

Council 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

Article 1	(1) This Directive applies to: (a) the dimensions of motor...
Article 2	For the purposes of this Directive: ‘motor vehicle’ shall mean...
Article 3	(1) A Member State may not reject or prohibit the...
Article 4	(1) Member States shall not authorise the normal circulation within...
Article 5	Articulated vehicles put into circulation before 1 January 1991 which...
Article 6	(1) Member States shall take the necessary measures to ensure...
Article 7	This Directive shall not preclude the application of road traffic...
Article 8
Article 8a
Article 8b	(1) With the aim of improving their energy efficiency, vehicles...
Article 9
Article 9a	(1) With the aim of improving energy efficiency, in particular...
Article 10	The Directive listed in Annex IV, Part A, shall be...
Article 10a
Article 10b	The maximum authorised weights of alternatively fuelled or zero-emission vehicles...
Article 10c	The maximum lengths laid down in point 1.1 of Annex...
Article 10d	(1) By 27 May 2021 , Member States shall take...
Article 10e	Member States shall lay down rules on penalties applicable to...
Article 10f	(1) For the transport of containers and swap bodies, Member...
Article 10g	Every 2 years, and at the latest by 30 September...
Article 10h	(1) The power to adopt delegated acts is conferred on...
Article 10i	(1) The Commission shall be assisted by the Road Transport...
Article 10j	By 8 May 2020 , the Commission shall submit, as...
Article 11	(1) Member States shall bring into force the laws, regulations...
Article 12	This Directive shall enter into force on the day of...
Article 13	This Directive is addressed to the Member States.

ANNEX I

MAXIMUM WEIGHTS AND DIMENSIONS AND RELATED CHARACTERISTICS OF VEHICLES

ANNEX II

CONDITIONS RELATING TO EQUIVALENCE BETWEEN CERTAIN NON-AIR SUSPENSION SYSTEMS AND AIR SUSPENSION FOR VEHICLE DRIVING AXLE(S)

1. DEFINITION OF AIR SUSPENSION
2. EQUIVALENCE TO AIR SUSPENSION

- 2.1. during free transient low frequency vertical oscillation of the sprung...
- 2.2. each axle must be fitted with hydraulic dampers. On tandem...
- 2.3. the mean damping ratio D must be more than 20...
- 2.4. the damping ratio D of the suspension with all hydraulic...
- 2.5. the frequency of the sprung mass above the driving axle...
- 2.6. the frequency and damping of the suspension are given in...
3. DEFINITION OF FREQUENCY AND DAMPING
4. TEST PROCEDURE

ANNEX IV

PLATE RELATING TO DIMENSIONS REFERRED TO IN ARTICLE 6 (1) (a)

- I. The plate relating to dimensions, as far as possible affixed...
- II. The values given on the proof of compliance shall reproduce...

ANNEX IV

PART A

REPEALED DIRECTIVES

PART B

ANNEX V

Status: EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.

- (1) [OJ No C 38, 8. 2. 1994, p. 3](#) and [OJ NO C 247, 23. 9. 1995, p. 1.](#)
- (2) [OJ No C 295, 22. 10. 1994, p. 72.](#)
- (3) Opinion of the European Parliament delivered on 15 November 1994 ([OJ No C 341, 5. 12. 1994, p. 39](#)), Council common position of 8 December 1995 ([OJ No C 356, 30. 12. 1995, p. 13](#)), and Decision of the European Parliament of 14 March 1996 ([OJ No C 96, 4. 4. 1996, p. 233](#)).
- (4) [OJ No L 2, 3. 1. 1985, p. 14.](#) Directive as last amended by Directive 92/7/EEC ([OJ No L 57, 2. 3. 1992, p. 29](#)).
- (5) [OJ No L 221, 7. 8. 1986, p. 48](#)).
- (6) [OJ No L 142, 25. 5. 1989, p. 3.](#)