

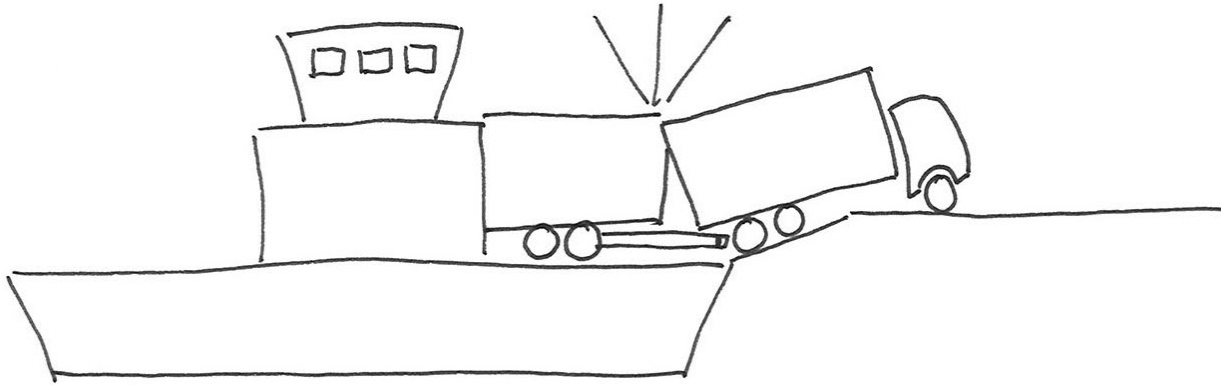
# Roadtrains in Norway



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Lastebileier-Forbund

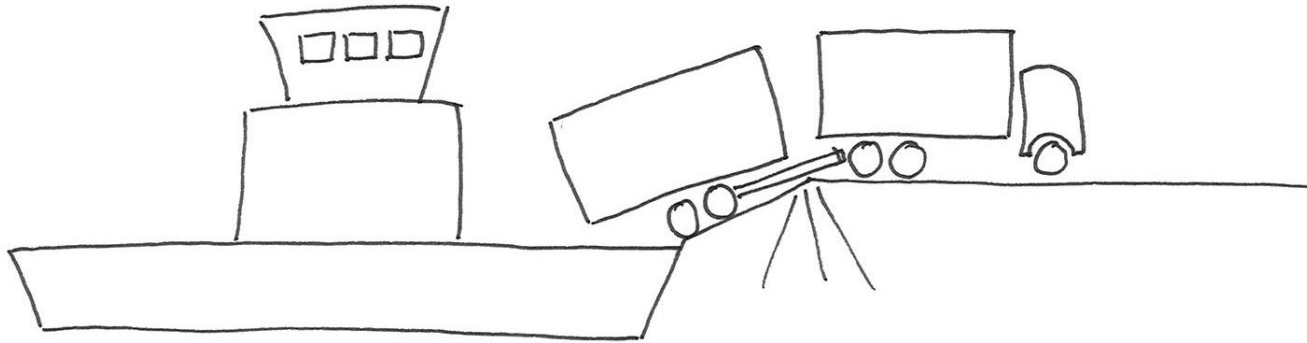
- Practical experience from driving roadtrains in Norway shows that accidents happen due to the construction of the typical EU-roadtrain
- Examples of situations causing damage or accidents
- Our solutions

# Damage on load



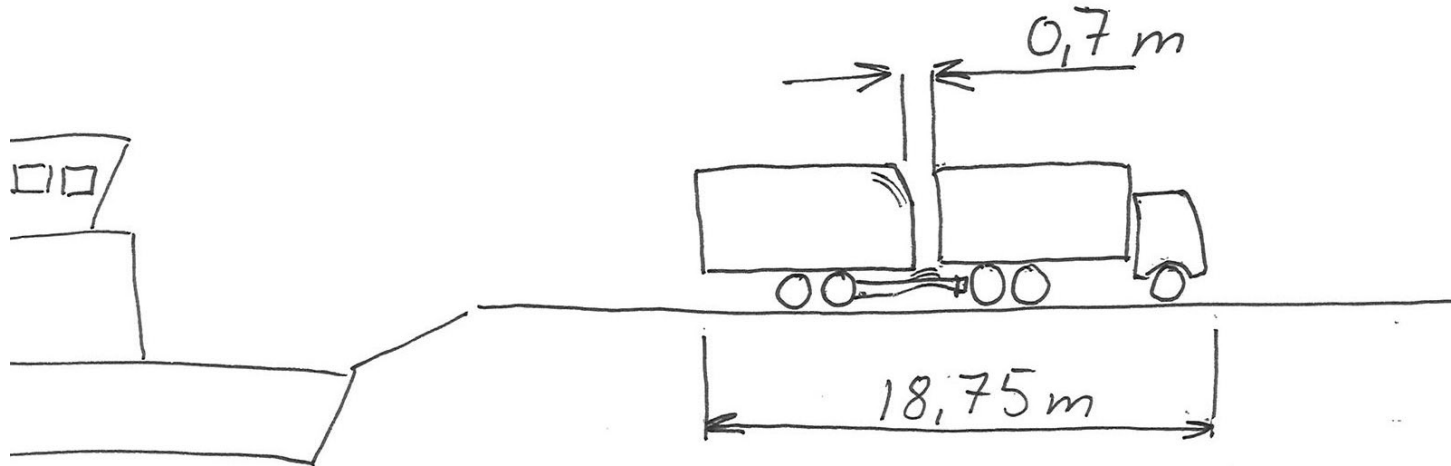
- In areas where there is a depression in the ground
- On and off ferries
- The upper corners of the load are destroyed

# Damage on vehicles



- In areas where the road goes over a hillock
- On and off ferries
- The drawbar of the piggyback trailer is destroyed

# EU-roadtrain

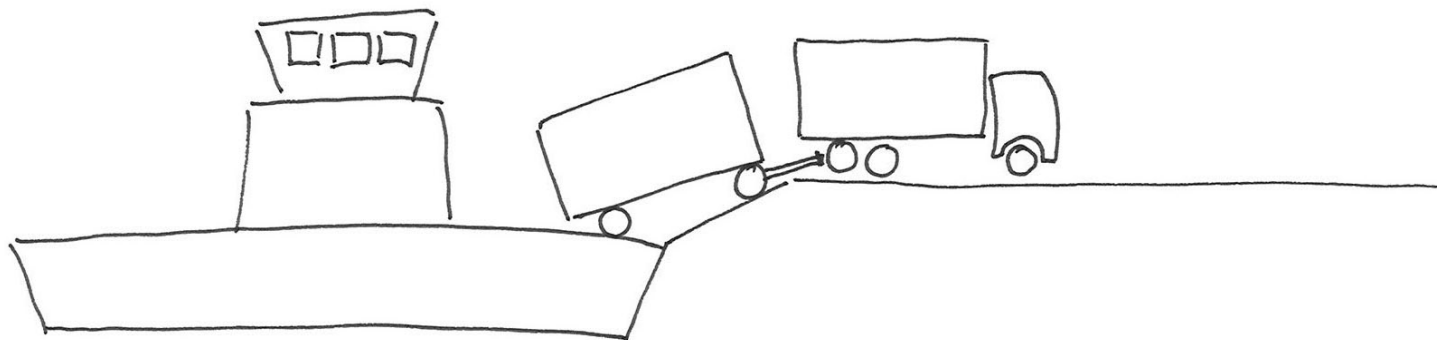
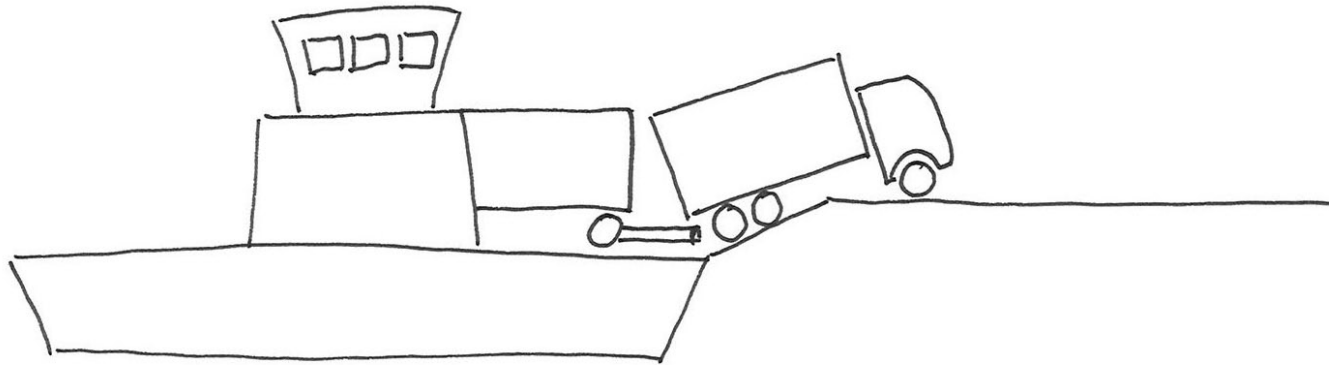


- Dimensions of the EU roadtrain are causing accidents and damage to the vehicles on Norwegian roads

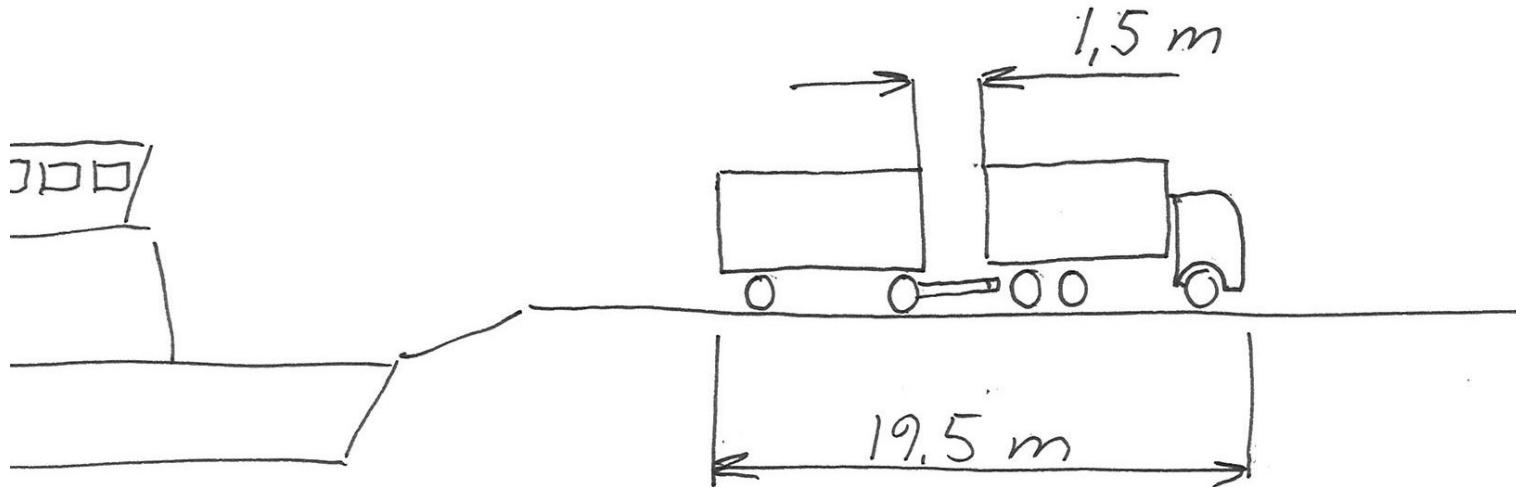
# Norwegian roadtrain



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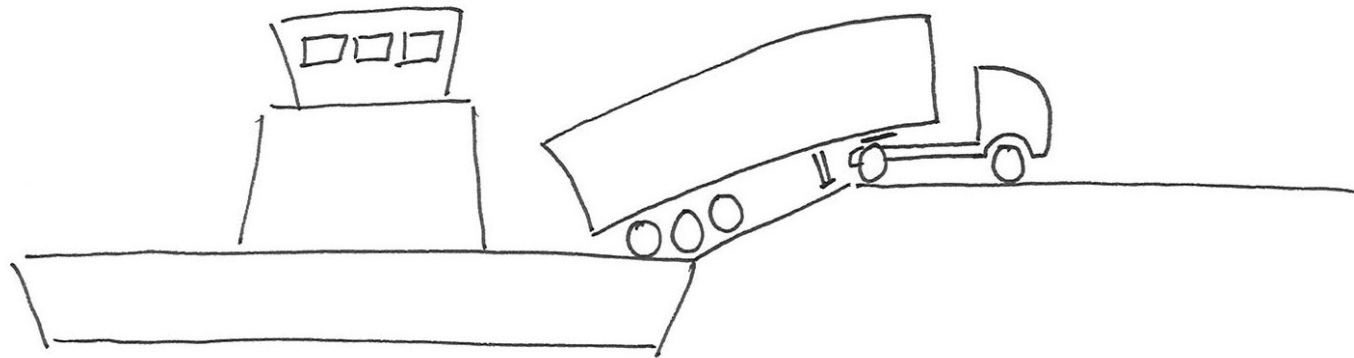


# Solution



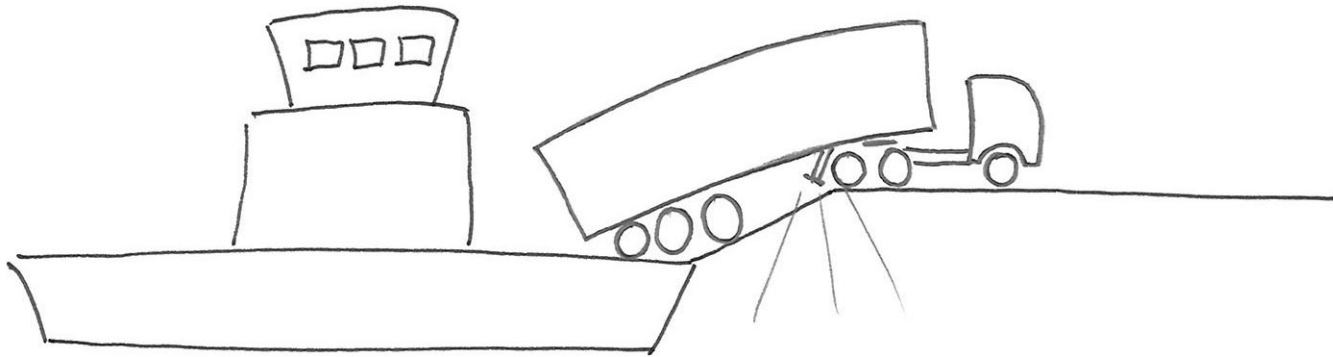
- Drawbar trailer with larger distance to the truck and better ground clearance under the drawbar has less problems
- No damage to the equipment in depressions or over hillocks

# Roadtrain with semitrailer



Using the typical 2 axle EU tractor is not recommended, especially during winter-time in Norway

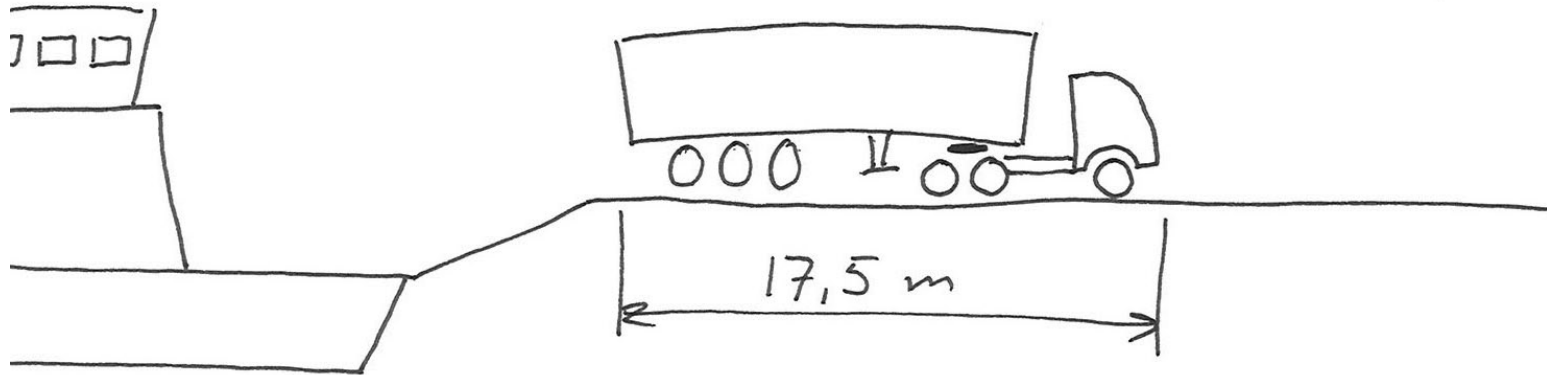
# 3 axled Tractors



When using Norwegian 3 axled tractors, damage often occurs when the vehicles are coupled-up within a total length of 16,5 meter



# Solution

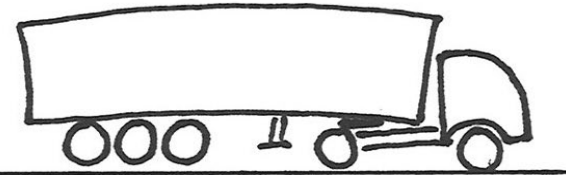
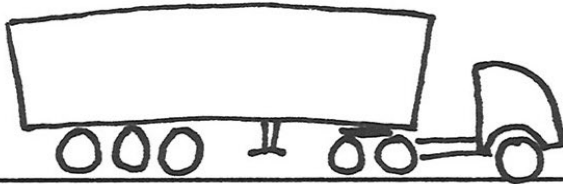


3 axle tractor with semitrailer needs larger distance between tractor and semitrailer to prevent damage

# Loading length remains

Norwegian 17,5 meter

EU 16,5 meter



Tractor with 3 axles  
in Norway

Tractor with 2 axles  
in the EU

Loading length of 13,6 meters remains the same

In order to pull the same loading length safely the  
Norwegian roadtrain must be 17,5 meter

# Conclusion



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In order to transport the EU loading lengths of directive 96/53 under safe conditions, roadtrains in Norway must be slightly longer than in the EU: 19,5 meter and 17,5 meter