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STATUTORY INSTRUMENTS

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**2003 No. 1998**

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

**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(1);
- (b) Motor Vehicles (Authorisation of Special Types) (Amendment) Order 1984(2);
- (c) Motor Vehicles (Authorisation of Special Types) (Amendment) Order 1986(3);
- (d) Motor Vehicles (Authorisation of Special Types) (Amendment) Order 1987(4);
- (e) Motor Vehicles (Authorisation of Special Types) (Amendment) (No 2) Order 1987(5);
- (f) Motor Vehicles (Authorisation of Special Types) (Amendment) Order 1989(6);
- (g) Motor Vehicles (Authorisation of Special Types) (Amendment) Order 1995(7);
- (h) Motor Vehicles (Authorisation of Special Types) (Amendment) Order 1998(8);
- (i) Motor Vehicles (Authorisation of Special Types) (Amendment) (No 2) Order 1998(9).

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(1) S.I. 1979/1198.  
(2) S.I. 1984/1810.  
(3) S.I. 1986/313.  
(4) S.I. 1987/1327.  
(5) S.I. 1987/2161.  
(6) S.I. 1989/1662.  
(7) S.I. 1995/3052.  
(8) S.I. 1998/2249.  
(9) S.I. 1998/2884.

*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<sup>(10)</sup>;

“chief officer of police”—

(a) in relation to England and Wales, has the same meaning as in the Police Act 1996<sup>(11)</sup>; and

(b) in relation to Scotland, has the same meaning as in the Police (Scotland) Act 1967<sup>(12)</sup>;

“the Construction and Use Regulations” means the Road Vehicles (Construction and Use) Regulations 1986<sup>(13)</sup>;

“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<sup>(14)</sup>;

“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;

<sup>(10)</sup> S.I. 1998/3111.

<sup>(11)</sup> 1986 c. 16.

<sup>(12)</sup> 1967 c. 77.

<sup>(13)</sup> S.I. 1986/1078.

<sup>(14)</sup> S.I. 1989/1796.

“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<sup>(15)</sup>;

“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<sup>(16)</sup>) can be used by traffic only of Class I or II as specified in Schedule 4 to Highways Act 1980<sup>(17)</sup>; 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<sup>(18)</sup>;

“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.

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(15) OJ No. L 42, 23.2.1970, p. 1. Annex II of the Directive was substituted by Directive [92/5053/EC](#).

(16) [1984 c. 27](#). Section 17 was amended by the New Roads and Street Works Act 1991, Schedule 8, paragraph 28 and Schedule 9 and by the Road Traffic Act 1991, Schedule 4, paragraph 25 and Schedule 8.

(17) [1980 c. 66](#).

(18) [1984 c. 54](#).

(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(19) 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 sub-paragraph (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)(20);
  - (vi) regulation 22 (springs and resilient material);
  - (vii) regulation 66 (plates);

(20) Paragraph (1A) of regulation 18 was inserted by the Road Vehicles (Construction and Use) (Amendment) Regulations 1990 (S.I. 1990/1981).

- (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(21) 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

4th August 2003

*Davied Jamieson*  
Parliamentary Under Secretary of State,  
Department for Transport