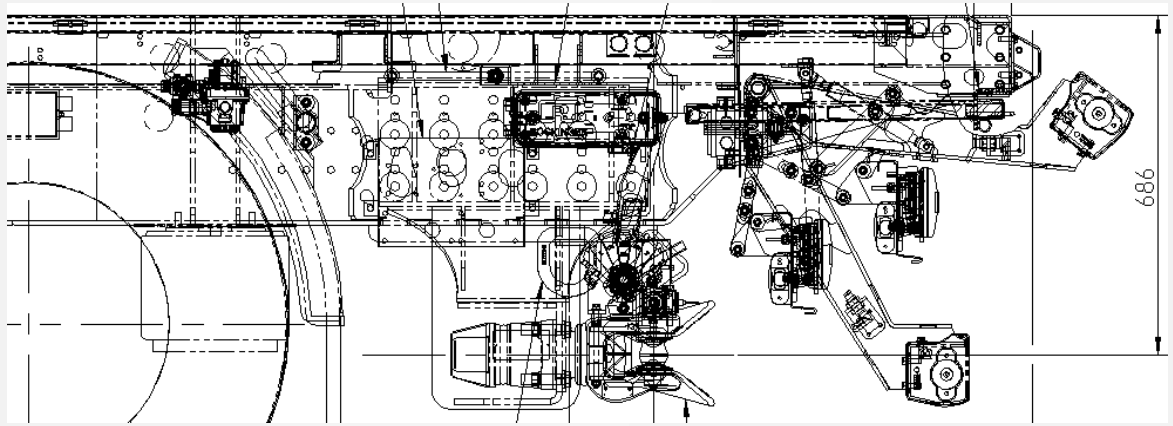
KRONE

# HCT-EMS2- LANG LKW & LZV

32-34 meter & 25,25 Meter seen from a manufactures perspective



# KRONE GROUP

KRONE
SCHWARZMÜLLER
HÜFFERMANN Transportsysteme
KNAPEN KRONE GROUP
TRAILER DYNAMICS
GIGANTO

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# Basics in legislation

- Spain , 25,25 meter / 60.000 kg plus 32 meter / 72.000 kg
- Nederland 25,25 meter / 60.000 kg (no steered axles at dollys)
- Germany 18,88 meter / 40.000 kg & 25,25 meter 40.000 kg (turning circle must bee fulfilled)
- Polen (test phase)
- Czech republic 48.000 /25,25 meter – limited roads
- Denmark 25,25 meter / 60.000 kg limited roads + 72.000 kg 32/34 meter only one route (Aarhus – Copenhagen)
- Finland up to 76.000 kg / 34,5 Meter but the variety is big.
- Sweden up to 74. 000 kg / 34 meter (legislation very easy to understand and not complicated)

- Norway 25,25 meter (see Vegvesen.no NVDB Vegkart)

# IN OUR PROGRAMME

## Product range as a series manufacturer

Dollys  steered – Germany

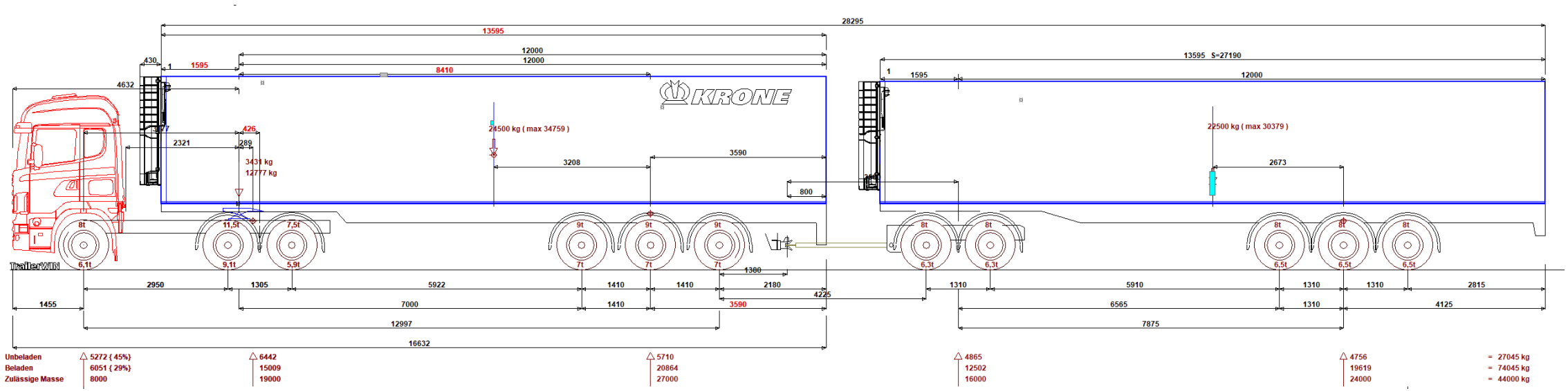
Dollys 4150-4450 mm draw height 400-450 mm, DK truck foreseen to a drawbar (kærre)  25,25 meter

Dolly 3300-3700 mm draw height 570-650 mm SE standard

Trailers with and without coupling in the rear and with or without self steered axle.

15 meter trailers

# HCT – EMS 2




Semi-trailer with coupling (combination of different national legislation in one trailer)

Sweden: king-pin – first axle minimum 7000 mm

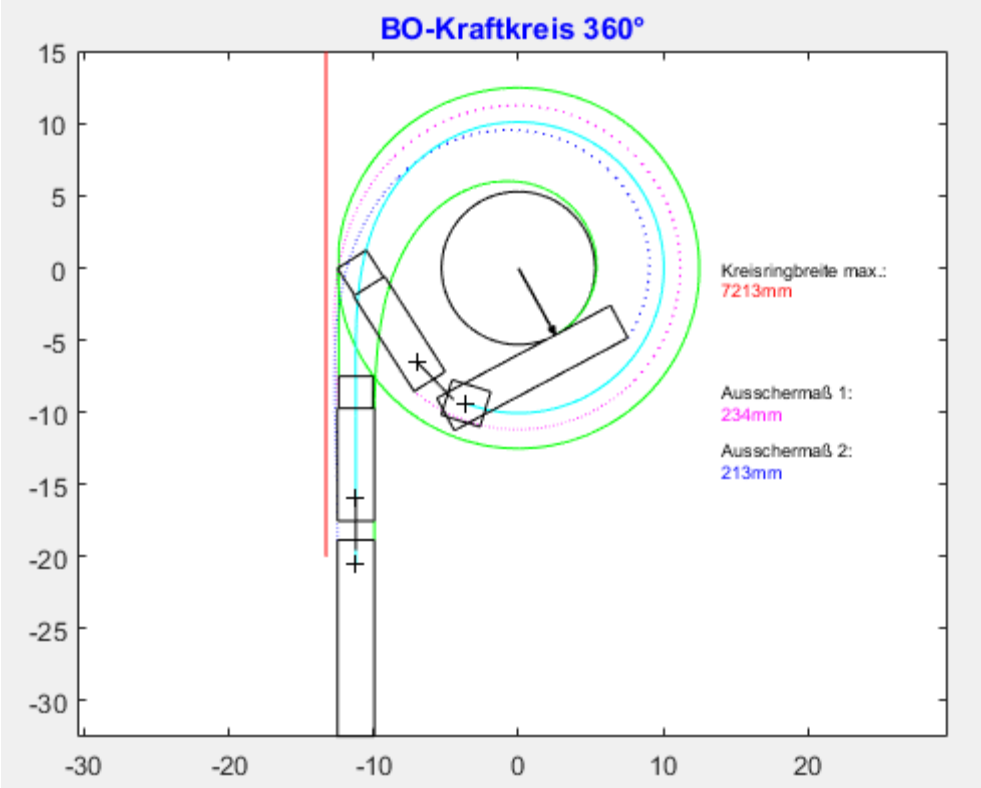
Sweden: self steered third axle.

Sweden: Maximum 1400 mm from third axle to center coupling

Denmark: minimum 2800 mm from first to third axle to acieve 27.000 kg at the bogie.

Can be used in Finland as well – Semi trailer 2 have limitation in the distance from king-pin to third axle

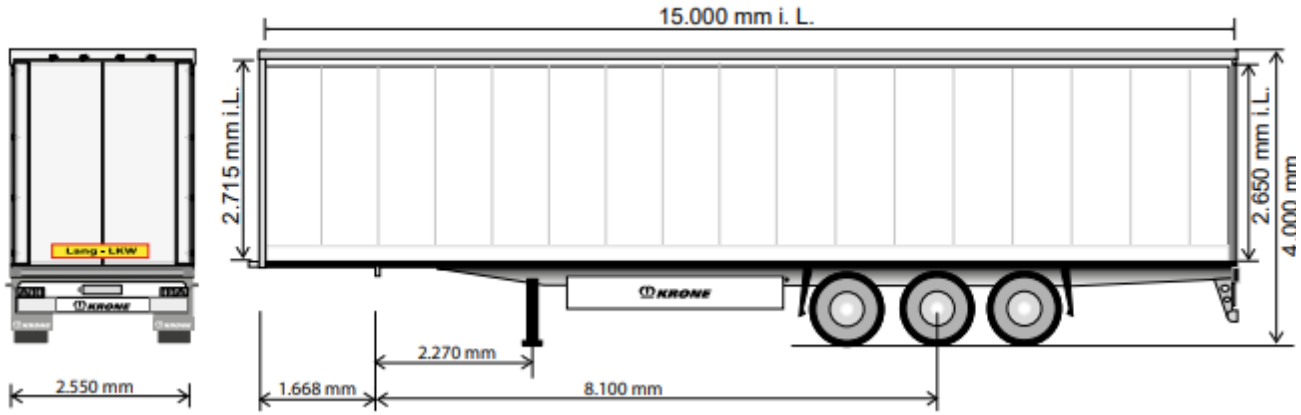
# GERMANY LANG LKW 25,25 METER

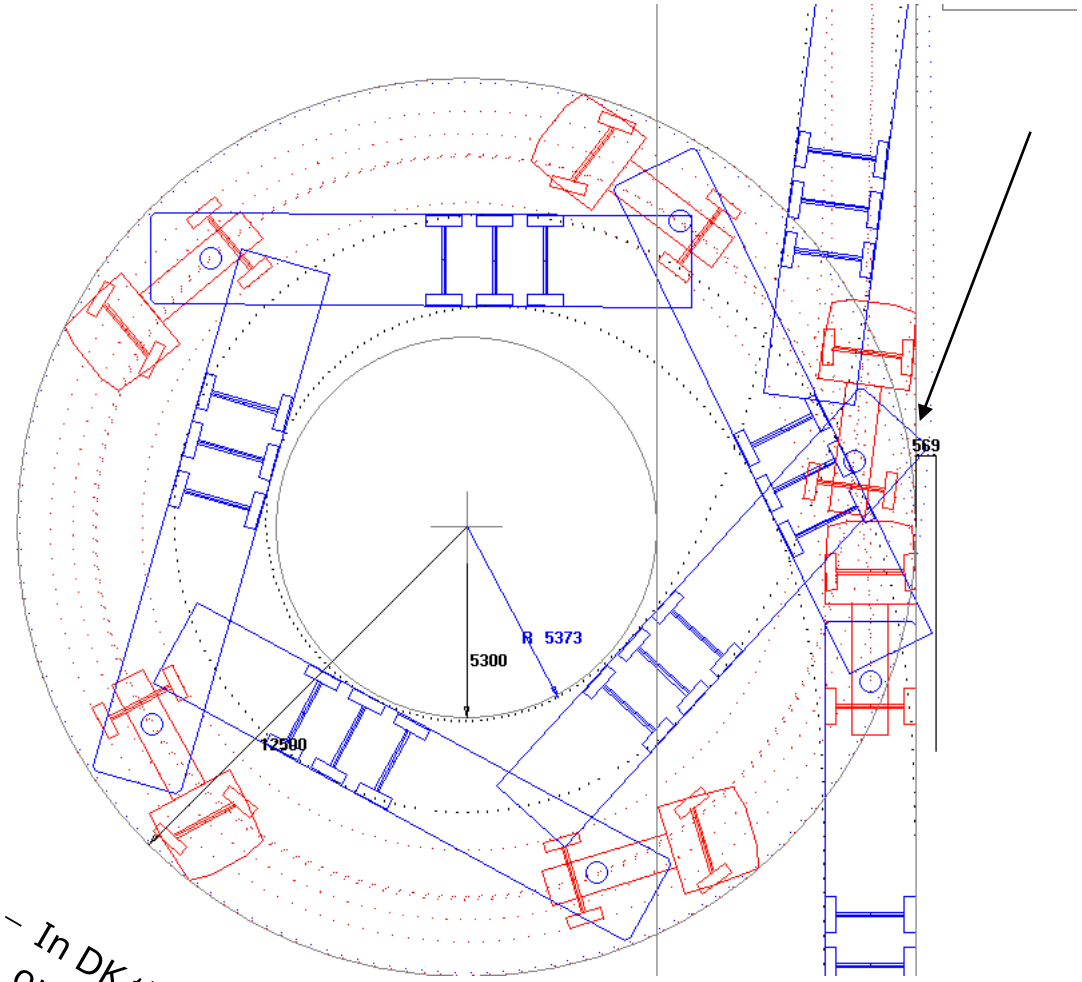


- In our programme
- Forced steered dolly, mainly to fullfil  the turning circle 5,4 meter / 12,5 meter
- Driving into NL, the steering must be mecnical secured

# GERMANY LANG LKW TYP 1

15 Meter semi trailer 40.000 kg



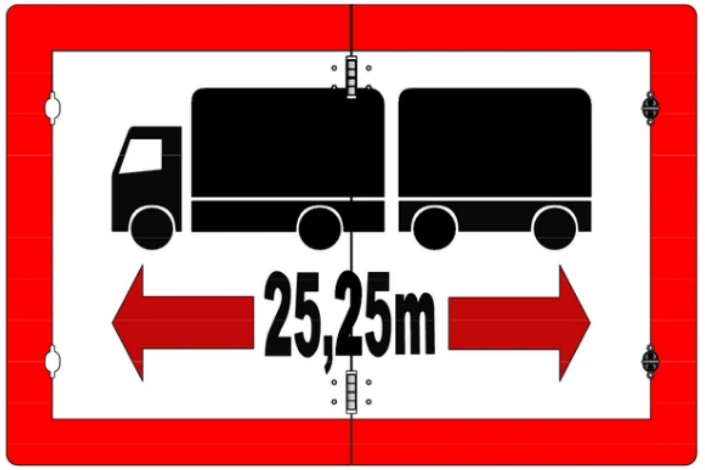

In DK- SE-FIN it is a standard combination

Not allowed for border crossing between Denmark and Germany yet, since it was forgotten in the German legislation

– In DK the rear outswing is limted to 600 mm, in Germany 1000 mm

# OUR CHALLENGES AS MANUFACTURER

The big varity in the legislation,



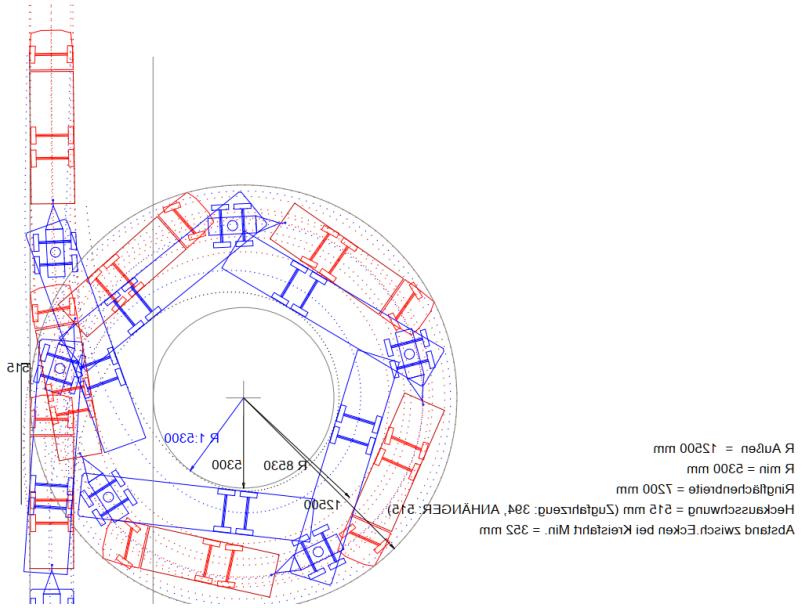
Even inside EU not even the signs are the same.

Finland:

The papers of Semi-trailer 2: must contain, HCT reference dimension measures

# OUR CHALLENGES AS MANUFACTURER

## Turning circles  a challenge somewhere




Germany do accept a practical tst carried out outside Germany. A parking space, a tape measure, and a piece of chalk to see if a certain unit fulfills the legislation

In at least one other country, as the opposite example,, two different authorities must each be consulted, and practical tests are not readily accepted. They do have their own tool.

Where is EU ?

To make a simple way to define a turning circle,

And and ….

and what we really dont want to dicuss today:

***VECTO*** *(Vehicle Energy Consumption Calculation Tool) is a computer simulation software developed by the European Commission to measure and certify fuel consumption and $CO_2$ emissions from heavy-duty vehicles*