

Draft
of
Order on vehicles in tests with modular vehicle combinations¹⁾

The following is laid down by virtue of Section 69(2), Section 70a, Section 84(1), Section 85(1) and Section 118(15) of the Road Traffic Act, cf. Consolidation Act No 1312 of 26 November 2024, as amended by Act No 567 of 27 May 2025, and by authorisation under Section 3(1) of Order No 787 of 18 June 2025 on the tasks, powers and right of appeal of the Danish Road Traffic Authority:

Scope

§ 1. This order lays down the supplementary or amended rules for vehicles that are part of tests with modular vehicle combinations.

(2) The legislative decree, including equipment requirements, also applies to lorries that include foreign vehicles.

(3) The Danish Road Directorate has issued an order on the road network etc. that allows for driving with modular vehicle combinations.

Definitions

§ 2. The following definitions apply to this order:

- 1) Modular vehicle combinations: Vehicle combinations consisting of a lorry and one or two trailers in which the individual vehicles comply with the applicable provisions on maximum length, but where the combination length exceeds 18.75 m and the exceedance is not due to the mounted loader crane or extended cab.
- 2) Dolly: Rigid drawbar trailers designed for hauling semi-trailers.
- 3) Link trailer: A semi-trailer designed for hauling a semi-trailer.

Coupling

§ 3. If the towing lorry is registered in Denmark, the couplings must be made in accordance with the rules set out in Sections 14-17, since the trailers can be considered to be approved for 'inspection-free coupling' and 'hauling centre-axle trailers' or 'hauling semi-trailers', if the registration certificates contain information equivalent to the Danish ones for permissible platform load, semi-trailers' total maximum axle load, trailers' maximum gross weight and V-values.

§ 4. If the towing lorry is foreign, the coupling must be carried out in accordance with the rules of the home country.

¹ A draft of this order has been notified in accordance with Directive 2015/1535/EU 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).

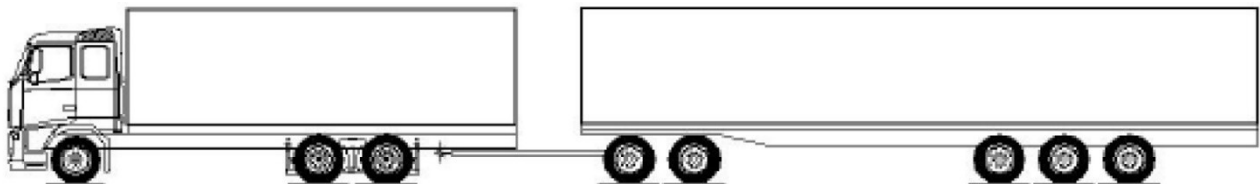
§ 5. It must be possible to determine whether the couplings comply with Sections 3 and 4 on the basis of the vehicle registration certificates and actual weighing of the vehicles.

(2) In case it does not appear in the registration certificates that the couplings are allowed, cf. (1), documentation from a roadworthiness testing centre stating that the vehicles can be technically and safely coupled together must be present in the vehicle when driving.

(3) If a lower vehicle combination weight is indicated in the foreign lorry's registration certificate than would be used when driving in Denmark, documentation from a roadworthiness testing centre for which the gross weight of the vehicle combination is technically permissible must be present in the vehicle when driving.

Types of modular vehicle combinations

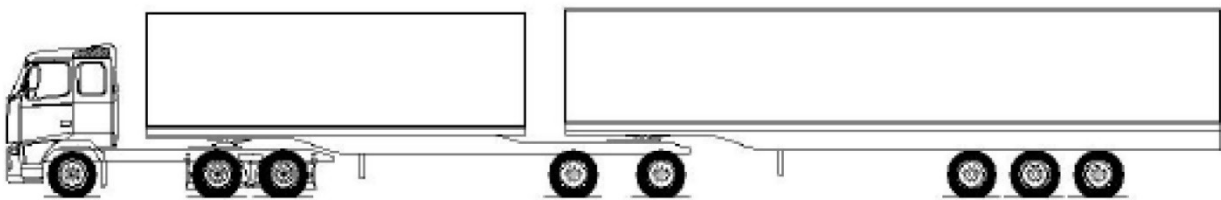
§ 6. The test includes four types of modular vehicle combinations:



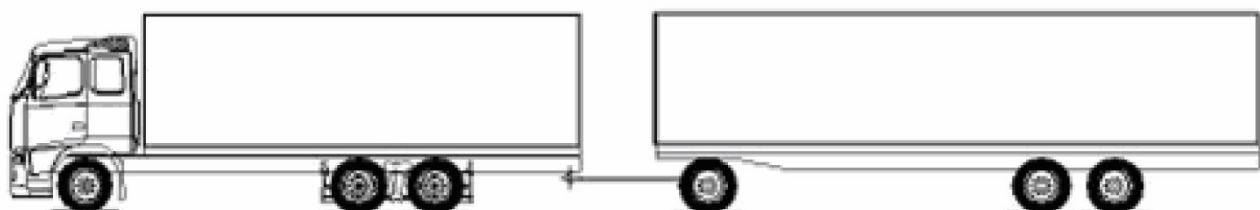
Combination type 1: Lorry-dolly-semi-trailer (axle configuration may differ).



Combination type 2: Lorry-semi-trailer-centre axle trailers (axle configuration may differ).



Combination type 3: Lorry-link trailer-semi-trailer (axle configuration may differ).



Combination type 4: Lorry-trailer that results in a combination length greater than 18.75 m, with the exception of 20.75 m for lorries with a loading crane with a capacity of more than 8 tonnes (axle configuration may differ).

(2) A combination consisting of a lorry and trailer in which the combination is longer than 18.75 m due to an extended drawbar or 20.75 m for a lorry with a loading crane with a capacity of more than 8 tm, but in which the total load length does not exceed 15.65 m, is not considered a modular vehicle combination.

Weight and dimensions

§ 7. The actual gross weight of a modular vehicle combination may not exceed

- 1) 64,000 kg for articulated vehicle combinations with eight or more axles, see (2);
- 2) 58,000 kg for modular vehicle combinations with seven axles;
- 3) 53,000 kg for vehicle combinations with six axles, and
- 4) the technically permissible vehicle combination weight guaranteed by the vehicle manufacturer.

(2) The actual gross weight of a modular vehicle combination with eight or more axles may only exceed 58,000 kg if the distance between the front and rear axles of the vehicle combination is at least 19.0 m.

(3) The individual vehicles in a modular vehicle combination may never be loaded with more weight than they are registered or approved to carry.

(4). However, in the case of modular vehicle combinations, the total actual weight of the trailers and the total actual axle load in the case of semi-trailers and rigid drawbar trailers may not exceed 1.5 times the maximum permissible laden weight of the vehicle.

(5). A dolly shall must two axles.

(6) For modular vehicle combinations with an actual total weight exceeding 60,000 kg, 20 per cent of the vehicle combination weight may be allowed to rest on the driving wheels when starting. The axle load on the lorry's axles may exceed the permissible axle load by up to 30%, provided that it does not exceed the technically permissible axle load guaranteed by the manufacturer. After starting, any unloaded axles must be automatically lowered to the ground or loaded, so that no axle load exceeds the permissible axle load, at the latest when the speed exceeds 30 km/h.

(7). Modular vehicle combinations with an actual total weight of under 60,000 kg are not required to comply with the requirement that 20% of the weight of a combination of vehicles must rest on the driving wheels, cf. Order on detailed rules for vehicle fittings, equipment and use, Annex 1, point 3.01.200 (6).

§ 8. A modular vehicle combination, both when laden and unladen, may not have a length exceeding 25.25 m, without prejudice to section 17.

(2)For a modular vehicle combination towed by a lorry fitted with an extended cab approved in accordance with Commission Implementing Regulation (EU) 2021/535 of 31 March 2021 laying down rules for the application of Regulation (EU) 2019/2144 of the European Parliament and of the Council as regards uniform procedures and technical specifications for the type approval of vehicles and systems, components and separate technical units intended for this purpose with regard to their general characteristics and safety (EEA-relevant text), Official Journal of the European Union 2021, No L 117, page 1, the length in (1) may be increased by 0.3 m, provided that the excess is solely due to the extension in front of the front axle of the lorry.

(3) The length is measured on the longest protruding parts, with the exceptions set out in the order on detailed rules for vehicle fittings, equipment and use.

(4). A link trailer may not have a distance between the centre lines of the king pin and the fifth wheel hitch exceeding 8.75 m.

Steering equipment

§ 9. Link trailers must be fitted with no more than one self-tracking axle.

(2) Self-tracking axles on trailers of modular vehicle combinations must lock automatically when the speed exceeds 40 km/h.

(3) Semi-trailers after a dolly may not be fitted with guided axles.

Brakes

§ 10. All vehicles in a modular vehicle combination must be fitted with anti-lock braking systems (ABS) and the Electronic Brake System (EBS).

(2) However, the following vehicles may be used in modular vehicle combinations up to a maximum of six years after the first date of registration of the vehicles, even if they are not fitted with an electronic braking system (EBS):

- 1) Semi-trailer not capable of towing a centre axle trailer or semi-trailer.
- 2) Centre axle trailer.
- 3) Trailer.

(3) A trailer authorised to tow another trailer must be equipped with a router so that the EBS brake signal can be used by both the towing trailer and the towed trailer.

(4). However, a dolly registered for the first time before 1 September 2012 can be used even if it is not equipped with a router. Such a dolly must channel the EBS signal from the lorry to the semi-trailer.

(5). However, link trailers registered for the first time before 1 September 2012 can be used even if they are not equipped with a router.

§ 11. The service brakes of a dolly must be capable of generating a braking force of at least 55 per cent of the total permissible axle load of the dolly.

(2) The service brakes of a link trailer must be capable of generating a braking force of at least 50% of the total permissible axle load of the link trailer.

Electric system, lights and reflectors

§ 12. Modular vehicle combinations whose length exceeds 22.0 m must be equipped at the rear of the rear vehicle with an additional reflective plate as shown in model 6, cf. Order on detailed regulations for vehicle fittings, equipment and use, Annex 1, point 6.11.001. The reflective plate must have a minimum length of

565 mm and a minimum height of 195 mm. The reflective plate must bear the text '25 m' in characters at least 100 mm high.

(2) The additional reflective plate may be removable and must only be visible when the vehicle is used in modular vehicle combinations.

Bodywork, structure, etc.

§ 13. Lorries forming part of modular vehicle combinations must be fitted with front underrun protection (see Order on detailed requirements for vehicle fittings, equipment and use, Annex 1, point 9.10).

(2) The semi-trailer platform of a dolly must be placed on a spherical ring with limited turning possibility on either side of $20^{\circ} \pm 2^{\circ}$.

(3) Driving on roads other than motorways with trailers fitted with aerodynamic devices, cf. Order on detailed rules for vehicle fittings, equipment and use, Annex 1, point 3.02.001(2) and (7), which can be folded in or removed, may only take place with such devices in the folded and closed position.

Coupling not subject to a technical inspection for type 1 modular vehicle combinations

§ 14. Lorry, dolly and semi-trailer must be registered for inspection-free coupling.

(2) The dolly must be registered with additional information 'hauling semi-trailers'.

(3) The sum of the actual gross weight of the semi-trailer and unladen weight of the dolly may not exceed the value for the maximum total weight of the trailer shown on the registration certificate of the vehicle.

(4). The maximum V-value shown on the vehicle's registration certificate must be at least 36 kN if the vehicle has a air-suspended driving axle, and 48 kN if the vehicle has a mechanically suspended driving axle.

(5). The actual king pin load and total actual axle load of the semi-trailer may not exceed the permissible platform load values and total maximum axle load of the semi-trailer indicated in the registration certificate of the dolly.

(6). The registration certificates or a copy thereof must be carried and presented to the police on request.

Coupling not subject to a technical inspection for type 2 modular vehicle combinations

§ 15. Lorry, semi-trailer and centre-axle trailer must be registered for inspection-free coupling.

(2) The front semi-trailer must be registered with additional information 'hauling centre-axle trailers'.

(3) The sum of the actual total axle loads of the semi-trailer and centre-axle trailer may not exceed the value of the total maximum axle load of the semi-trailer shown on the registration certificate of the lorry.

(4) The actual fifth wheel coupling pressure of the semi-trailer may not exceed the value of the permissible fifth wheel load shown in the registration certificate of the lorry.

(5) The actual total weight and V-value of the trailer may not exceed the value for the trailer's maximum total weight and maximum V-value stated on the registration certificate of the semi-trailer.

(6) The registration certificates or a copy thereof must be carried and presented to the police on request.

Inspection-free coupling for type 3 modular vehicle combinations

§ 16. Lorry, link trailer and semi-trailer must be registered for inspection-free coupling.

(2) The dolly must be registered with additional information 'hauling semi-trailers'.

(3) The sum of the actual total axle loads of the link trailer and semi-trailer may not exceed the value of the total maximum axle load of the semi-trailer shown on the registration certificate of the lorry.

(4) The actual king pin pressure of the link trailer may not exceed the value of the permissible platform load indicated on the registration certificate of the lorry.

(5) The actual king pin load and total actual axle load of the rear semi-trailer may not exceed the permissible platform load values and total maximum axle load of the semi-trailer indicated in the registration certificate of the link trailer.

(6) The registration certificates or a copy thereof must be carried and presented to the police on request.

Inspection-free coupling for type 4 modular vehicle combinations

§ 17. For modular vehicle combinations consisting of a lorry and trailer, the general rules on inspection-free coupling apply, except for the maximum length of the combination, laden as well as unladen, which may be up to 24.0 m.

Dangerous goods

§ 18. Modular vehicle combinations may be used for the transport of dangerous goods (ADR) if the vehicle combination complies with the provisions of the ADR Convention and any agreements that Denmark may have concluded in accordance with this convention that waive the requirement that only one trailer may be used in a vehicle combination.

Provisions on penalties, entry into force and effect

§ 19. Violations of sections 3-5, 7(1-6) and 8-18 are punishable by a fine.

§ 20. The order enters into force on 1 January 2026.

(2) Section 7(1)(2) takes effect on 1 January 2027.

(3) Order No 1076 of 7 November 2008 on vehicles in tests with modular vehicle combinations is hereby repealed.