

Order on maximum width, length, height, weight and axle load of vehicles¹⁾

The following is laid down by virtue of Section 51(8), Section 68(1), Section 84(1), Section 85(1) and Section 118(12), first sentence, and (14) of the Road Traffic Act, cf. Consolidation Act No 168 of 14 February 2023, by authorisation under Section 3(1) of Order No 664 of 30 May 2023 on the tasks, powers and right of appeal of the Danish Road Traffic Authority:

Chapter 1

Scope and definitions

Scope

Section 1. This Order lays down rules for the laden and unladen maximum width, length, height, weight, and axle load of vehicles.

(2) As regards the transport of indivisible loads, which results in non-compliance with one or more of the rules laid down in this Order, and which are carried out by vehicles, including lowboys and vehicle combinations, refer to the rules laid down in the Order on special transport. This is also the case for driving with unladen lowboys, mobile cranes, and large towed equipment.

(3) As regards the transport of indivisible loads, carried out by lorries that meet the requirements on elongated cabs in Regulation (EU) No 1230/2012 of the European Commission, where the length exceeds 12 m, cf. Section 8(1), and where the excess is solely due to projecting loads, refer to the rules laid down in the Order on special transport.

(4) As regards the transport of indivisible loads, carried out by lorries with semi-trailers, that meet the requirements on elongated cabs in Regulation (EU) No 1230/2012 of the European Commission, where the length exceeds 17.88 m, cf. Section 10(1), and where the excess is solely due to projecting loads, refer to the rules laid down in the Order on special transport.

(5) As regards the transport of indivisible loads, carried out by vehicle combinations other than cars and semi-trailers, that meet the requirements on elongated cabs in Regulation (EU) No 1230/2012 of the European Commission, where the length exceeds 18.75 m, cf. Section 11(1), and where the excess is solely due to projecting loads, refer to the rules laid down in the Order on special transport.

¹ This Order contains provisions that transpose parts of Council Directive 96/53/EC of 25 July 1996 laying down for certain road vehicles circulating within the Community the maximum authorized dimensions in national and international traffic and the maximum authorized weights in international traffic (OJ L 235, 17.9.1996, p. 59) as amended by Regulation (EU) 2019/1242 of the European Parliament and of the Council of 20 June 2019 setting CO₂ emission performance standards for new heavy-duty vehicles and amending Regulations (EC) No 595/2009 and (EU) 2018/956 of the European Parliament and of the Council and Council Directive 96/53/EC (OJ L 198, 25.7.2019, p. 202), Decision (EU) 2019/984 of the European Parliament and of the Council of 5 June 2019 amending Council Directive 96/53/EC as regards the time limit for the implementation of the special rules regarding maximum length for cabs delivering improved aerodynamic performance, energy efficiency and safety performance (OJ L 164, 20.6.2019, p. 30), and Directive (EU) 2015/719 of the European Parliament and of the Council of 29 April 2015 amending Council Directive 96/53/EC laying down for certain road vehicles circulating within the Community the maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic (OJ L 115, 6.5.2015, p. 1). The Order contains provisions that have been notified as a draft in accordance with Directive (EU) 2015/1535 of the European Parliament and of the Council laying down a procedure for the provision of information in the field of technical regulations and of rules on Information Society services (codification).

Definitions

Section 2. The following definitions apply for the purposes of this Order:

- 1) Alternative fuels: Fuels or power sources which serve, at least partly, as a substitute for fossil oil sources in the energy supply to transport and which have the potential to contribute to its decarbonisation and enhance the environmental performance of the transport sector. The alternative fuels are listed in Annex 1.
- 2) Alternatively fuelled vehicle: A motor vehicle approved in accordance with Directive 2007/46/EC and powered in whole or in part by an alternative fuel listed in Annex 1.
- 3) Zero-emission vehicle: A zero-emission heavy-duty vehicle as defined in Article 3, No 11 of Regulation (EC) 2019/1242 of the European Parliament and of the Council.
- 4) Intermodal transport:
 - a) Combined transport, cf. Article 1 of Council Directive 92/106/EEC, of one or more containers or swap bodies with a total length of up to 45 feet.
 - b) Transport by inland waterway of one or more containers or swap bodies with a total length of up to 45 feet, provided that the initial or final leg of the journey does not exceed 150 km in territory of the Union. This 150 km distance may be exceeded in order to reach the nearest suitable transport terminal for the planned services, in the following cases:
 - i) Vehicle combinations consisting of a two-axle car coupled with a three-axle semi-trailer or vehicle combinations consisting of a three-axle lorry and a two or three-axle semi-trailer with an actual gross weight of up to 40 000 kg.
 - ii) Vehicle combinations consisting of a two-axle car with a three-axle semi-trailer carrying, in the case of intermodal transport, one or more containers or one or more swap bodies with a total length of up to 45 feet and of an actual gross weight of up to 42 000 kg, or vehicle combinations consisting of a three-axle car with a two or three-axle semi-trailer carrying, in the case of intermodal transport, one or more containers or one or more swap bodies with a total length of up to 45 feet and of an actual gross weight of up to 44 000 kg, where such lengths are permitted by the relevant Member State.
 - iii) In the case of intermodal transport, the nearest suitable transport terminal providing a service may be located in a Member State other than that in which the consignment was loaded or unloaded.
- 5) Shipper: A legal entity or a natural or legal person named on the bill of lading or equivalent transport document, such as a 'through' bill of lading, as shipper, and/or in whose name or on whose behalf a contract of carriage has been concluded with the transport company.
- 6) Superstructures of conditioned vehicles: A fixed or movable superstructure specially equipped for the transport of loads at a controlled temperature and the side walls, including insulation, are each at least 45 mm thick.
- 7) 'Road-friendly' suspension: Air suspension or equivalent as laid down in Annex II to Directive 96/53/EC.
- 8) International traffic: Transportation that takes place in Denmark as well as in another country. However, a whole semi-trailer combination is considered to be in international traffic if the semi-trailer itself is.
- 9) Aerodynamic device: Device or equipment at the rear of a vehicle, designed to reduce drag, and in compliance with the requirements of Annex 1 to Regulation (EU) No 1230/2012 of the European Commission.

Vehicle width

Section 3. A vehicle may not have a width exceeding 2.55 m, without prejudice to Section 4.

(2) However, a trailer coupled to a motorcycle may not have a width exceeding 1.30 m.

(3) On a 3-wheel flatbed moped, loads may not extend beyond the sides of the flatbed platform.

(4) Additionally, a trailer that is subject to registration and coupled to a car may not have a width exceeding the width of the towing car by more than 0.35 m on each side.

(5) A vehicle designed with a work mode and a drive mode, such that projecting parts can be dismantled or retracted, may only be driven while in the drive mode.

(6) However, the provision of (5) does not apply

1) to the crossing of or passage on a road or the like if the road is only used to a negligible extent; or

2) to driving on a road while the vehicle is performing a work function.

Section 4. When driving with loosely loaded hay, straw, or unthreshed seeds or with motor equipment, a working tool, or towed equipment specific to agricultural, forestry, or road work, the width of both the towing vehicle and that which is being towed may exceed 2.55 m. However, the width may only exceed 3.30 m if driving between field and farm, between properties that jointly own the towed object, or between a farm machinery pool and a customer. The rules laid down in Section 3(5) and (6) shall apply mutatis mutandis the specified driving in the first and second sentences.

(2) Tractors and tractor trailers may have a width of up to 3.00 m if the width of 2.55 m is exceeded solely by the wheel mounting and wheel guards. Such a tractor or tractor trailer may only be used for driving between field and farm, between properties that jointly own the vehicles, or between a farm machinery pool and a customer. The tractor and tractor trailer may also drive to and from inspections.

(3) The police may prohibit the driving referred to in (1) and (2) when warranted by special circumstances.

(4) Superstructures of conditioned vehicles may have a width of up to 2.60 m.

(5) A snowplough may have a width of up to 3.50 m. The vehicle on which the snowplough is mounted shall be marked in accordance the Order on detailed regulations for vehicle fittings and equipment.

(6) Emergency services may transport a lifeboat of up to 3.30 m in width on a trailer coupled to an off-road vehicle, even if non-compliant with Section 3(4).

(7) Tractors and motor equipment may tow unladen tractor trailers designed as buffer tanks between field and farm with a width of up to 3.30 m.

Section 5. A car or vehicle combination, where the towing vehicle is a car, shall have an outside turning radius of 12.50 m and an inside turning radius of 5.30 m, without prejudice to Section 40(2)(1).

(2) In addition, in cases of cars or vehicle combinations, where the towing vehicle is a car, when the vehicle tangentially begins the turning radius described above in (1), no part may cross outside the tangent by more than 0.60 m.

Section 6. The width of a vehicle or load is measured over the longest projecting parts, with the exceptions laid down in the Order on detailed regulations for vehicle fittings and equipment, Annex 1, point 3.02.001.

Section 7. When driving a wide vehicle or wide load on a narrow road, special attention must be paid to other traffic. The wider vehicle shall, if necessary, stop as far to the right as possible and allow other vehicles to pass.

(2) When driving with equipment that exceeds 2.55 m in width, cf. Section 4, a clearly visible indicator up to 1.00 m in height shall be placed on the part of the equipment that is nearest to the centre of the road if that part of the equipment is less than 1.00 m in height.

Chapter 3

Vehicle length

Section 8. A motor vehicle may not have a length exceeding 12.00 m, without prejudice to (5) and Section 9.

(2) A trailer coupled to a car may not have a length exceeding 12.00 m, without prejudice to Section 40(2)(2).

(3) A trailer coupled to a motorcycle may not have a length exceeding 2.50 m.

(4) Loads carried on a 3-wheel flatbed moped may not extend beyond the front or rear of the vehicle.

(5) A lorry complying with the elongated cab requirements of Regulation (EU) No 1230/2012 of the European Commission may have a length exceeding 12.00 m.

Section 9. A bus with two axles may not have a length exceeding 13.50 m.

(2) A bus with more than two axles may not have a length exceeding 15.00 m.

(3) Use of a bus with a length of over 12.00 m for local or regional regular services, cf. the relevant provisions of the Act on transport companies, requires advance authorisation or permission from the road authorities or owners of private roads and bridges as well as semi-private roads in the countryside.

(4) An articulated bus may not have a length exceeding 18.75 m, without prejudice to (5) and (6).

(5) An articulated bus consisting of three or more rigid sections may have a length exceeding 18.75 m.

(6) The use of an articulated bus consisting of three or more rigid sections, with a length exceeding 18.75 m, requires advance authorisation or permission from the road authorities or owners of private roads and bridges as well as semi-private roads in the countryside.

Section 10. A vehicle combination consisting of a car and semi-trailer may not have a length exceeding 17.88 m, without prejudice to (3-6).

(2) For semi-trailers, the distance between the axis of the kingpin and the rear of the semi-trailer may not exceed 13.38 m and the horizontal distance (radius) between the axis of the kingpin and any point on the front of the semi-trailer may not exceed 2.04 m, without prejudice to Section 40(3).

(3) Electrical contractors and producers of masts or flag poles may transport, by using cars with semi-trailers, masts or flag poles of such length that the laden vehicle combination has a length of up to 22.00 m.

(4) In the case of vehicle combinations consisting of a lorry and semi-trailer with a loader crane that has a lifting capacity exceeding 8 tm, the permissible length is increased by the length required for the installation of the loader crane. However, the increase in length may not exceed 0.62 m.

(5) In the case of vehicle combinations consisting of a lorry with semi-trailer, where the lorry is a zero-emission vehicle or uses alternative fuels, cf. Annex 1, the permissible length is increased by the length required for the zero-emission technology or equipment necessary for use of alternative fuels. However, the increase in length may not exceed 0.62 m. (6) In the case of vehicle combinations consisting of a lorry with semi-trailer complying with the elongated cab requirements of Regulation (EU) No 1230/2012 of the European Commission, such may have a length exceeding 17.88 m.

Section 11. Vehicle combinations other than cars and semi-trailers may not have a length exceeding 18.75 m, without prejudice to (3-9).

(2) In the case of vehicle combinations consisting of lorries with trailers:

1) The maximum distance measured parallel to the longitudinal axis of the vehicle combination from the foremost external point of the loading area from behind the cab to the rearmost external point of the trailer may not exceed 16.40 m, without prejudice to Section 40(2)(3). In the case of vehicle combinations with a loader crane that has a lifting capacity exceeding 8 tm, the length can be increased by the length required for the installation of the loader crane. However, the increase in length may not exceed 2.00 m.

2) The maximum distance measured parallel to the longitudinal axis of the vehicle combination from the foremost external point of the loading area from behind the cab to the rearmost external point of the trailer, minus the distance between the rear of the drawing vehicle and the front of the trailer may not exceed 15.65 m, without prejudice to Section 40(2)(4). However, this does not apply to vehicle combinations specifically designed for car transport.

(3) Electrical contractors and producers of masts or flag poles may transport, by using cars with trailers, masts or flag poles of such length that the laden vehicle combination has a length of up to 22.00 m.

(4) Road trains consisting of lorries with trailers, where the vehicle combination is specifically designed for vehicle transport (car transports), may have a laden total length of up to 20.75 m, provided that

1) only vehicles are transported;

2) the transport has a rear underrun protection positioned not more than 0.45 m above road level and not more than 0.40 m ahead of the rearmost point on the transport; and

3) the rear underrun protection consists of one of the vehicles with which the vehicle combination is laden, or consists of some other guarding that is at least 0.10 m in height.

(5) In the case of vehicle combinations consisting of lorries with trailers with a loader crane that has a lifting capacity exceeding 25 tm, the permissible length of the vehicle combination is increased by the length required for the installation of the loader crane. However, the increase in length may not exceed 2.00 m.

(6) In the case of vehicle combinations consisting of lorries with trailers complying with the elongated cab requirements of Regulation (EU) No 1230/2012 of the European Commission, such may have a length exceeding 18.75 m.

(7) In the case of vehicle combinations consisting of a tractor and one or two trailers, or a tractor and one piece of towed equipment, the width of which does not exceed 3.00 m, the length may not exceed 22.00 m. However, the length may only exceed 18.75 m if driving between field and farm, between properties that jointly own the vehicle combination, or between a farm machinery pool and a customer, and only if the total loading area length does not exceed 15.65 m.

(8) In the case of vehicle combinations consisting of a tractor or motor equipment with one trailer, the length may not exceed 22.00 m. However, the length may only exceed 18.75 m if driving between field and farm, between properties that jointly own the vehicle combination, or between a farm machinery pool and a customer, and only if transporting a working tool that is associated with operation of the towing vehicle.

(9) In the case of vehicle combinations consisting of combine harvesters or windrowers and a trailer with a cutting platform, the length may be up to but not exceed 25.00 if the trailer

- 1) has a minimum of two axles;
- 2) has forced steering on all axles; and
- 3) driving is done in accordance with (8), second sentence.

Section 12. The length of a vehicle or vehicle combination is measured over the furthest projecting parts at the front and rear, and on coupled vehicles during full extension of the coupling, with the exceptions set out in the Order on detailed regulations for vehicle fittings and equipment, without prejudice to (4).

(2) The distance between the rear edge of the towing car and the front edge of the loading area or superstructure of the trailer, or towed equipment that is subject to registration, may not exceed 2.00 m.

(3) Rear-mounted forklifts (truck-mounted forklifts) are considered to be loads. Lorries, vehicle combinations consisting of lorry and trailer, and vehicle combinations consisting of lorry and semi-trailer, may carry one truck-mounted forklift, which shall be mounted in accordance with the manufacturer of the truck-mounted forklift's instructions. During transport, the following conditions shall be met:

1) There shall be rear underrun protection in accordance with the rules in the Order on detailed regulations for vehicle fittings and equipment. If the distance measured from the road level to the lower edge of the rearmost point of the forklift does not exceed 0.55 m as measured at the kerb weight of the vehicle combination and with any bogie lowered, then the truck-mounted forklift fulfils the requirements for rear underrun protection.

2) The truck-mounted forklift shall be

- a) in the transport position (rearmost wheel(s) shall be turned perpendicular to the direction of travel);
- b) provided with reflectors and rear marking plates in accordance with the rules for the transporting vehicle; and
- c) provided with end-outline marker lamps and signalling lamps connected to the lamps of the transporting vehicle.

3) The outline marker lamps of the truck-mounted forklift shall not be used, and the marking for slow-moving vehicle (red, reflective triangle) shall be removed or covered.

(4) The measurement of length, cf. (1), does not include a truck-mounted forklift if it does not project rearward more than 1.50 m, though not exceeding a maximum permissible vehicle combination length of 18.50 m for vehicle combinations consisting of lorry and semi-trailer, or 20.75 m for vehicle combinations consisting of lorry and trailer.

Chapter 4

Vehicle height

Section 13. A vehicle may not have a height exceeding 4.00 m, without prejudice to (2).

(2) Buses and lorries and their trailers may not have a height exceeding 4.10 m.

(3) Regardless of the height of the vehicle and in accordance with Section 84(2) of the Road Traffic Act, the driver is obligated – when driving under power lines and underpasses and the like – to ensure that the passage can be made without creating an inconvenience or hazard for traffic.

Section 14. The height is measured vertically from flat road level to the highest projecting part, with the exceptions set out in the Order on detailed regulations for vehicle fittings and equipment.

Chapter 5

Vehicle axle load

Section 15. A motor vehicle with wheels on which tyres are mounted may not travel by road if the pressure transferred to the road from the wheels of an axle (axle load) exceeds 10 000 kg.

(2) A motor vehicle on which the driving axle has twin tyres and 'road-friendly' suspension shall have a driving axle load of no greater than 11 500 kg.

(3) On a motor vehicle, the total axle load in a group of two axles may not exceed:

1) 19 000 kg if the distance between the two axles is less than 2.00 m but at least 1.30 m and the driving axle also has twin tyres; and

a) 'road-friendly' suspension; or

b) the actual axle loads of individual axles do not exceed 9 500 kg;

2) 18 000 kg if the distance between the two axles is less than 1.80 m but at least 1.30 m;

3) 16 000 kg if the distance between them is less than 1.30 m but at least 1.00 m; or

4) 11 500 kg if the distance between them is less than 1.00 m.

(4) On a motor vehicle, the total axle load in a group of three axles may not exceed 24 000 kg. If the distance between any two axles is less than 1.30 m, then the total axle load may not exceed 22 000 kg.

(5) For the purposes of calculating the axle load, axles that are less than 1.00 m apart from each other are considered to be one single axle.

(6) For motor vehicles with steered wheels, at least 20 % of the actual gross weight of the vehicle shall rest on the vehicle's steered wheels. However, for motorcycles and mopeds, 25 % of the actual gross weight of the vehicle shall rest on the vehicle's steered wheels. For cars, this 20 % shall be on the steered front wheels.

Section 16. Trailers that are coupled to a motor vehicle and which have wheels on which tyres are mounted may not travel by road if the pressure transferred to the road from the wheels of an axle (axle load) exceeds 10 000 kg.

(2) On a trailer, the total axle load in a group of two axles may not exceed

1) 18 000 kg if the distance between the two axles is less than 1.80 m but at least 1.30 m;

2) 16 000 kg if such distance is less than 1.30 m but at least 1.00 m; or

3) 11 000 kg if such distance is less than 1.00 m.

(3) On a trailer, the total axle load in a group of three axles may not exceed 27 000 kg. However, the axle load may not exceed 24 000 kg if

1) the distance between the first and last axle of the axle group is less than 2.80 m; or

2) if the distance between any two axles is less than 1.30 m; though

a) 22 000 kg if the distance between any two axles is less than 1.30 m but at least 1.00 m; and

b) 21 000 kg if the distance between any two axles is less than 1.00 m.

(4) On a trailer, the maximum total axle load in a group of four axles or more may not exceed 30 000 kg, though 24 000 kg if the distance between any two axles is less than 1.30 m.

(5) For the purposes of calculating the axle load in axle groups other than those specified in (2) and (3), axles that are less than 1.00 m apart from each other are considered to be one single axle.

Section 17. In the case of semi-trailers and towed equipment with a kingpin, the total axle load may not exceed 30 000 kg.

Section 18. Vehicles with rollers may not travel by road if the pressure on the area of contact between the roller and the road exceeds 10 kg/mm of the width of the area of contact.

(2) If the outer diameter of the roller is less than 0.50 m, then the permissible pressure is reduced according to the ratio of the actual diameter to a diameter of 0.50 m.

Section 19. In the case of vehicles that run wholly or partly on tracks, the pressure on a track roller may not exceed 1 500 kg.

(2) If the width of the track is less than 0.35 m, then the permissible pressure is reduced according to the ratio of the actual width to a width of 0.35 m.

Section 20. A registered or approved vehicle may not be loaded with a greater axle load than that for which it is registered or approved. If the vehicle is neither approved nor registered, it may not be loaded with an axle load or track load greater than that which is technically permissible by the vehicle manufacturer.

Section 21. The Danish Road Directorate may, following discussions with the relevant the road authorities or owners of private roads and bridges as well as semi-private roads in the countryside, waive the rules on maximum permissible axle load in order for emergency services and the like to remove broken-down vehicles.

Chapter 6

Gross weight

Section 22. A motor vehicle with wheels on which tyres are mounted may not travel by road if the actual gross weight of the vehicle exceeds the sum of the axle loads permissible for vehicles, without prejudice to (2) and (3).

(2) The actual gross weight may not exceed:

- 1) In the case of a motor vehicle with two axles, excluding buses: 18 000 kg.
- 2) In the case of a lorry with two axles forming part of a vehicle combination: 20 000 kg.
- 3) For a lorry with two axles and using alternative fuels, cf. Annex 1, and which does not form part of a vehicle combination, the maximum permissible laden weight is increased by the additional weight required for the alternative fuel technology, though no more than 1 000 kg. For zero-emission vehicles with two axles and which do not form part of a vehicle combination, the permissible weight is increased by the additional weight of the zero-emission technology, though no more than 2 000 kg.
- 4) For a bus with two axles: 19 500 kg.
- 5) For a motor vehicle with three axles: articulated bus 28 000 kg, other vehicles 24 000 kg, but 26 000 kg if the driving axle of the vehicle has twin tyres, and:
 - a) 'road-friendly' suspension; or
 - b) none of the vehicle axles have an axle load that exceeds 9 500 kg.
- 6) In the case of cars under No 5, the maximum permissible laden weight is increased by the additional weight required for the alternative fuel technology, cf. Annex 1, by up to 1 000 kg.
- 7) In the case of cars under No 5, the maximum permissible laden weight is increased by the additional weight of the zero-emission technology, though no more than 2 000 kg.
- 8) In the case of a motor vehicle with four axles:
 - a) 36 000 kg if the distance between the front and rear axle of the vehicle is at least 6.40 m, or if the two front axles are steered and the distance between the front and rear axle of the vehicle is at least 5.50 m.
 - b) 34 000 kg if the distance between the front and rear axle of the vehicle is at least 6.40 m, or if the two front axles are steered and the distance between the front and rear axle of the vehicle is between 5.00 m and 5.49 m.
 - c) However, 29 500 kg for other motor vehicles with four axles, and 34 000 kg for articulated buses.
- 9) In the case of a motor vehicle with five or more axles:
 - a) 42 000 kg if the distance between the front and rear axle of the vehicle is at least 7.40 m.
 - b) 40 000 kg if the distance between the front and rear axle of the vehicle is between 6.80 m and 7.39 m.
 - c) 36 000 kg if the distance between the front and rear axle of the vehicle is between 5.50 m and 6.79 m.
 - d) However, 32 000 kg in the case of other motor vehicles with five or more axles.
- 10) In the case of a trailer coupled to a car, other than a rigid drawbar trailer or trailer with a kingpin, with three or more axles: 27 000 kg.
- 11) In the case of a trailer coupled to a car, other than a rigid drawbar trailer or trailer with a kingpin, with four or more axles, of which the two front axles are steered and at a distance of less than 1.80 m, or where the rear bogie has a total permissible axle load not exceeding 70 % of the maximum permissible laden weight: 32 000 kg.
- 12) In the case of trailers coupled to motorcycles: 200 kg.
- 13) In the case of vehicle combinations with seven or more axles and consisting of cars with trailers that are subject to registration: 56 000 kg.

14) In the case of vehicle combinations with six axles and consisting of a lorry with four axles and a trailer that is subject to registration: 52 000 kg.

15) In the case of vehicle combinations with six axles and consisting of a lorry with three axles and a trailer that is subject to registration: 53 000 kg.

16) In the case of vehicle combinations with five axles and consisting of a lorry with a trailer that is subject to registration: 47 000 kg.

17) In the case of other vehicle combinations: 44 000 kg.

(3) (1) does not apply to semi-trailers or trailers with a kingpin or rigid drawbar trailers. For such vehicles, only the rules on axle load and actual gross weight for vehicle combinations are applied.

(4) For the purposes of calculating the gross weight, two axles that are less than 1.00 m apart from each other are considered to be one single axle.

(5) In the case of semi-trailer combinations with five or more axles, the distance between the rear axle of the drawing vehicle and the front axle of the semi-trailer shall be at least 2.50 m. However, this distance shall be at least 3.00 m if the semi-trailer has three axles and the distance between any two axles is less than 1.10 m.

(6) In the case of semi-trailer combinations with an actual gross weight exceeding 44 000 kg, the distance between the rear axle of the drawing vehicle and the front axle of the semi-trailer shall be at least 3.00 m.

(7) In the case of vehicle combinations consisting of lorries with trailers, the distance between the rear axle of the vehicle and the front axle of the trailer may be no less than 3.00 m, without prejudice to Section 40(2)(3) and (8) and (9).

(8) In the case of vehicle combinations with five axles with an actual gross weight exceeding 46 000 kg, the distance between the rear axle of the drawing vehicle and the front axle of the trailer may not be less than 3.50 m.

(9) In the case of vehicle combinations with six axles with an actual gross weight exceeding 50 000 kg, the distance between the rear axle of the drawing vehicle and the front axle of the trailer may not be less than 3.50 m.

(10) In the case of vehicle combinations consisting of lorries with rigid drawbar trailers or lorries and semi-trailers, and with a total actual gross weight exceeding 54 000 kg, the distance between the rear axle of the drawing vehicle and the front axle of the trailer may be no less than 4.00 m.

Section 23. In the case of a trailer towed by a car with a maximum permissible laden weight not exceeding 3 500 kg, the actual gross weight, and for semi-trailers and rigid drawbar trailers, the total actual axle load, may however not exceed

1) the maximum permissible laden weight of the towing vehicle, if the trailer has service brakes; and

2) 50 % of the kerb weight of the towing vehicle, if the trailer does not have service brakes.

(2) However, in the case of trailers with service brakes and towed by off-road vehicles as defined in Directive 2007/46/EC, the maximum permissible laden weight is 1.5 times the maximum permissible laden weight of the towing vehicle. The maximum permissible laden weight, and for semi-trailers and rigid drawbar trailers, the total axle load, may however not exceed 3 500 kg.

Section 24. In the case of a trailer that is subject to registration and towed by a car with a maximum permissible laden weight exceeding 3 500 kg, the actual gross weight, and for semi-trailers and trailers, the

total actual axle load, may however not exceed 1.5 times the maximum permissible laden weight of the towing vehicle.

(2) At least 20 % of the actual gross weight of the vehicle combination shall rest on the vehicle's drive wheels.

Section 25. In the case of trailers coupled to motorcycles or mopeds, the actual gross weight may not exceed 50 % of the unladen weight of the motorcycle or moped, respectively.

Section 26. In a vehicle combination that is towed by a tractor which is subject to registration, at least 20 % of the actual gross weight of the vehicle combination shall rest on the tractor's drive wheels.

(2) In addition, at least 50 % of the actual gross weight of the vehicle combination shall rest on the vehicle's braking wheels.

(3) (1) does not apply to vehicle combinations with towed equipment that is not subject to registration.

Section 27. In a vehicle combination that is towed by a tractor or motor equipment not subject to registration, at least 50 % of the actual gross weight of the vehicle combination shall rest on the braking wheels.

Section 28. In vehicle combinations with towed equipment that is not subject to registration and where the towing car has a maximum permissible laden weight exceeding 3 500 kg, the weight of the towed equipment, and for towed equipment a kingpin or a rigid drawbar trailer, the total axle load, may however not exceed the actual gross weight of the towing vehicle, unless the towed equipment has brakes.

Section 29. Vehicles with rollers may not travel by road if the actual gross weight of the vehicle or vehicle combination exceeds 15 000 kg plus 250 kg for each full 0.20 m by which the distance between the first and last axle of the vehicle or vehicle combination exceeds 2.50 m.

Section 30. In the case of vehicles that run wholly or partly on tracks, the weight may not exceed 4 000 kg per m of distance between the front and rear track roller and the gross weight may not exceed 16 000 kg.

Section 31. A vehicle or vehicle combination may not be loaded with more weight, including vehicle combination weight, than that for which it is registered or approved. In addition, if the vehicle is neither approved nor registered, it may not be loaded with more weight than that which is technically permissible by the vehicle manufacturer.

(2) Furthermore, in the case of vehicle combinations, the actual weight may not exceed the sum of the registered or approved gross weight of the vehicles, though for semi-trailers and rigid drawbar trailers, the total registered or approved axle load is used. If a vehicle that forms part of a vehicle combination is not registered or approved, then the technically permissible maximum laden weight according to the vehicle manufacturer is used instead, though for semi-trailers and rigid drawbar trailers, the total registered or approved axle load is used.

(3) However, permissible weight as per (2) cannot be grounds for derogation from the limits on gross weight as otherwise set out in this Order.

Section 32. The Danish Road Directorate may, following discussions with the relevant the road authorities or owners of private roads and bridges as well as semi-private roads in the countryside, waive the rules on maximum permissible laden weight in order for emergency services and the like to remove broken-down vehicles.

Chapter 7

International traffic

Section 33. Cars in international traffic may have a driving axle load of up to 11 500 kg, irrespective of non-compliance with the conditions laid down in Section 15(2) concerning twin tyres and 'road-friendly' suspension.

(2) Cars with three axles, except for articulated buses, in international traffic may have an actual gross weight of up to 25 000 kg, irrespective of non-compliance with the conditions laid down in Section 22(2)(5) concerning twin tyres, 'road-friendly' suspension, or axle load.

Chapter 8

Shipper

Section 34. In the case of container or swap body road transport in international traffic, the shipper shall give to the haulier to whom it entrusts the transport of a container or swap body a statement indicating the weight of the container or swap body transported.

(2) The haulier provides the driver with access to all relevant documentation provided by the shipper.

(3) The shipper's statement, cf. (1), shall be carried on the journey and upon any given request it shall be presented to the police, possibly in electronic form. A completed CMR consignment note is considered to be sufficient documentation.

Chapter 9

Use of aerodynamic devices

Section 35. Lorries, buses, or their trailers that are equipped with aerodynamic devices which can be dismantled or retracted may only be driven on motorways and express roads when the aerodynamic devices are in the active position.

Chapter 10

Dispensation and right of appeal

Dispensation

Section 36. The Danish Road Traffic Authority may, in special cases, waive provisions of this Order, when it is deemed compatible with the considerations on which the relevant provisions, including international rules in this sector, are based.

Right of appeal

Section 37. Appeals against decisions made by the Danish Road Traffic Authority by virtue of this Order cannot be filed with the Minister for Transport, Building and Housing or any other administrative authority, cf. the Order on the tasks, powers, right of appeal, and the notifications of certain regulations from the Danish Civil Aviation and Railway Authority and Danish Building and Property Agency).

Chapter 11

Penalties

Section 38. Violations of the following are punished by fines: Section 3(1-5), Section 4(1), second and third sentences, Section 4(2) and (5-7), Section 5, Sections 7-11, Section 12(2-4), Section 13(1) and (2), Section 15(1-4) and (6), Section 16(1-4), Sections 17-20, Section 22(1-2) and (5-10), Sections 23-25, Section 26(1) and (2), Sections 27-31, Sections 33-34, and Section 35. The same applies to driving in violation of circumstances where or when driving is prohibited under Section 4(3). The shipper is also punished by fines when the information specified in Section 34 is missing or incorrect and the weights of the vehicle or vehicle combination exceed the provisions of Chapter 6.

(2) Violation of the conditions for permission under Sections 21 and 32 is punished by fines under Section 118(1)(2) of the Road Traffic Act.

(3) For violation of Chapters 5, 6, and 7, as well as for violation of the transitional provisions, under Section 118(14) of the Road Traffic Act, the owner or operator of the vehicle is held liable for fines, even if the violation cannot be imputed to the person in question as intentional or negligent.

(4) Violation of permission granted by road authorities or owners of private roads and bridges as well as semi-private roads in the countryside, in relation to Section 9(3) and (6), is punished by fines.

(5) Companies etc. (legal persons) may be rendered criminally liable in accordance with the provisions in Chapter 5 of the Penal Code.

Chapter 12

Entry into force

Section 39. This Order shall enter into force on 1 January 2024.

(2) Order No 1497 of 1 December 2016 on maximum width, length, height, weight and axle load of vehicles, is repealed.

Section 40. A rigid drawbar trailer with three axles with a distance of at least 1.00 m from each other may have a total axle load not exceeding 24 000 kg if the vehicle was registered before 1 August 2014.

(2) The following vehicles, if registered before 15 September 1997, and vehicle combinations if at least one of the vehicles was registered before 15 September 1997, may continue to be used:

- 1) Cars and vehicle combinations where the towing vehicle is a car, and the car or vehicle combination does not meet the provision of Section 5(1).
 - 2) Trailers coupled to cars, where the trailer does not meet the provision of Section 8(2), provided that the maximum permissible laden weight of the trailer exceeds 3 500 kg.
 - 3) Vehicle combinations consisting of lorries with trailers which do not meet the provisions of Section 11(2)(1) and Section 22(7).
 - 4) Vehicle combinations consisting of lorries with trailers which do not meet the provision of Section 11(2)(2), provided that the sum total of the external lengths of the lorry and the loading area of the trailer (from the rear of the cab) does not exceed 15.65 m.
- (3) Semi-trailers that were registered before 28 November 1989 and do not meet the provision of Section 10(2) may continue to be used, provided that the length of the semi-trailer does not exceed 13.60 m.

Annex 1

Alternative fuels:

- a) Electricity consumed in all types of electric vehicles.
- b) Hydrogen.
- c) Natural gas, including biomethane, in gaseous form (compressed natural gas – CNG) and liquefied form (liquefied natural gas – LNG).
- d) Liquefied gas (LPG).
- e) Mechanical energy from on-board storage/on-board sources, including waste heat.