may be using the road within a reasonable distance of the vehicle.

(6) In this article -

"moveable platform" means a platform that is attached to, and may be moved by means of, an extensible boom; and

"special equipment", in relation to a vehicle falling within the recognised category of special vehicles mentioned in paragraph (1), means a moveable platform, the apparatus for moving the platform and any jacks fitted to the vehicle for stabilising it whilst the vehicle is in use.

Pedestrian-controlled road maintenance vehicles

50. - (1) Pedestrian-controlled road maintenance vehicles that are not constructed or used to carry a driver or passenger are a recognised category of special vehicles.

(2) The authorisation requirements applicable to vehicles falling within the recognised category of special vehicles mentioned in paragraph (1) are -

(a) the requirements specified in paragraphs (3) and (4);

(b) the Construction and Use Regulations, apart from -

(i) regulation 16 (braking systems);

(ii) regulation 18(1A) to (9) (maintenance and efficiency of brakes);

(iii) regulation 23 (wheel loads);

(iv) regulation 61 (emission of smoke);

(c) the Authorised Weight Regulations; and

(d) the Lighting Regulations.

(3) The weight of the vehicle (whether laden or unladen) must not exceed 410 kilograms.

(4) The vehicle must be equipped with -

(a) an efficient braking system capable of bringing the vehicle to a standstill and of being set so as to hold the vehicle stationary; or

(b) if the vehicle does not have a braking system, sufficient other means capable of achieving the same results.

(5) "Road maintenance vehicle" means a motor vehicle that is

specially constructed or adapted for the purposes of carrying out one or more of the following operations -

- (a) gritting roads;
- (b) laying road markings;
- (c) clearing frost, snow or ice from roads; or
- (d) any other work of maintaining roads.

Motor vehicles used for cutting grass or trimming hedges

51. - (1) Motor cutters are a recognised category of special vehicles.

(2) The authorisation requirements applicable to motor cutters are -

- (a) the requirements specified in paragraphs (3) to (5);
- (b) the Construction and Use Regulations, apart from -
 - (i) regulation 8 (width);
 - (ii) regulation 82(11) (restrictions on wide/long loads or fixed appliances);
- (c) the Authorised Weight Regulations; and
- (d) the Lighting Regulations.

(3) The overall width of the motor cutter, together with any equipment mounted on it, must not exceed 2.55 metres.

(4) All cutting or trimming blades that form part of the machinery fitted to, or mounted on, the motor cutter must be effectively guarded so that no danger is caused (or is likely to be caused) to any person.

(5) But paragraphs (3) and (4) do not apply at any time when the motor cutter is cutting grass or trimming hedges.

(6) "Motor cutters" means motor vehicles that are specially constructed to -

- (a) be used as grass cutters and hedge trimmers; and
- (b) be controlled by a person other than a pedestrian.

Trailers used for cutting grass or trimming hedges

52. - (1) Cutter trailers are a recognised category of special vehicles.

(2) The authorisation requirements applicable to vehicles falling

within the recognised category of special vehicles mentioned in paragraph (1) are -

- (a) the requirements specified in paragraphs (3) to (7);
- (b) the following provisions of the Construction and Use Regulations -
 - (i) regulation 27 (condition and maintenance of tyres);
 - (ii) regulation 100 (maintenance and use so as not to be a danger);
- (c) the Authorised Weight Regulations; and
- (d) the Lighting Regulations.

(3) The overall width of -

- (a) the motor vehicle towing the cutter trailer;
- (b) the cutter trailer; or
- (c) where a cutter trailer is being towed by a motor vehicle in an offset manner, the two vehicles measured as if they were one vehicle;

must not at any time exceed 2.6 metres.

(4) All cutting or trimming blades that form part of the machinery fitted to, or mounted on, the cutter trailer must be effectively guarded so that no danger is caused (or is likely to be caused) to any person.

(5) But -

- (a) the restrictions on width applicable to vehicles falling within paragraph (3)(b) or (3)(c); and
- (b) paragraph (4);

do not apply at any time when the cutter trailer is cutting grass or trimming hedges.

(6) The unladen weight of a cutter trailer must not exceed -

- (a) 1020 kilograms in any case where it is towed by a locomotive, motor tractor or heavy motor car;
- (b) 815 kilograms in any other case.

(7) A cutter trailer must not travel at speeds exceeding 20 miles per hour.

(8) "Cutter trailer" means a trailer that is specially constructed or adapted for use as a grass cutter and hedge trimmer.

Operational military vehicles

53. - (1) Operational military vehicles are a recognised category of special vehicles in any case where compliance with any regulations made under section 41 of the Road Traffic Act 1988[22] by any such vehicle would directly compromise the vehicle's operational capability.

(2) The authorisation requirements applicable to operational military vehicles are -

(a) the requirements specified in paragraphs (3) to (5); and

(b) the provisions of -

(i) the Construction and Use Regulations;

(ii) the Authorised Weight Regulations; and

(iii) the Lighting Regulations;

apart from the provisions specified, in respect of the vehicle in question, in the certificate required by paragraph (3).

(3) An operational military vehicle must be certified by the Secretary of State as being a vehicle, or type of vehicle, which for operational reasons cannot comply in all respects with such of the regulations mentioned in paragraph (1) as are specified in the certificate.

(4) An operational military vehicle must be the property of, or under the control of -

(a) the Secretary of State;

(b) a procurement contractor; or

(c) a procurement sub-contractor.

(5) In a case falling within paragraph (4)(b) or (c), the procurement contractor or procurement sub-contractor must, before any particular vehicle or type of vehicle is first used on roads, obtain from the Secretary of State written permission for such use.

(6) "Operational military vehicles" means any motor vehicle or trailer that is intended for -

(a) operational use for military action or the carrying out of a strategic, tactical, service or administrative military mission, the process of carrying on combat, including movement, supply, attack, defence and manoeuvres needed to gain the

objectives of any battle or campaign or use for military support to the civil community;

(b) training in connection with such operational use;

(c) the carrying or recovery of vehicles or equipment in connection with such operational use or training.

(7) "Procurement contractor", in relation to an operational military vehicle, means a person who, under a contract with the Secretary of State, is engaged in the design, manufacture or delivery of the vehicle with a view to its supply to the Secretary of State or to his direction.

(8) "Procurement sub-contractor", in relation to an operational military vehicle, means a person -

(a) who has (directly or indirectly) entered into any kind of arrangement with a person who is a procurement contractor in relation to the vehicle; and

(b) who is, as a result, responsible for the performance of any of the procurement contractor's obligations under the contract mentioned in paragraph (7).

Track-laying vehicles belonging to Royal National Lifeboat Institution

54. - (1) RNLI track-laying vehicles are a recognised category of special vehicles.

(2) The authorisation requirements applicable to RNLI track-laying vehicles are -

(a) the requirement specified in paragraph (3); and

(b) regulation 100 of the Construction and Use Regulations (maintenance and use so as not to be a danger).

(3) The vehicle may only be used on roads either -

(a) for the purpose of towing lifeboats; or

(b) in connection with the launching of lifeboats.

(4) "RNLI track-laying vehicle" means any track-laying motor vehicle or track-laying trailer that is the property of the Royal National Lifeboat Institution.

Highway testing vehicles

55. - (1) Highway testing vehicles are a recognised category of special vehicles.

(2) The authorisation requirement applicable to highway testing vehicles is regulation 100 (maintenance and use so as not to be a

danger) of the Construction and Use Regulations.

(3) "Highway testing vehicle" means any motor vehicle or trailer that is used in, or in connection with, the conduct of experiments or trials of roads or bridges as permitted under section 283 of the Highways Act 1980.

Vehicles propelled by natural gas

56. - (1) Vehicles propelled by compressed natural gas are a recognised category of special vehicles.

(2) The authorisation requirements applicable to vehicles falling within the recognised category of special vehicles mentioned in paragraph (1) are the requirements specified in Schedule 12.

Signed by authority of the Secretary of State

Davied Jamieson

Parliamentary Under Secretary of State, Department for Transport

4th August 2003

SCHEDULE 1

Article 10(4) and 11(1)(a)

ABNORMAL INDIVISIBLE LOAD VEHICLES

PART 1

DEFINED TERMS

General

1. In this Schedule -

"AILV" means an abnormal indivisible load vehicle within the meaning of paragraph 3;

"AILV-combination" means a combination of two or more vehicles which includes an AILV;

"Council Directive 71/320/EEC" means the Council Directive approximating the laws of the Member States relating to the braking devices of certain categories of motor vehicles and their trailers[23]; and

"semi-trailer" has the same meaning as in the Construction and Use Regulations.

Meaning of abnormal indivisible load

2. In this Order "abnormal indivisible load" means a load that cannot without undue expense or risk of damage be divided into two or more loads for the purpose of being carried on a road and that -

(a) on account of its length, width or height, cannot be carried on a motor vehicle of category N3 or a trailer of category O4 (or by a combination of such vehicles) that complies in all respects with Part 2 of the Construction and Use Regulations; or

(b) on account of its weight, cannot be carried on a motor vehicle of category N3 or a trailer of category O4 (or by a combination of such vehicles) that complies in all respects with -

(i) the Authorised Weight Regulations (or, if those Regulations do not apply, the equivalent provisions in Part 4 of the Construction and Use Regulations); and

(ii) Part 2 of the Construction and Use Regulations.

Meaning of abnormal indivisible load vehicle (AILV)

3. In this Order "abnormal indivisible load vehicle" means a vehicle of any of the following descriptions -

(a) a motor vehicle of category N3 specially designed and constructed for the carriage of abnormal indivisible loads;

(b) a trailer of category O4 specially designed and constructed for the carriage of abnormal indivisible loads;

(c) a locomotive specially designed and constructed to tow trailers falling within sub-paragraph (b); or

(d) a motor vehicle of category N3 which is not constructed itself to carry a load but which is specially designed and constructed to tow trailers falling within sub-paragraph (b).

Category 1, 2 or 3 AILVs or AILV-combinations

4. - (1) For the purposes of this Schedule, an AILV or AILV-combination falls within Category 1 if -

(a) it does not exceed the restrictions on vehicle or axle weight specified in paragraphs 28 and 29; and

(b) it complies with any other requirements imposed by

those paragraphs;

and references to a Category 1 AILV or AILV-combination are to be construed accordingly.

(2) For the purposes of this Schedule, an AILV or AILV-combination falls within Category 2 if -

(a) it does not fall within Category 1;

(b) it does not exceed the restrictions on vehicle, axle or wheel weight specified in paragraphs 30 and 31; and

(c) it complies with any other requirements imposed by those paragraphs;

and references to a Category 2 AILV or AILV-combination are to be construed accordingly.

(3) For the purposes of this Schedule, an AILV or AILV-combination falls within Category 3 if -

(a) it does not fall within Category 1 or 2;

(b) it does not exceed the restrictions on vehicle, axle or wheel weight specified in paragraphs 32 and 33; and

(c) it complies with any other requirements imposed by those paragraphs;

and references to a Category 3 AILV or AILV-combination are to be construed accordingly.

PART 2

CONSTRUCTION

Wheeled vehicles

5. An AILV must be a wheeled vehicle.

Tyres

6. Every wheel of an AILV must be fitted with a pneumatic tyre.

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 -

$$0.15v + v^2$$

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^2 ;

(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 -

$$0.15v + v^2$$

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^2 .

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%.

PART 3

PLATES AND SIGNS

Plates

13. - (1) An AILV falling within Category 2 or 3 must be equipped with a plate that is -

- (a) securely fixed to the vehicle in a conspicuous and readily accessible position;
- (b) marked clearly with the words "SPECIAL TYPES USE"; and
- (c) indelibly marked with letters and figures, not less than 4 millimetres high, containing the information specified in sub-paragraph (2).

(2) For each of the speeds listed in paragraph (a) to (e), the plate must indicate each of the relevant maximum weights at which, in the opinion of the manufacturer of the vehicle, the AILV may be used when travelling on roads at or below the speed in question -

- (a) 20 miles per hour;
- (b) 25 miles per hour;
- (c) 30 miles per hour;
- (d) 35 miles per hour;
- (e) 40 miles per hour.

(3) The relevant maximum weights are -

- (a) in the case of an AILV that is a motor vehicle -
 - (i) the maximum axle weight for each axle (within the meaning of the note to item 6 of Part 1 of Schedule 8 to the Construction and Use Regulations);
 - (ii) the maximum gross weight (within the meaning of the note to item 7 of that Part of that Schedule); and
 - (iii) the maximum train weight (within the meaning of the note to item 8 of that Part of that Schedule);

(b) in the case of an AILV that is a trailer -

(i) the maximum weight for each axle (within the meaning of the note to item 4 of Part 2 of Schedule 8 to the Construction and Use Regulations);

(ii) the maximum load to be imposed on the towing vehicle (within the meaning of the note to item 5 of that Part of that Schedule); and

(iii) the maximum gross weight (within the meaning of the note to item 6 of that Part of that Schedule).

(4) This paragraph does not apply to any vehicle that was manufactured before 29th July 1983[24].

14. Where an AILV-combination consists of two or more modules, each module may be fitted with a separate plate if the information required from the plate in relation to the AILV as a whole can be readily determined from the individual plates.

Signs

15. - (1) Each AILV or AILV-combination must be fitted with -

(a) a sign that indicates which of Categories 1, 2 or 3 the AILV or AILV-combination falls into; or

(b) a sign that is approved in connection with vehicles carrying loads of exceptional dimensions by the appropriate authority in another EEA State or in any other country which is a member of the United Nations Economic Commission for Europe.

(2) A sign falling within sub-paragraph (1)(a) must -

(a) be mounted in a clearly visible position on the front of the vehicle (or, in the case of an AILV-combination, on the front of the foremost motor vehicle);

(b) face forwards;

(c) be as near to the vertical plane as possible;

(d) be kept clean and unobscured at all times; and

(e) except as stated in sub-paragraph (3), consist of white letters on a black background in the following format (specifying Category 1, 2 or 3, as appropriate to the vehicle in question) -

Image 1 of 2

(3) The dimensions of the sign specified for the purposes of subparagraph (2)(e) may vary up or down by a margin of 5 per cent.

PART 4

CONDITIONS RELATING TO USE

General restrictions

16. An AILV must not be used on roads for, or in connection with, the carriage of any load that may safely be carried on a vehicle (or vehicle-combination) that complies in all respects with the Construction and Use Regulations and the Authorised Weight Regulations.

17. - (1) Except as stated in paragraph 19, an AILV that falls within paragraph 3(a) or (b) may be used on roads only for, or in connection with -

- (a) the carriage of an abnormal indivisible load; or
- (b) the carriage of a load of exceptional width.

(2) Where the overall width of such an AILV exceeds 3 metres, it must not be used for, or in connection with, the carriage of any load except one that can only safely be carried on an AILV with an overall width exceeding 3 metres.

(3) The reference to the carriage of a load of exceptional width is to be construed in accordance with article 28(2).

18. - (1) Except as stated in paragraph 19, an AILV that falls within paragraph 3(c) or (d) may be used on roads only for, or in connection with, the towing of another AILV which is a trailer.

(2) Where the overall width of such a towing vehicle exceeds 3 metres, it must not be used unless -

- (a) the trailer it is towing has an overall width exceeding 3 metres; and
- (b) the load can only safely be carried on such a trailer.

19. At any time when an AILV-combination consisting of two or more modules -

- (a) is being used on roads in connection with the carriage of an abnormal indivisible load; but

(b) is not at that time carrying such a load;

the modules may be disassembled into two or more parts so that one part may carry any other.

Restrictions on carriage of multiple loads

20. - (1) An AILV or AILV-combination may carry only one abnormal indivisible load at any one time.

(2) But that is subject to paragraphs 21 to 23.

21. - (1) If the conditions specified in sub-paragraph (2) are satisfied, an AILV or AILV-combination which falls within Category 1 may carry -

(a) two or more abnormal indivisible loads which are of the same character; or

(b) an abnormal indivisible load together with articles of a character similar to the load.

(2) The conditions are that -

(a) the abnormal indivisible load or loads to be carried cannot, if they were carried separately, safely be carried on a vehicle (or vehicle-combination) that complies in all respects with the Construction and Use Regulations and the Authorised Weight Regulations; and

(b) the AILV or AILV-combination carrying items specified in sub-paragraph (1) does not exceed any of the restrictions on weight specified in paragraph 28 or 29.

(3) Sub-paragraph (1) does not apply to an AILV-combination that falls within Category 1 only by virtue of paragraph 28(3).

22. - (1) If the conditions specified in sub-paragraph (2) are satisfied, an AILV or AILV-combination which falls within Category 1 or 2 may carry two or more abnormal indivisible loads if each load is of the same character, loaded at the same place and carried to the same destination.

(2) The conditions are that -

(a) each of the abnormal indivisible loads to be carried cannot, if they were carried separately, safely be carried on a vehicle (or vehicle-combination) that complies in all respects with the Construction and Use Regulations and the Authorised Weight Regulations;

(b) the overall width of any vehicle used does not exceed the width of vehicle necessary to carry the widest single load;

(c) the overall length of the AILV or the AILV-combination does not exceed the length necessary to carry the longest single load;

(d) the AILV or AILV-combination carrying the loads specified in sub-paragraph (1) does not exceed -

(i) for a Category 1 AILV or AILV-combination, any of the restrictions on weight specified in paragraph 28 or 29;

(ii) for a Category 2 AILV or AILV-combination, any of the restrictions on weight specified in paragraph 30 or 31; and

(e) the loads carried by virtue of this paragraph are not in addition to any items permitted to be carried by paragraph 21.

23. An AILV, or AILV-combination, that falls within Category 1 or 2 may carry an abnormal indivisible load consisting of engineering plant, together with constituent parts detached from the plant, if -

(a) the engineering plant and its detached parts are loaded at the same place and carried to the same destination; and

(b) the detached parts do not constitute any lateral, forward or rearward projection of the load that exceeds any projection that there would be without those parts.

Maximum width

24. - (1) An AILV or AILV-combination must not exceed the maximum overall width.

(2) The maximum overall width is exceeded in any case where the overall width of the AILV (or of any AILV in the combination), together with the width of any lateral projection or projections of any load carried on it, exceeds 6.1 metres.

Maximum length

25. - (1) The maximum length of an AILV or AILV-combination used to carry an abnormal indivisible load must not exceed 30 metres.

(2) The maximum length of an AILV or AILV-combination falling within any of sub-paragraphs (3) to (6) is to be determined in accordance with the sub-paragraph in question.

(3) Where the weight of the load rests wholly on an AILV that is a motor vehicle of category N3, the maximum length of the AILV

is the overall length of the motor vehicle together with the length of any forward or rearward projection of the load.

(4) In the case of an AILV-combination that is configured so that the weight of the load rests wholly on a trailer of category O4, the maximum length of the AILV-combination is the overall length of the trailer together with the length of any forward or rearward projection of the load.

(5) In the case of an AILV-combination consisting only of a motor vehicle and a trailer, and which is configured so that the weight of the load rests on both vehicles (whether or not they form an articulated vehicle), the maximum length is the overall length of the trailer together with -

(a) the length of any projection of the load in front of the foremost part of the trailer; and

(b) the length of any rearward projection of the load.

(6) In the case of an AILV-combination (other than one falling within sub-paragraph (4) or (5)) which is configured so that the weight of the load rests on at least two vehicles, the maximum length is the overall length of all the vehicles that bear the weight of the load together with -

(a) the length of any distance between them; and

(b) the length of any forward or rearward projection of the load.

Restrictions relating to weight: all AILVs and AILV-combinations

26. No AILV or AILV-combination may exceed the restrictions as to weight that apply to a Category 3 AILV or AILV-combination.

27. - (1) An AILV falling within Category 1 must not exceed any of the maximum weights specified on any plate required to be fitted to it by regulation 66 of the Construction and Use Regulations.

(2) An AILV falling within Category 2 or 3 must not exceed any of the maximum weights (for the speed at which it is travelling) specified on the plate required to be fitted to it by paragraph 13.

(3) Sub-paragraph (2) does not apply to any trailer first used before 29th July 1983[25].

Restrictions relating to weight: Category 1 AILVs and AILV-combinations

28. - (1) The total weight of any Category 1 AILV carrying a

load must not exceed the maximum authorised weight for a vehicle of that description determined in accordance with Schedule 1 to the Authorised Weight Regulations.

(2) The total weight of such of the vehicles comprised in a Category 1 AILV-combination as are carrying a load must not exceed 46,000 kilograms.

(3) But the weight restrictions imposed by sub-paragraphs (1) and (2) may be exceeded by a Category 1 AILV-combination if -

- (a) the combination has at least 6 axles;
- (b) the total weight of the vehicle or vehicles carrying the load does not exceed 50,000 kilograms; and
- (c) the combination complies in all other respects with the Authorised Weight Regulations, as those Regulations apply to a vehicle or vehicle-combination of 44,000 kilograms.

(4) Where a Category 1 AILV or AILV-combination is one to which the Authorised Weight Regulations do not apply, references to provisions of those Regulations are to be taken as references to the equivalent provisions of the Construction and Use Regulations.

29. - (1) The total weight of -

- (a) any Category 1 AILV carrying a load; or
- (b) such of the vehicles comprised in a Category 1 AILV-combination as are carrying a load;

must be transmitted to the road through 5 or more axles.

(2) In relation to any Category 1 AILV or AILV-combination (including one falling within paragraph 28(3)), the axle weight for an axle of any description must not exceed the maximum authorised weight for an axle of that description determined in accordance with Schedule 3 to the Authorised Weight Regulations.

(3) Where a Category 1 AILV or AILV-combination is one to which the Authorised Weight Regulations do not apply, the reference to Schedule 3 of those Regulations is to be taken as a reference to the equivalent provisions of the Construction and Use Regulations.

Restrictions relating to weight: Category 2 AILVs and AILV-combinations

30. - (1) The total weight of -

- (a) any Category 2 AILV carrying a load; or
- (b) such of the vehicles comprised in a Category 2 AILV-

combination as are carrying a load;

must not exceed 80,000 kilograms.

(2) Where the weight calculated in accordance with sub-paragraph (3), in relation to any Category 2 AILV or AILV-combination, is less than 80,000 kilograms, the total weight of the vehicle or vehicles described in sub-paragraph (1)(a) or (b) must not exceed that lesser weight.

(3) The weight calculated in accordance with this sub-paragraph is the number (expressed in kilograms) equal to the product of the following equation and then rounded up to the nearest 10 kilograms -

$$D \times 7,500$$

(4) In sub-paragraph (3), D is the distance (measured in metres) between -

- (a) in the case of an AILV, the foremost axle and the rearmost axle of the AILV carrying the load;
- (b) in the case of an AILV-combination that is an articulated vehicle, the kingpin and the rearmost axle on the semi-trailer; or
- (c) in the case of any other description of AILV-combination, the foremost axle and the rearmost axle of the group comprising all those vehicles in the combination that are carrying a load.

31. - (1) The total weight of -

- (a) any Category 2 AILV carrying a load; or
- (b) such of the vehicles comprised in a Category 2 AILV-combination as are carrying a load;

must be transmitted to the road through 6 or more axles.

(2) In sub-paragraphs (3) to (5) "load-bearing vehicle" means a vehicle mentioned in sub-paragraph (1)(a) or (b).

(3) The distance between any two adjacent axles of a load-bearing vehicle must not be less than 1 metre.

(4) Where the distance between two adjacent axles of a load-bearing vehicle is the distance specified in column 1 of Table 1, the axle weight must not exceed the weight specified in column 2 and the wheel weight must not exceed the weight specified in column 3.

Table 1

Category 2: axles and wheels

<i>Distance between adjacent axles</i>	<i>Axle weight</i>	<i>Wheel weight</i>
<i>(Column 1)</i>	<i>(Column 2)</i>	<i>(Column 3)</i>
Less than 1.35 metres	12,000 kilograms	6,000 kilograms
1.35 metres or more	12,500 kilograms	6,250 kilograms

(5) But where -

- (a) a load-bearing vehicle has axles in two or more groups of axles;
- (b) the distance between the adjacent axles in each group is less than 2 metres; and
- (c) the distance between the adjacent axles in different groups is more than 2 metres;

the sum of the weights transmitted to the road surface by all the wheels in any group must not exceed 50,000 kilograms.

Restrictions relating to weight: Category 3 AILVs and AILV-combinations

32. - (1) The total weight of -

- (a) any Category 3 AILV carrying a load; or
- (b) such of the vehicles comprised in a Category 3 AILV-combination as are carrying a load;

must not exceed 150,000 kilograms.

(2) Where the weight calculated in accordance with sub-paragraph (3), in relation to any Category 3 AILV or AILV-combination, is less than 150,000 kilograms, the total weight of the vehicle or vehicles described in sub-paragraph (1)(a) or (b) must not exceed that lesser weight.

(3) The weight calculated in accordance with this sub-paragraph is the number (expressed in kilograms) equal to the product of the following equation and then rounded up to the nearest 10 kilograms -

$$D \times 12,500$$

(4) In sub-paragraph (3), D is the distance (measured in metres) between -

- (a) in the case of an AILV, the foremost axle and the rearmost axle of the AILV carrying the load;
- (b) in the case of an AILV-combination that is an articulated vehicle, the kingpin and the rearmost axle on the semi-trailer; or
- (c) in the case of any other description of AILV-combination, the foremost axle and the rearmost axle of the group comprising all those vehicles in the combination that are carrying a load.

33. - (1) The total weight of -

- (a) any Category 3 AILV carrying a load; or
- (b) such of the vehicles comprised in a Category 3 AILV-combination as are carrying a load;

must be transmitted to the road through 6 or more axles.

(2) In sub-paragraphs (3) to (5) "load-bearing vehicle" means a vehicle mentioned in sub-paragraph (1)(a) or (b).

(3) The distance between any two adjacent axles of a load-bearing vehicle must not be less than 1 metre.

(4) Where the distance between two adjacent axles of a load-bearing vehicle is the distance specified in column 1 of Table 2, the axle weight must not exceed the weight specified in column 2 and the wheel weight must not exceed the weight specified in column 3.

Table 2

Category 3: axles and wheels

<i>Distance between adjacent axles</i>	<i>Axle weight</i>	<i>Wheel weight</i>
<i>(Column 1)</i>	<i>(Column 2)</i>	<i>(Column 3)</i>
Less than 1.35 metres	15,000 kilograms	7,500 kilograms
1.35 metres or more	16,500 kilograms	8,250 kilograms

(5) But where -

- (a) a load-bearing vehicle has axles in two or more groups of axles;
- (b) the distance between the adjacent axles in each group is less than 1.5 metres; and

(c) the distance between the adjacent axles in different groups is more than 1.5 metres;

the sum of the weights transmitted to the road surface by all the wheels in any group must not exceed the overall maximum weight.

(6) The overall maximum weight is -

(a) 90,000 kilograms if the distance specified in sub-paragraph (5)(b) is less than 1.35 metres; and

(b) 100,000 kilograms in any other case.

Speed restrictions

34. - (1) An AILV falling within Category 2 or 3 must not exceed any speed specified on the plate required by paragraph 13.

(2) An AILV, or AILV-combination, falling within Category 1, 2 or 3 must not travel on a motorway, dual carriageway or other description of road at speeds exceeding the speed specified in Table 3 for that Category in respect of the description of road in question.

Table 3

Speed restrictions for Category 1, 2 or 3 AILVs or AILV-combinations

<i>AILV or AILV-combination</i>	<i>Motorway</i>	<i>Dual carriageway</i>	<i>Other roads</i>
Category 1	60 mph	50 mph	40 mph
Category 2 or 3	40 mph	35 mph	30 mph

(3) Nothing in this Schedule is to be taken to authorise travel at any speed in excess of any speed restriction imposed by or under any other enactment.

PART 5

APPLICATION OF REGULATIONS MADE UNDER SECTION 41 OF THE ROAD TRAFFIC ACT 1988

Category 1 AILVs and AILV-combinations

35. Any AILV or AILV-combination falling within Category 1 must, unless it falls within paragraph 37, comply with -

(a) the Construction and Use Regulations, apart from the provisions of those Regulations specified in Table 4;

- (b) the Authorised Weight Regulations; and
- (c) the Lighting Regulations.

Table 4***Category 1: Construction and Use Regulations that do not apply***

<i>Non-applicable Regulations</i>	<i>Subject</i>
7	Length
8	Width
80	Over-riding weight regulations
82	Restrictions on use of vehicles carrying wide or long loads

Category 2 or 3 AILVs and AILV-combinations

36. Any AILV or AILV-combination falling within Category 2 or 3 must, unless it falls within paragraph 37, comply with -

- (a) the Construction and Use Regulations, apart from the provisions of those Regulations specified in Table 5; and
- (b) the Lighting Regulations.

Table 5***Category 2 or 3: Construction and Use Regulations that do not apply***

<i>Non-applicable Regulations</i>	<i>Subject</i>
7	Length
8	Width
15, 16	Braking systems
18(1A) to (9)	Maintenance and efficiency of brakes
25	Tyre loads and speed ratings
64	Spray suppression devices
65	Maintenance of spray suppression devices
75(1), in so far as it relates to	Maximum permitted laden weight of

items 1-4, 6-11, 15 and 16 of the Table[26]	vehicle
76 to 80	

AILVs manufactured before 1st October 1989

37. Instead of paragraphs 35 and 36, article 18(2)(p) of the Motor Vehicles (Authorisation of Special Types) General Order 1979[27] continues to apply to any AILV manufactured before 1st October 1989, to the same extent as it applied before the coming into force of this Schedule.

SCHEDULE 2

Article 10(4) and 11(1)(a)

MOBILE CRANES

PART 1

DEFINED TERMS

General

1. In this Schedule -

"Goods Vehicles Type Approval Regulations" means the requirements applicable to goods vehicles which are prescribed by regulations made under section 54(1) of the Road Traffic Act 1988[28]; and

"manufacturer" -

(a) in relation to a mobile crane constructed with a chassis that has not previously formed part of another vehicle, means the person by whom that chassis was made; and

(b) in relation to any other mobile crane, means the person by whom that mobile crane was constructed or adapted.

Meaning of mobile crane

2. - (1) In this Order "mobile crane" means a motor vehicle which