

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(1); 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).

---

(1) OJ No. L 202, 6.9.1971, p. 37, as amended by Council Directives [74/132/EEC](#), [75/524/EEC](#), [79/489/EEC](#), [85/647/EEC](#), [88/194/EEC](#), [91/422/EEC](#) and [98/12/EC](#).

*Status: This is the original version (as it was originally made).*

*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 subparagraph (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—

$$\frac{0.15v + v^2}{77.5}$$

(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<sup>2</sup> ;

(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—

$$\frac{0.15v + v^2}{37.5}$$

(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<sup>2</sup>.

**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

*Status: This is the original version (as it was originally made).*

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(2).

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)



(3) The dimensions of the sign specified for the purposes of sub-paragraph (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.

(2) This is the date on which the Road Vehicles (Marking of Special Weights) Regulations 1983 (S.I. 1983/910) came into force.

*Status: This is the original version (as it was originally made).*

**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

*Status: This is the original version (as it was originally made).*

(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<sup>(3)</sup>.

*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) This is the date on which the Road Vehicles (Marking of Special Weights) Regulations 1983 (S.I. 1983/910) came into force.



(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 (Column 1)</i>	<i>Axle weight (Column 2)</i>	<i>Wheel weight (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

*Status: This is the original version (as it was originally made).*

(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 (Column 1)</i>	<i>Axle weight (Column 2)</i>	<i>Wheel weight (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.

*Status: This is the original version (as it was originally made).*

**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

<i>Non-applicable Regulations</i>	<i>Subject</i>
75(1), in so far as it relates to items 1-4, 6-11, 15 and 16 of the Table(4)	Maximum permitted laden weight of vehicle
76 to 80	Other maximum permitted weight limits of vehicle and trailer, other than articulated vehicle
82	Restrictions on use of vehicles carrying wide or long loads
83(1)	Number of trailers

*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(5) 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.

---

(4) The remaining items of the Table referred to in regulation 75(1) continue to apply, in the terms there stated, to any AILV (or vehicle included in an AILV combination) which is a wheeled agricultural motor vehicle (see Item 5), a wheeled locomotive (see Item 12), a track laying locomotive (see Item 13) or a locomotive not described in Items 5, 12 or 13 (see Item 14).

(5) [S.I. 1979/1198](#).