Longer Truck Combinations in Germany - Trial Start in 2012

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Long Truck Trial - Time Schedule

• Trial start: 1.1.2012
• Trial duration: 5 Years
• Scientific evaluation by BASt, duration: one year
• First BASt evaluation report: 6 month later
• Further examination by BASt until trial ends
• Final Report by BASt after trial ends
• Max. weight: 40t GVW (44t GVW in combined traffic)
• Max. length: 25,25 m
Allowed truck trailer combinations

For Type 1 vehicles - No route restrictions in participating states

- **Type 1:** Tractor-Semitrailer Combination (+1,30 m), max. length 17,80 m
- **Type 2:** Tractor-Semitrailer and Center Axle Trailer, max. length 25,25 m
- **Type 3:** Tractor (steerable) Dolly and Semitrailer, max. length 25,25 m
- **Type 4:** B-Double, max. length 25,25 m
- **Type 5:** Tractor Trailer Combination (2 x 12 m), max. length 24 m

Note: Number of axles may be lower in reality than shown in the pictures.
The German Long Truck Trial Regulation was published by the German Federal Ministry of Transport, Building and Urban Development in December 2011 and came into force at 1.1.2012. The exemption regulation duration will be five years.

No border crossing is envisaged for long truck combinations (due to EU law).

The regulation specifies the requirements for those operators who will take part on the trial, specifies the road network which may be used for travelling and the (five) vehicle combinations which are allowed.

All truck trailer combinations must be able to be used in combined traffic (waterborne and/or rail). Rear load overhang is forbidden. Prohibited is the transport of (labeled) dangerous goods, fluids in big tanks, living animals or swinging loads from the box ceilings. Overtaking is forbidden for the drivers of the longer truck combinations, except vehicles with less than 25 km/h.

The drivers of the longer trucks may have a truck driver license for at least five years and five years truck driving experience. A driver training on the long truck combination of at least two hours is required.

All permitted national routes which were provided by the participating Federal States are listed as “positive net”. A first extension of the “positive net” was published in summer 2012.

For scientific monitoring of the trail all operators have to provide BASt with all documents regarding vehicles, routes, freights etc. BASt staff can interview drivers, can take part as co-drivers on longer truck combinations and can use these awhile for experimental work at no charge, too.
The German „positv“ road net

Only 7 out of 16 federal states take part in the trial
Technical Demands (1)

- Side edge lamps on the trailer(s)
- Air springs on all axles except steering axle
- Differential lock or traction control
- Electronic breaking system (EBS) acc. UN ECE R.13
- Disc brakes and retarder on the towing vehicle
- Automatic weigh control for all air spring axles
- Lane departure warning
- Suitable for combined traffic
Technical Demands (2)

- Electronic stability control acc. UN ECE R.13
- Automatic headway control or emergency break assist
- Rear mirrors acc. 2003/97/EG
- Video camera on the rear end of the rearmost trailer combined with a monitor in the driver’s compartment
- Retro reflecting side markings acc. UN ECE R.48
- Digital tachograph acc. 3821/85 EG
- Retro reflecting sign on the rear end of the rearmost trailer with the written text “Lang-LKW” (Long Truck) with letter height of 13 cm.
BO-Kraftkreis (turning circle)
outer diameter: 12,50 m, inner diameter: 5,30 m
Number of truck operators (Unternehmen) and Number of Long-Trucks (Lang-Lkw)

15.5.2012

15.9.2012

Info: BASSt homepage
Combination distribution and destinations reported to BASt

<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>Number</th>
<th>Destinations</th>
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</thead>
<tbody>
<tr>
<td>Type 1</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Type 2</td>
<td>5</td>
<td>9</td>
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<tr>
<td>Type 3</td>
<td>18</td>
<td>23</td>
</tr>
<tr>
<td>Type 4</td>
<td>1</td>
<td>6</td>
</tr>
<tr>
<td>Type 5</td>
<td>3</td>
<td>15</td>
</tr>
</tbody>
</table>

Number of road freight enterprises in the trial: 15
Number of road freight enterprises in Germany: 35,000
Type 1 vehicle: Extended semitrailer two swep boddies for combined traffic
Type 1 vehicle: Extended semitrailer for combined traffic at terminal Munich
Type 2 vehicle: Tractor, semitrailer, trailer cooled food transport between hubs in Bavaria
On board WIM: Axle load control at semitrailer
Type 3 vehicle: Truck, dolly, semitrailer at combined traffic terminal
Type 3 vehicle: Truck, dolly, semitrailer at combined traffic terminal
Type 3 vehicle: Truck, dolly, semitrailer at combined traffic terminal
Type 4 vehicle: B-double at combined traffic terminal
Type 5 Vehicle: 2 x 12,00 m
Transport of airplane collies between two airports
Evaluation fields

• Implication of long trucks on traffic safety and on environment
• Psychological examinations in connection with long trucks
• Effects on traffic demands
• Change in road wear
• Traffic ability of at-grade junctions and grade separated junctions,
• Traffic ability at working sites
• Problems with parking at rest areas
• Accident simulations of long trucks with guard rails
• Evaluation of problems by overtaking long trucks
• Fire protection requirements for long trucks in tunnels
Thank you for your attention!

This truck is not in the trial 😊