

Draft

of

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

Pursuant to Section 51(8), fourth sentence, Section 68(1), Section 84(1), Section 85(1) and Section 118(15), first sentence, and paragraphs 16 and 17 of the Danish Road Traffic Act, cf. Consolidated Act No 1312 of 26 November 2024, as amended by Act No 567 of 27 May 2025, pursuant to the authorisation under Section 3(1) of Order No 787 of 18 June 2025 on the tasks and powers of the Danish Road Traffic Agency and right of appeal:

Chapter 1

Scope and Definitions

Scope

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

(2) With regard to the transport of indivisible goods, which necessitates exceeding one or more of the rules laid down in this Order, and which are carried out by lorry and vehicle combinations consisting of lorry and trailer as well as mobile crane, large self-propelled machinery, large towed equipment, low loaders and return from emergency tasks with a vehicle, the construction of which necessitates exceeding one or more of the provisions of the Dimensional Order, in laden as well as unladen condition, please refer to the rules laid down in the Order on Special Transport.

(3) As regards the transport of indivisible loads, carried out by lorries that meet the requirements on elongated cabs in Regulation (EU) No 2021/535 of the European Commission, where the length exceeds 12 m, cf. Section 8(1), and where the excess is solely due to projecting loads, please 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 2021/535 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, please 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 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 national traffic (OJ No L 235, 1996, p. 59) as amended by Regulation (EU) 2019/1242 of the European Parliament and of the Council of 20 June 2019 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 national traffic (OJ No L 198, 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 with improved aerodynamic performance, energy efficiency and safety (OJ No L 164, 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 No L 115, 2015, p. 1). The Order incorporates certain provisions from the Commission Delegated Regulation (EU) 2015/208 of 8 December 2014 supplementing Regulation (EU) No 167/2013 of the European Parliament and of the Council with regard to vehicle functional safety requirements for the approval of agricultural and forestry vehicles (OJ No L 42, 2015, p.1). Pursuant to Article 288 of the Treaty on the Functioning of the European Union, regulations are directly applicable in all Member States. The reproduction of the provisions in this Order is therefore exclusively for practical reasons and does not affect the direct application of the regulation in Denmark. A draft of this Order has been notified 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).

(5) As regards the transport of indivisible loads, carried out by vehicle combinations other than lorries with semi-trailers, that meet the requirements on elongated cabs in Regulation (EU) No 2021/535 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, please refer to the rules laid down in the Order on Special Transport.

Definitions

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

1) Regulation (EU) 2019/2144: Regulation (EU) 2019/2144 of the European Parliament and of the Council of 27 November 2019 on type-approval requirements for motor vehicles and their trailers, and systems, components and separate technical units intended for such vehicles, as regards their general safety and the protection of vehicle occupants and vulnerable road users, and amending Regulation (EU) 2018/858 of the European Parliament and of the Council and repealing Regulations (EC) No 78/2009, (EC) No 79/2009 and (EC) No 661/2009 of the European Parliament and of the Council and Commission Regulations (EC) No 631/2009, (EU) No 406/2010, (EU) No 672/2010, (EU) No 1003/2010, (EU) No 1005/2010, (EU) No 1008/2010, (EU) No 1009/2010, (EU) No 19/2011, (EU) No 109/2011, (EU) No 458/2011, (EU) No 65/2012, (EU) No 130/2012, (EU) No 347/2012, (EU) No 351/2012, (EU) No 1230/2012 and (EU) 2015/166 as variously amended.

2) Regulation (EU) 2021/535: 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 of systems, components and separate technical units intended for such vehicles, as regards their general construction characteristics and safety.

3) Regulation (EU) 2015/208: Commission Delegated Regulation (EU) 2015/208 of 8 December 2014 supplementing Regulation (EU) 167/2013 of the European Parliament and of the Council with regard to vehicle functional safety requirements for the approval of agricultural and forestry vehicles as variously amended.

4) Alternative fuels: Fuels or power sources which serve, at least partly, as a substitute for fossil oil sources as the energy supply for transport, and which have the potential to contribute to decarbonisation and enhanced environmental performance in the transport sector. Alternative fuels are listed in Annex 1.

5) Alternatively fuelled vehicle: A motor vehicle authorised in accordance with Regulation (EU) 2018/858 of the European Parliament and of the Council on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) 715/2007 and (EC) 595/2009 and repealing Directive 2007/46/EC, which is fuelled in whole or in part by an alternative fuel listed in Annex 1.

6) Zero emission vehicle: A zero-emission heavy-duty vehicle as defined in Article 3, No 11, of 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) 595/2009 and (EU) 2018/956 of the European Parliament and of the Council, and Council Directive 96/53/EC.

7) Intermodal transport:

a) Combined transport, cf. Article 1 of Council Directive 92/106/EEC of 7 December 1992 on the establishment of common rules for certain types of combined transport of goods between Member States, 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. The aforementioned distance of 150km 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 vehicle 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.
- 8) 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 the shipper, and/or in whose name or on whose behalf a contract of carriage has been concluded with the transport company.
- 9) Temperature-controlled construction: A fixed or movable structure specially equipped for the transport of loads at a controlled temperature where the side walls, including insulation, are at least 45 mm thick.
- 10) 'Road-friendly' suspension: Air suspension or equivalent suspension as laid down in 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, Annex II.
- 11) International traffic: Transportation that takes place either 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.
- 12) Aerodynamic device: Device or equipment at the rear of a vehicle that is designed to reduce the vehicle's air resistance. The devices or equipment shall be approved in accordance with Regulation (EU) 2021/535.

Chapter 2

Vehicle width

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

- (2) However, a trailer coupled to a motorcycle must not have a width exceeding 1.30 m.
- (3) On a three-wheel flatbed moped, loads must not extend beyond the sides of the flatbed platform.
- (4) Additionally, a trailer that is subject to registration and coupled to a vehicle must not have a width exceeding the width of the towing vehicle by more than 0.35 m on each side.
- (5) A vehicle designed with an operation mode and a transport mode, such that projecting parts can be dismantled or retracted, may only be driven while in the transport mode.
- (6) However, the provision in paragraph 5 does not apply
 - 1) to the crossing of or passage on a road or the like if the road is used only 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 grain, or with self-propelled machinery, 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, between a farm machinery pool and its customers, or to and from a workshop. The rules laid down in Section 3(5–6) shall apply *mutatis mutandis* to the driving specified in the first and second sentences.

(2) Tractors and agricultural trailers may have a width of up to 3.00 m provided that the width exceeding 2.55 m is solely due to the track or wheel mounting and wheel guards. Such a tractor or agricultural trailer must only be used for driving between field and farm, between properties that jointly own the vehicles, or between a farm machinery pool and its customers, to and from inspections, or to and from workshops.

(3) The police may prohibit the driving referred to in paragraphs 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 snow plough may have a width of up to 3.50 m, or up to 4.90 m when used on a motorway.

(6) Rescue services, police and defence forces may transport a lifeboat of up to 3.30 m in width on a trailer coupled to a vehicle approved for this purpose, when such transport is necessary in direct connection with the authorities' duties, regardless of whether the provisions in Section 3(4) are met.

(7) Tractors and self-propelled machinery may tow unladen agricultural 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 39(2), No 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 paragraph 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 across the furthest projecting parts, with the exceptions laid down in the Order on Detailed Requirements for Vehicle Fittings, Equipment and Use, Annex 1.

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 must not have a length exceeding 12.00 m, without prejudice to paragraph 5 and Section 9.

(2) A trailer coupled to a vehicle must not have a length exceeding 12.00 m, without prejudice to Section 39(2), No 2.

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

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

(5) A lorry complying with the elongated cab requirements of Regulation (EU) No 2021/535 may have a length exceeding 12.00 m.

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

(2) A bus with more than two axles must 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 Public Transport Companies Act, requires advance authorisation or permission from the road authorities or owners of private roads or bridges, or private common roads in rural areas.

(4) An articulated bus must not have a length exceeding 18.75 m, without prejudice to paragraphs 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 or bridges, or private common roads in rural areas.

Section 10. A vehicle combination consisting of a lorry and semi-trailer must not have a length exceeding 17.88 m, without prejudice to paragraphs 3–6.

(2) For semi-trailers, the distance between the axis of the kingpin and the rear of the semi-trailer must 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 39(3).

(3) Electrical contractors and producers of masts or flag poles may transport, on a lorry with semi-trailer, masts or flag poles of such length that the laden vehicle combination has a total 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 must not exceed 0.62 m, and the total length must not exceed 18.50 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 increased length must not exceed 0.62 m and the total length must not exceed 18.50 m.

(6) In the case of vehicle combinations consisting of a lorry with semi-trailer complying with the elongated cab requirements of Regulation (EU) 2019/2144, a length exceeding 17.88 m is permissible.

Section 11. Vehicle combinations other than lorries and semi-trailers must not have a length exceeding 18.75 m, without prejudice to paragraphs 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 point of the loading area behind the cab to the rearmost point of the trailer must not exceed 16.40 m, without prejudice to Section 39(2), No 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 installation of the loader crane. However, the increased length must not exceed 2.00 m.

2) The maximum distance measured parallel to the longitudinal axis of the vehicle combination from the foremost point of the loading area behind the cab to the rearmost point of the trailer, minus the distance between the rear of the lorry and the front of the trailer, must not exceed 15.65 m, without prejudice to Section 39(2), No 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, using lorries with trailers, masts or flag poles of such length that the laden vehicle combination has a total length of up to 22.00 m.

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

1) only vehicles are transported;

2) the transport has 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 underrun protection is formed by one of the vehicles with which the vehicle combination is laden, or consists of some other underrun protection 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 8 tm, the permissible length of the vehicle combination is increased by the length required for the installation of the loader crane. However, the increased length must 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) 2019/2144, these 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 must not exceed 22.00 m. The length, however, may only exceed 18.75 m when driving between field and farm, between properties that jointly own the vehicle combination, or between a farm machinery pool and its customers, 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 self-propelled machinery with one trailer, the length must not exceed 22.00 m. The length, however, 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 its customers, and only if transporting a working tool that is associated with the operation of the towing vehicle.

(9) In the case of vehicle combinations consisting of combine harvesters or windrowers and trailers, loaded with a cutter bar, the length may be up to but not exceed 25.00 m 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 paragraph 8, second sentence.

Section 12. The length of a vehicle or vehicle combination is measured across 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 Requirements for Vehicle Fittings, Equipment and Use, without prejudice to paragraph 4.

(2) The distance between the rear edge of the towing vehicle and the front edge of the loading area or superstructure on the trailer, or towed equipment subject to registration, must 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's instructions. During transport, the following conditions shall be met:

1) There shall be rear underrun protection in accordance with the rules laid out in the Order on Detailed Requirements for Vehicle Fittings, Equipment and Use. If the distance measured from road level to the lower edge of the rearmost point of the truck does not exceed 0.55 m as measured at the kerb weight of the vehicle or 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 wheels 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. paragraph 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 must not have a height exceeding 4.00 m, without prejudice to paragraph 2.

- (2) Buses, lorries, tractors and self-propelled machinery as well as trailers must not have a height exceeding 4.20 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 underpasses, power lines and the like – to ensure that passage can be made without causing inconvenience or hazard.
- (4) The height is measured vertically from an even road surface to the highest projecting part, with the exceptions set out in the Order on Detailed Requirements for Vehicle Fittings, Equipment and Use.

Chapter 5

Vehicle axle load

Section 14. A motor vehicle with wheels on which tyres are mounted must not travel by road if the pressure transferred to the road from the wheels on an axle (axle load) exceeds 10,000 kg.

- (2) A motor vehicle on which the drive axle has twin tyres and 'road-friendly' suspension must have a drive axle load of no greater than 11,500 kg.
- (3) On a motor vehicle, the total axle load in a group of two axles must 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 drive axle also has twin tyres and
 - a) 'road-friendly' suspension; or
 - b) the actual load of individual axles does 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 the axles is less than 1.00 m.

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

Section 15. Trailers that are coupled to a motor vehicle and that have wheels on which tyres are mounted must 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 on a group of two axles must 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 this distance is less than 1.30 m but at least 1.00 m; or

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

(3) On a trailer, the total axle load on a group of three axles must not exceed 27,000 kg.

(4) However, the axle load must not exceed 24,000 kg if

1) the trailer has a rigid drawbar

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

3) if the distance between any two axles is less than 1.30 m; or

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

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

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

(6) When calculating the axle load on axle groups other than those specified in paragraphs 2 and 3, axles that are less than 1.00 m apart are considered to be one single axle.

Section 16. In the case of semi-trailers and towed equipment with a kingpin, the total axle load must not exceed 30,000 kg.

Section 17. Vehicles with rollers must 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 18. In the case of vehicles that run wholly or partly on tracks, the pressure on a track roller must not exceed 1,500 kg.

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

(3) For tractors and self-propelled machinery specially designed for agricultural, forestry or horticultural use, which are fully or partially fitted with tracks, the pressure on a track roller must not exceed 2,250 kg as defined in Annex XXXIII of Regulation 2015/208 for the following journeys:

- 1) Between field and farm.
- 2) Between properties that jointly own the tractor or self-propelled machinery.
- 3) Between a farm machinery pool and its customers.
- 4) To and from an inspection.
- 5) To and from a workshop.

Section 19. A registered or approved vehicle must 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 must not be loaded with an axle load or track load greater than that which is technically permissible by the vehicle manufacturer.

Section 20. The Danish Road Directorate may, following consultation with the relevant road authorities, owners of private roads or bridges, or private common roads in rural areas, to allow rescue services and the like to deviate from the rules on maximum authorised axle load when towing broken-down vehicles.

(2) Conditions may be attached to the authorisations referred to in paragraph 1 to derogate from the rules on maximum permissible axle load. Violation of such conditions may result in revocation of the granted authorisation.

(3) The licence must be carried while driving, either as a copy or in electronic form, and shall be presented to the police upon request.

Chapter 6

Gross vehicle weight

Section 21. A motor vehicle with wheels on which tyres are mounted must 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 paragraphs 2 and 3.

(2) The actual gross weight must not exceed:

- 1) For lorries with two axles: 20,000 kg.
- 2) For buses with two axles: 19,500 kg.
- 3) For motor vehicles with three axles: articulated buses 28,000 kg, other vehicles 24,000 kg, but 28,000 kg if the drive axle of the vehicle has twin tyres, and:
 - a) 'road-friendly' suspension; or
 - b) none of the vehicle's axles has an axle load that exceeds 9,500 kg.
- 4) In the case of motor vehicles with four axles:
 - a) 36,000 kg if the distance between the front and rear axles of the vehicle is at least 6.40 m, or if the two front axles are steered and the distance between the vehicle's front and rear axle is at least 5.50 m.
 - b) 34,000 kg if the two front axles are steered and the distance between the vehicle's front and rear axles 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.
- 5) In the case of motor vehicles with five or more axles:
 - a) 42,000 kg if the distance between the vehicle's front and rear axles is at least 7.40 m.
 - b) 41,000 kg if the distance between the vehicle's front and rear axles is between 7.10 m and 7.39 m.
 - c) 40,000 kg if the distance between the vehicle's front and rear axles is between 6.80 m and 7.09 m.

- d) 36,000 kg if the distance between the vehicle's front and rear axles is between 5.50 m and 6.79 m.
- e) However, 32,000 kg in the case of other motor vehicles with five or more axles.
- 6) In the case of trailers coupled to cars, with the exception of trailers with a kingpin or rigid drawbar, with three axles: 27,000 kg.
- 7) In the case of trailers coupled to cars, with the exception of trailers with a kingpin or rigid drawbar, 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 authorised gross weight: 32,000 kg.
- 8) In the case of trailers coupled to motorcycles: 200 kg.
- 9) In the case of vehicle combinations with seven or more axles and consisting of a vehicle with a trailer that is subject to registration: 58,000 kg.
- 10) In the case of vehicle combinations with six axles, consisting of a lorry with four axles and a trailer that is subject to registration: 52,000 kg.
- 11) In the case of vehicle combinations with six axles, consisting of a lorry with three axles and a trailer that is subject to registration: 53,000 kg.
- 12) In the case of vehicle combinations with six axles, consisting of a lorry with a trailer that is subject to registration: 50,000 kg.
- 13) In the case of vehicle combinations with five axles, consisting of a lorry with a trailer that is subject to registration: 47,000 kg.
- 14) For other vehicle combinations: 44,000 kg.
- (3) Paragraph 1 does not apply to semi-trailers or trailers with a kingpin or rigid drawbar. For such vehicles, only the rules on axle load and actual gross weight for vehicle combinations shall apply.
- (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, without prejudice to paragraphs 8 and 9.
- (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 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 a lorry with a trailer, the distance between the rear axle of the vehicle and the front axle of the trailer must be no less than 3.00 m, without prejudice to Section 40(2), No 3 and paragraphs 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 vehicle and the front axle of the trailer must 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 vehicle and the front axle of the trailer must 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 vehicle and the front axle of the trailer must be no less than 4.00 m.

Section 22. For trailers towed by a vehicle with a permissible gross weight not exceeding 3,500 kg, the actual gross weight (in the case of semi-trailers and trailers with rigid drawbar, the total axle load) must not exceed

- 1) the maximum authorised gross weight of the towing vehicle, if the trailer is fitted with service brakes; and
- 2) 50% of the kerb weight of the towing vehicle, if the trailer is not fitted with service brakes.

(2) However, for trailers fitted with service brakes and towed by off-road vehicles as defined in Regulation (EU) 2018/858 of the European Parliament and of the Council on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC, the maximum authorised gross weight shall be 1.5 times the maximum authorised gross weight of the towing vehicle. The towing vehicle's maximum authorised gross weight (in the case of semi-trailers and trailers with rigid drawbar, the total axle load) must not exceed 3,500 kg.

Section 23. In the case of trailers that are subject to registration and towed by a vehicle with a maximum authorised gross weight exceeding 3,500 kg, the actual gross weight (in the case of semi-trailers and trailers with rigid drawbar, the total axle load) must not exceed 1.5 times the maximum authorised gross weight of the towing vehicle.

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

Section 24. In the case of trailers towed by motorcycles or mopeds, the actual gross weight must not exceed 50% of the unladen weight of the motorcycle or moped.

Section 25. In vehicle combinations 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 driven wheels.

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

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

Section 26. In vehicle combinations towed by a tractor or self-propelled machinery not subject to registration, at least 50% of the actual gross weight of the vehicle combination shall rest on the braked wheels.

Section 27. In vehicle combinations with towed equipment that are not subject to registration and where the towing vehicle has a maximum authorised gross weight exceeding 3,500 kg, the weight of the towed equipment (in the case of trailers with kingpin or rigid drawbar, the total axle load) must not exceed the actual gross weight of the towing vehicle, unless the towed equipment is fitted with brakes.

Section 28. Vehicles with rollers must 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 29. In the case of vehicles that run wholly or partly on tracks, the weight must not exceed 4,000 kg per metre of distance between the front and rear track roller, and the gross weight must not exceed 16,000 kg.

(2) For tractors and self-propelled machinery specially designed for agricultural, forestry or horticultural use that run wholly or partly on tracks, the gross weight must not exceed 32,000 kg and the average contact surface pressure must not exceed 5 kg/cm² for rubber tracks in accordance with Annex XXXIII of Regulation 2015/208, without prejudice to section 18(3), for the following journeys:

- 1) Between field and farm.

- 2) Between properties that jointly own the tractor or self-propelled machinery.
- 3) Between a farm machinery pool and its customers.
- 4) To and from an inspection.
- 5) To and from a workshop.

Section 30. A vehicle or vehicle combination must not be loaded with more weight, including vehicle combination weight, than that for which it is registered or approved. If the vehicle is neither approved nor registered, it must 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 must not exceed the sum of the registered or approved gross weight of the vehicles, though for semi-trailers and trailers with rigid drawbar, the total registered or approved axle load is used. Where a vehicle forming part of a vehicle combination is not registered or approved, the technically permissible maximum laden gross weight provided by the vehicle manufacturer shall be used. However, for semi-trailers and trailers with rigid drawbar, the vehicle manufacturer's total technically permissible axle load is used.

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

Section 31. The Danish Road Directorate may, following consultation with the relevant road authorities, owners of private roads or bridges, or private common roads in rural areas, to allow rescue services and the like to deviate from the rules on maximum authorised axle load when towing broken-down vehicles

(2) Conditions may be attached to the authorisations referred to in paragraph 1 for derogation from the rules on maximum authorised gross weight. Violation of such conditions may result in revocation of the granted authorisation.

(3) The licence must be carried while driving, either as a copy or in electronic form, and shall be presented to the police upon request.

Chapter 7

International traffic

Section 32. Vehicles in international traffic may have a drive axle load of up to 11,500 kg, irrespective of non-compliance with the conditions laid down in Section 14(2) concerning twin tyres and 'road-friendly' suspension.

(2) Vehicles with three axles in international traffic, except for articulated buses, may have an actual gross weight of up to 25,000 kg, irrespective of non-compliance with the conditions laid down in Section 21(2), No 3 concerning twin tyres, 'road-friendly' suspension and axle load.

Chapter 8

Shipping

Section 33. In the case of road transport in international traffic of containers or swap bodies, the shipper shall provide the haulier to whom the transport of a container or swap body is entrusted with a statement indicating the weight of that container or swap body.

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

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

Chapter 9

Use of aerodynamic devices

Section 34. Lorries, buses, and their connected trailers that are equipped with aerodynamic devices which can be dismantled or retracted may only be driven on motorways and dual carriageways when such aerodynamic devices are in the active position.

Chapter 10

Dispensation and right of appeal

Dispensation

Section 35. The Danish Road Traffic Authority may, in special cases, waive provisions of this Order, when this is deemed compatible with the considerations on which the relevant provisions, including international rules in this sector, are based.

Appeals

Section 36. Decisions made by the Danish Transport Authority pursuant to this Order cannot be appealed with the Minister for Transport or any other administrative authority, cf. the Order on the tasks and powers of the Danish Road Traffic Authority and the right of appeal.

Chapter 11

Penal provisions

Section 37. Infringements of Section 3(1–5), Section 4(1), second and third sentences, Section 4(2) and (5–7), Sections 5, and 7–11, Section 12(2–4), Section 13(1–2), Section 14(1–4) and (6), Section 15(1–4), Sections 16–19, Section 20(2), second sentence, and (3), Section 21(1–2) and (5–10), Sections 22–24, Section 25(1–2), and Sections 26–30, Section 31(2), second sentence, and (3), and Sections 32–34 shall be punishable by a fine. The same applies to driving in violation of prohibitions under Section 4(3). Shippers shall also be punished by fines when the information specified in Section 33 is missing or incorrect and the weight of the vehicle or vehicle combination exceeds the provisions of Chapter 6.

(2) Violation of the conditions for permission under Sections 20 and 31 is shall be punished by fines under Section 118(1), No 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(16) 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, owners of private roads or bridges, or private common roads in the countryside, in relation to Section 9(3) and (6), shall be punished by fines.

(5) Companies, etc., (legal persons) may be held criminally liable in accordance with the regulations set out in Chapter 5 of the Penal Code.

Chapter 12

Entry into force, repeal and transitional provisions

Section 38. The Regulation shall enter into force on 1 January 2026.

(2) Sections 13 and 21(2), No 9 shall take effect from 1 January 2027.

(3) Order No 1331 of 2 December 2024 on maximum width, length, height, weight and axle load of vehicles, is repealed.

(4) The provisions of Sections 13–14 and Section 22(2), No 13, of Order No 1331 of 2 December 2024 on the maximum width, length, height, weight and axle load of vehicles shall apply up until and including 31 December 2026.

Section 39. Trailers with rigid drawbar and three axles with a distance of at least 1.00 m from each other must have a total axle load that does not exceed 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 where 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 authorised gross 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), No 1 and Section 21(7–9).

4) Vehicle combinations consisting of lorries with trailers which do not meet the provision of Section 11(2), No 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.

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 in liquefied form (liquefied natural gas – LNG).
- d) Liquefied gas (LPG).
- e) Mechanical energy from on-board storage/on-board sources, including waste heat.