
STATUTORY INSTRUMENTS

2003 No. 1998

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

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.

Commencement Information

II Art. 49 in force at 25.8.2003, see [art. 1\(2\)](#)

Changes to legislation: There are outstanding changes not yet made by the legislation.gov.uk editorial team to The Road Vehicles (Authorisation of Special Types) (General) Order 2003. Any changes that have already been made by the team appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

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.

Commencement Information

I2 Art. 50 in force at 25.8.2003, see [art. 1\(2\)](#)

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.

Commencement Information

I3 Art. 51 in force at 25.8.2003, see [art. 1\(2\)](#)

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.

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

Commencement Information

I4 Art. 52 in force at 25.8.2003, see [art. 1\(2\)](#)

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⁽¹⁾ 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

(1) 1988 c. 52.

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- (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).

Commencement Information

I5 Art. 53 in force at 25.8.2003, see [art. 1\(2\)](#)

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.

Commencement Information

I6 Art. 54 in force at 25.8.2003, see [art. 1\(2\)](#)

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.

Commencement Information

I7 Art. 55 in force at 25.8.2003, see [art. 1\(2\)](#)

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.

Commencement Information

I8 Art. 56 in force at 25.8.2003, see [art. 1\(2\)](#)

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Changes and effects yet to be applied to the whole Instrument associated Parts and Chapters:

Whole provisions yet to be inserted into this Instrument (including any effects on those provisions):

- art. 57-63 inserted by [S.I. 2023/524 art. 4](#)